



TECHNICAL ADVISORY COMMITTEE MEETING

Monday, September 28, 2020
2:00 p.m.

Held remotely online and by phone in accordance with local and state Stay at Home Orders
Livestream at: www.campotexas.org

PURSUANT TO CODE, AND IN CONJUNCTION WITH THE GUIDANCE AND PROVISIONS SECTIONS 551.125 & 551.127 OF THE TEXAS GOVERNMENT PROVIDED BY THE GOVERNOR OF TEXAS IN THE DECLARATION OF DISASTER ENACTED MARCH 13, 2020, MEMBERS OF THE TECHNICAL ADVISORY COMMITTEE MAY BE PARTICIPATING REMOTELY IN COMPLIANCE WITH THE TEXAS OPEN MEETINGS ACT, AS TEMPORARILY MODIFIED BY THE GOVERNOR, AND POLICY BOARD BYLAWS.

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members.....Chair Mike Hodge

ACTION:

2. [Approval of May 18, 2020 Meeting Summary](#)..... Mr. Chad McKeown, CAMPO
Mr. McKeown will seek TAC approval of the May 18, 2020 meeting summary.

INFORMATION:

3. [Discussion on Federal Transit Administration \(FTA\) 5310 Grant Program Criteria](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will facilitate discussion on updating the project selection criteria for the 5310 Grant Program.
4. [Discussion on Fall Amendment Cycle](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will provide information on the fall amendment cycle for the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).
5. [Presentation on Benefits of A Potential Open Roads Policy for The CAMPO Region](#)
..... Mr. Tom Fowler, Kimley-Horn & Associates
Mr. Fowler will facilitate discussion on a potential Open Roads Policy for the CAMPO region.
6. Report on Transportation Planning Activities

Persons with Disabilities:

Upon request, reasonable accommodations are provided. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for assistance.

7. TAC Chair Announcements
 - Next TAC Meeting – October 19, 2020
8. Adjournment

Persons with Disabilities:

Upon request, reasonable accommodations are provided. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for assistance.



**Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting**

**Held remotely online and by phone in accordance with local and state Stay at Home Orders
Livestream at: www.campotexas.org**

**Meeting Minutes
May 18, 2020**

1. Certification of Quorum..... Chair Mike Hodge

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:08 p.m.

Following an introduction of the Committee, a quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	N	Warner Cook
2.	Cole Kitten	City of Austin	Y	
3.	Robert Spillar	City of Austin	N	Eric Bollich
4.	Tom Gdala	City of Cedar Park	Y	
5.	Ray Miller	City of Georgetown	Y	
6.	Terri Crauford	City of Leander	N	Mike O’Neal
7.	Emily Barron	City of Pflugerville	Y	
8.	Gary Hudder	City of Round Rock	Y	
9.	Laurie Moyer	City of San Marcos	Y	
10.	Julia Cleary, Vice Chair	Bastrop County	Y	
11.	Amy Miller	Bastrop County (Smaller Cities)	Y	
12.	Greg Haley	Burnet County	N	
13.	Mike Hodge, Chair	Burnet County (Smaller Cities)	Y	
14.	Will Conley	Caldwell County	Y	
15.	Dan Gibson	Caldwell County (Smaller Cities)	N	

16.	Jerry Borcharding	Hays County	Y	
17.	John Nett	Hays County (Smaller Cities)	Y	
18.	Charlie Watts	Travis County	Y	
19.	Amy Pattillo	Travis County (Smaller Cities)	Y	
20.	Bob Daigh	Williamson County	Y	
21.	Samuel Ray	Williamson County (Smaller Cities)	N	
22.	David Marsh	CARTS	N	Ed Collins
23.	Justin Word	CTRMA	Y	
24.	Sharmila Mukherjee	Capital Metro	Y	
25.	Marisabel Ramthun	TxDOT	Y	Brandon Marshall

Other Participants Via Phone: None

2. Approval of the April 24, 2020 Minutes.....Chair Mike Hodge

The Chair requested revisions or comments on the minutes from the April 24, 2020 meeting from the Committee.

Mr. Chad McKeown, CAMPO Deputy Executive Director informed the Chair that Mr. Dan Gibson was inadvertently reflected as being in attendance in the Certification of Quorum. The minutes were corrected to indicate Mr. Gibson’s absence, accordingly.

Mr. Bob Daigh moved for approval of the April 24, 2020 minutes, as amended.

Mr. Justin Word seconded the motion.

The motion prevailed unanimously.

3. Discussion and Recommendation for Adoption of 2021-2024 Transportation Improvement Program (TIP).....Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short-Range Planning Manager informed the Committee that the TIP is a 4-year programming and implementation document that is updated every 2 (two) years per federal regulations. Mr. Collins provided a brief overview of the main components of the TIP and discussed the schedule and timeline. Mr. Collins added that the public comment period was extended through June. Mr. Collins later highlighted and discussed major impending considerations regarding the maintain/defer project list and the upcoming Transportation Policy Board Workshop prior to proposed adoption of the 2021-2024 TIP on June 8th.

Ms. Doise Miers, Community Outreach Manager later provided an update on upcoming public outreach events regarding the maintain/defer list. Ms. Miers noted that public comments will be accepted through June 1, 2020.

The Chair entertained a motion to approve a recommendation for adoption of the 2021-2024 TIP by the Transportation Policy Board.

Mr. Justin Word moved for approval of a recommendation for adoption of the 2021-2024 TIP by the Transportation Policy Board.

Mr. Will Conley seconded the motion.

The motion prevailed unanimously.

4. Report on Transportation Planning Activities

Mr. Chad McKeown reported that CAMPO staff is currently making changes to the 2045 Regional Transportation Plan document, as requested by the Transportation Policy Board. Mr. McKeown added that a red-line version of the plan document highlighting those changes is in development.

5. TAC Chair Announcements

The Chair and staff briefly discussed potential cancellation of the June and July TAC meetings pending the outcome of the June 8, 2020 Transportation Policy Board Meeting.

6. Adjournment

The May 18, 2020 meeting of the Technical Advisory Committee was adjourned at 2:35 p.m.



Date: September 28, 2020
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 3
Subject: Discussion on Federal Transit Administration (FTA) Section 5310 Program Criteria

RECOMMENDATION

None. This item is for information and discussion.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) manages the competitive project selection process for awarding federal FTA funding through the Section 5310 Program. This process awards approximately one million dollars to local non-profits and local governments annually. This program is administered by the Capital Metropolitan Transportation Authority (Capital Metro).

The Transportation Policy Board has requested that staff review the current project selection criteria, approved in 2012, and provide potential recommendations for updating the process and criteria. Staff has reviewed the current criteria, surveyed other 5310 grant programs, and compared the criteria to the FTA program goals, rules and regulations. Prior to drafting any potential updates to the criteria, staff is requesting input from the Technical Advisory Committee. The current process, program rules and regulations, and additional information are provided in the attachments.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The Federal Transit Administration Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans With Disabilities Act (ADA) complementary paratransit services.

Capital Metro serves as the designated recipient of FTA Section 5310 funds in the Austin Urbanized Area and serves as the program administrator. Recipients of the grant funding are selected by the CAMPO through a competitive process. Selected applicants enter into a grant agreement with Capital Metro and become subrecipients for these funds. These grant agreements outline federal, state, and local requirements related to project administration and reporting and vary depending on the type of funding, project proposed, agency, and other factors.

The FTA Section 5310 Program is a reimbursable grant program, where the selected sub-recipients incur expenses and are reimbursed through the program at a rate of 80 percent for eligible traditional capital expenses and 50 percent for eligible other expenses such as operations until the federal award is exhausted. Because of this, sub-recipients must have sufficient funds available to incur program expenses.

SUPPORTING DOCUMENTS

Attachment A – *Current Criteria*

Attachment B – *FTA 5310 Program Guidance*

Selection Criteria

Projects will be evaluated on the approved selection criteria for a total of up to 100 points. Evaluations will be based on information provided directly in the application as well as supporting materials provided by the sponsor.

Benefit

(20 points)

Describe how this project will establish, preserve and/or improve public transportation, mobility, and access within the region. In particular, describe how the project will benefit seniors and individuals with disabilities. Please provide the current number of users per year being served and an estimate of the total number of additional users per year who would benefit from the project. If no additional users per year will be served, please describe the impact on the current users being served by the project.

Score	Description
20	High user base, clear transportation impact and benefit
15	Medium user base, some transportation impact and benefit
10	Low user base, minimum impact and benefit
0	Unanswered, unclear, or does not meet criteria

Financial Sustainability

(15 points)

Describe how this project will be sustained after the grant funding is expended. In particular, describe whether there is long term funding commitment from another source/sources, or what proactive efforts will be undertaken to ensure continuation of the project at the end of the grant period.

Score	Description
15	Clear, long-term dedicated funding (other than 5310)
10	Clear, short-term dedicated funding (can include 5310)
5	Potential funding identified (can include 5310)
0	Unanswered, unclear, or does not meet criteria

Coordination and Partnerships

(15 points)

Describe how the project will be coordinated with other efforts and will leverage partnerships. Please provide information on coordination efforts, including partner agencies and details of activities. If there is no current coordination, please provide your agency's plan for coordination.

Score	Description
15	Strong coordination and partnerships with other organizations
10	Some coordination and partnerships with other organizations
5	Little coordination and partnerships with other organizations
0	Unanswered, unclear, or does not meet criteria

Interconnectivity

(15 points)

Describe how the project will build on or connect with the existing system of public transportation, non-profit providers, medical transportation services, and special transit services in the Capital Area.

Score	Description
15	High-level of interconnectivity to existing system
10	Medium-level of interconnectivity to existing system
5	Minimum interconnectivity or independent from existing system
0	Unanswered, unclear, or does not meet criteria

Implementation of Capital Area Regional Transit Coordination Plan

(10 points)

Describe how the project will support the 2017 Capital Area Coordinated Plan. Describe which Plan Goals, Sub-goals or Strategies will be directly supported by the project.

Score	Description
10	Clearly supports 5 goals of the plan
8	Clearly supports 4 goals of the plan
6	Clearly supports 3 goals of the plan
4	Clearly supports 2 goals of the plan
2	Clearly supports 1 goals of the plan
0	Does not clearly support any goals of the plan.

Cost Effectiveness

(15 points)

Describe how the project will be cost effective. (The project will be evaluated based on the additional resources noted in the application and a comparison of costs to similar projects.)

Score	Description
1-15	Cost per User (Projects ranks based on number of applications received)

Budget and Project Implementation

(10 points)

Describe how the project will be developed based on a reasonable and realistic budget and work tasks. (The project will be evaluated based on the answer provided as well as an analysis of the budget submitted and demonstrated experience with FTA and TxDOT project agreements. Sponsors will be required to be in good standing with the Federal Transit Administration, Capital Metropolitan Transportation Authority, and the Texas Department of Transportation.)

Score	Description
10	Clear, developed budget (template) and demonstrated experience
5	Budget (template) is not developed, experience is minimal
0	Unanswered, unclear, or does not meet criteria



Date: September 28, 2020
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 4
Subject: Discussion on Fall Amendment Cycle

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) develops and maintains the Transportation Improvement Program and Regional Transportation Plan. As part of the regular amendment process for the program and plan, CAMPO is requesting amendments from local government and transportation agency project sponsors.

Date	Milestone
9/25/2020	Last Day for Submissions for Fall Amendment Cycle
9/28/2020	Technical Advisory Committee – Information
10/12/2020	Transportation Policy Board – Information/Public Hearing
10/19/2020	Technical Advisory Committee – Information
11/2/2020	Transportation Policy Board – Adoption

FINANCIAL IMPACT

None. This amendment cycle does not allocate any new CAMPO funding for projects and only provides an opportunity for project sponsors to make changes to projects in the short-range program or long-range plan.

BACKGROUND AND DISCUSSION

The amendment cycle is part of the regularly scheduled amendment process. This amendment cycle does not allocate any new CAMPO funding for projects and only provides an opportunity for project sponsors to make changes to existing projects, add projects, or remove projects currently listed in either the Transportation Improvement Program or Regional Transportation Plan.

SUPPORTING DOCUMENTS

Attachment A – TIP Amendment Guidance

Transportation Improvement Program

Amendment Guidance

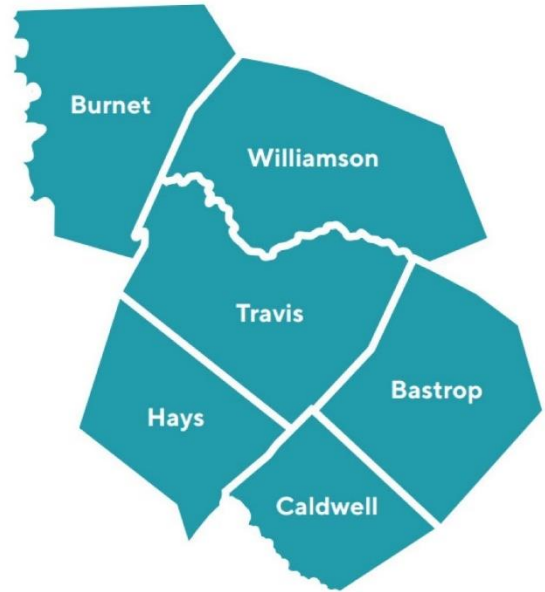


Overview

The Capital Area Metropolitan Planning Organization (CAMPO), established in 1973, serves as the federally designated Metropolitan Planning Organization (MPO) for the six-county Capital region in central Texas. CAMPO coordinates regional transportation planning and funding within Bastrop, Burnet, Caldwell, Hays, Travis and Williamson counties, municipalities, and transportation providers.

In cooperation with the state transportation department, transit operators, and local governments, CAMPO develops and maintains the Transportation Improvement Program (TIP). The four-year program consists of federal, state and locally funded transportation projects from the Regional Transportation Plan (RTP) that will be implemented with the next four years. These projects include roadway, transit, active transportation, intelligent transportation systems, studies and programs that will improve the region's transportation system.

In accordance with federal and state regulations, projects are required to be listed and approved in the TIP in order to obligate federal and state funding, approve environmental clearance and certify the project for bid and execution. The TIP undergoes extensive public outreach through CAMPO's Public Participation Plan before the program and projects are approved by the Transportation Policy Board, CAMPO's governing body made up of local officials and representatives. The TIP is subsequently included in the Statewide Transportation Improvement Program which is approved by the Texas Transportation Commission before the projects are individually reviewed and approved by the Federal Highway Administration and Federal Transit Administration.



Schedule

Date	Milestone
Fall Amendment Cycle	
9/25/2020	Last Day for Submissions for Fall Amendment Cycle
9/28/2020	Technical Advisory Committee – Information
10/12/2020	Transportation Policy Board – Information/Public Hearing
10/19/2020	Technical Advisory Committee – Information
11/2/2020	Transportation Policy Board – Adoption
Spring Amendment Cycle*	
February 2021	Last Day for Submissions for Spring Amendment Cycle
February 2021	Technical Advisory Committee – Information
March 2021	Transportation Policy Board – Information/Public Hearing
March 2021	Technical Advisory Committee – Information
April 2021	Transportation Policy Board – Adoption

*Dates pending 2021 Meeting Schedule

Amendment Policy

The Transportation Improvement Program (TIP) is amended on a regular basis to ensure that the most current and accurate information is included and approved by the Transportation Policy Board. These program amendments are subject to the process and policies listed below.

- Regular amendment cycles are held twice a year and coincide with the Statewide Transportation Improvement Program (STIP) revision schedule for the Spring and Fall as schedule by the Texas Department of Transportation (TxDOT).
- Requests for out-of-cycle amendments will be considered on a case-by-case basis by the Transportation Policy Board.
- All amendments to the program must be approved by either the Executive Director or the Transportation Policy Board according to this policy.
- All amendment requests must be submitted using the application and format provided online.

Administrative Amendments

The Transportation Policy Board (TPB) has delegated the authority to approve specifically defined amendment requests, known as Administrative Amendments, to the Executive Director. These amendments are non-substantive in nature and do not materially change the individual projects or overall program and are not subject to public involvement or direct approval by the TPB. The Executive Director has the discretion to elevate any proposed administrative amendments to a full amendment. All approved administrative amendments are provided to the public and the TPB for informational purposes.

The following actions are classified as Administrative Amendments:

- Decreases in federal or state funding sources.
- Increases in non-federal funding sources.
- Changes to project sponsor.
- Changes to the Fiscal Year (subject to continual progress review).
- Editorial corrections.
- Any other amendment requests that do not materially alter the project's intended scope, function, or anticipated impacts.
- Actions related to the mitigation of an emergency if the State of Texas or the federal government declares a state of emergency.

Regular Amendments

Amendments to the Transportation Improvement Program (TIP) that do not qualify as administrative are considered regular amendments that are subject to public involvement as defined in the Public Participation Plan (PPP) and must be approved directly by the Transportation Policy Board (TPB). Regular amendments are processed during the regular amendment cycles.

The following actions are classified as regular amendments:

- Changes to the project limits.
- Changes to the project scope.
- Adding a new project to the program.
- Removing a project from the program.
- Changes to the federal or state funding sources or an increase in amounts.
- Any other changes that do not qualify as an administrative amendment.

Out-of-Cycle Amendments

Any requested non-administrative amendments that require immediate action outside of the regular amendment cycles are considered out-of-cycle amendments. These amendments are subject to the process outlined in the Quick Action Option detailed in the Public Participation Plan and final approval by the Transportation Policy Board.

Amendment Submission

Sponsors may submit a request for an amendment at any time using the online application available on the [CAMPO website](#). These requests will be processed according to the amendment policies outline above either through the next regular amendment cycle, administratively, or as an out-of-cycle amendment. The nature of the request will be determined upon review of the submission and coordination with the project sponsors as needed.



Date: September 28, 2020
Continued From: December 2018
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Tom Fowler, Kimley Horn & Associates
Agenda Item: 5
Subject: Presentation on Benefits of A Potential Open Roads Policy for The CAMPO Region

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

In December 2018, the Transportation Policy Board (TPB) adopted its first Regional Incident Management Strategic Plan. The plan was developed in close coordination with the TxDOT - Austin District, local governments, transportation operators (CTRMA and Cap Metro) and the Federal Highway Administration (FHWA). The Regional Incident Management Strategic Plan serves as a guide to transportation operators and local governments to assist in decision-making to improve safety, mobility, and regional coordination. The plan can be accessed [here](#).

Development of an open roads policy was one of the recommendations contained in the 2018 Regional Incident Management Strategic Plan. This item constitutes the next step in the implementation of the plan's recommendation. The policy would lay the foundation for CAMPO and its regional partners to set performance metrics for the operation of the regional roadway network.

The intended outcomes of an Open Roads policy are as follows:

- **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**

The establishment of a regional Open Roads policy prior to the start of construction of the IH 35 Central Express project would assist the region with traffic and congestion management on IH 35 and supporting facilities such as US 183S, SH 130, and SH 71. An Open Roads policy would also support existing programs and activities such as HERO, the overall Mobility 35 project, and the Combined Transportation Emergency and Communications Center (CTECC) that supports Travis County, the City of Austin, Capital Metro, and the TxDOT - Austin District.

The draft language of the Open Roads Policy is as follows:

“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.”

The draft Open Roads policy is consistent with state and federal law and does not give local governments and transportation operators any new authority nor does it take any existing authority away from any entity.

FINANCIAL IMPACT

None.

SUPPORTING DOCUMENTS

Attachment A – *TxDOT and CAMPO IH 35 Operations Initiatives to Improve Safety*



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 can be cleared more quickly.

34 to 1
Benefit Cost of
Deploying HERO on
Urban Freeways



Freeway Lighting Expansion

TxDOT Led Initiative

The TxDOT Austin District has included several projects in its current 4-year safety plan that would expand the use of high-mast illumination on CAMPO-Region freeways. This lighting improves motorist visibility when driving at night and can reduce the likelihood of crashes involving disabled vehicles, abandoned vehicles, and wrong way drivers.



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 operations 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 many of the IH 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-HAMAT 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.

