



## TECHNICAL ADVISORY COMMITTEE MEETING

Monday, March 1, 2021  
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](http://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 September 28, 2020 Meeting Summary](#).....Mr. Chad McKeown, CAMPO  
*Mr. McKeown will seek TAC approval of the September 28, 2020 meeting summary.*
3. [Discussion and Recommendation on Performance Measure Target Updates](#)  
..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will present information regarding the annual performance measure target updates and request a recommendation from the Technical Advisory Committee.*
4. Report on Transportation Planning Activities
  - a. Prioritization Process for Deferred Projects
  - b. Spring Amendment Cycle Update
  - c. TASA Call Update
5. TAC Chair Announcements
  - Next TPB Meeting – March 8, 2021
  - Next TAC Meeting – March 22, 2021
6. 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](http://www.campotexas.org)**

### Meeting Minutes September 28, 2020

#### 1. Certification of Quorum..... Vice Chair Julia Cleary

The CAMPO Technical Advisory Committee was called to order by the Vice 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	N	Liane Miller
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	N	Gerald Pohlmeier
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	Y	
13.	Mike Hodge, Chair	Burnet County (Smaller Cities)	Y	
14.	Will Conley	Caldwell County	Y	
15.	Dan Gibson	Caldwell County (Smaller Cities)	Y	

16.	Jerry Borcharding	Hays County	N	Winton Porterfield
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

## 2. Approval of the May 18, 2020 Meeting Summary ..... Vice Chair Julia Cleary

The Vice Chair requested revisions or comments on the meeting summary from the May 18, 2020 meeting from the Committee.

Mr. Bob Daigh moved for approval of the May 18, 2020 summary, as presented.

Mr. Justin Word seconded the motion.

The motion prevailed unanimously.

## 3. Discussion on Federal Transit Administration (FTA) 5310 Grant Program Criteria

.....Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short-Range Planning Manager provided a brief overview of the FTA 5310 Grant Program criteria. Mr. Collins informed the Committee that the FTA 5310 Grant is completed in the fall annually. Mr. Collins reported that approximately \$1 million is allocated to nonprofits and government agencies to provide transportation services in areas when transportation services are unavailable, insufficient, or inappropriate to meeting those needs. In 2012, CAMPO designated Capital Metro as the designated recipient of FTA 5310 funds and the responsibility of project selection remaining with CAMPO. Mr. Collins also reported that the Transportation Policy Board requested that CAMPO revisit the FTA 5310 Grant Program criteria in hopes of it improving it.

Mr. Collins briefly highlighted and discussed elements of the FTA 5310 Grant Program scoring criteria and requested that the Committee provide comments on the criteria by the end of the week. Mr. Collins added that any feedback received will be incorporated into the criteria. Question and answer with discussion followed.

**4. Discussion on Fall Amendment Cycle .....Mr. Ryan Collins, CAMPO**

Mr. Ryan Collins informed the Committee that CAMPO staff is in the middle of the fall amendment cycle. Mr. Collins reported that amendment cycles are held annually in the spring and fall. Mr. Collins noted that out of cycle amendment requests are also processed.

Mr. Collins also informed the Committee that six (6) amendment requests were received from Hays County for the RTP of which is currently in review and processing. Mr. Collins added that no amendment requests were received for the TIP. Mr. Collins later highlighted and discussed the schedule and public outreach for the fall amendment cycle. Question and answer with comments followed.

**5. Presentation on Benefits of A Potential Open Roads Policy for the CAMPO Region  
.....Mr. Tom Fowler, Kimley-Horn & Associates**

Mr. Tom Fowler of Kimley Horn & Associates informed the Committee that Kimley Horn & Associates is working with the TxDOT - Austin District and CAMPO on a joint project looking to implement some of the recommendations from the 2018 CAMPO Regional Incident Management Strategic Plan, approved by the Transportation Policy Board in December of 2018. Mr. Fowler highlighted and briefly discussed those recommendations and noted that the Open Roads Policy was identified as one of the recommendations targeted for implementation and also presented to the Transportation Policy Board as an information item on August 10, 2020. Mr. Fowler noted that the Open Roads Policy formalizes the commitment of the region to opening roads as quickly and safely as possible. Mr. Fowler later provided a detailed overview of the draft Open Roads Policy for the CAMPO region. Question and answer with comments followed.

**6. Report on Transportation Planning Activities**

There was nothing to report.

**7. TAC Chair Announcements**

The Vice Chair announced that the next TAC meeting is scheduled for October 19, 2020 at 2:00p.m.

**8. Adjournment**

The September 28, 2020 meeting of the Technical Advisory Committee was adjourned at 2:56 p.m.



**Date:** March 1, 2021  
**Continued From:** January 2021 TAC Memo  
**Action Requested:** Recommendation

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**To:** Technical Advisory Committee  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 3  
**Subject:** Discussion and Recommendation on Performance Measure Target Updates

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### **RECOMMENDATION**

Staff is requesting the Technical Advisory Committee (TAC) make a recommendation to the Transportation Policy Board (TPB) regarding performance measure target updates.

### **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 has adopted performance measure targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) for on-system facilities as well as Transit Asset Management (TAM).

As required, the TPB must adopt or reaffirm performance targets for PM1 and TAM on an annual basis. In addition to these annual targets, TxDOT has updated their targets for PM2 and PM3. The Federal Transit Administration (FTA) has also completed its rulemaking process for a new requirement, the Public Transportation Agency Safety Plan (PTASP) which includes transit safety targets that must be adopted by the MPO. A summary of the performance measures can be found in the draft 2021 Performance Measure Report.

### **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. Some performance measures are required to be updated on an annual basis.

### **SUPPORTING DOCUMENTS**

**Attachment A – 2021 Performance Measure Report (Draft)**

# Performance Measure Report

(Draft)

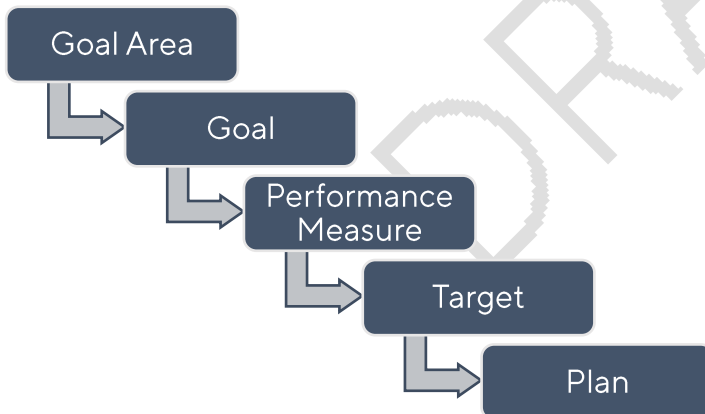
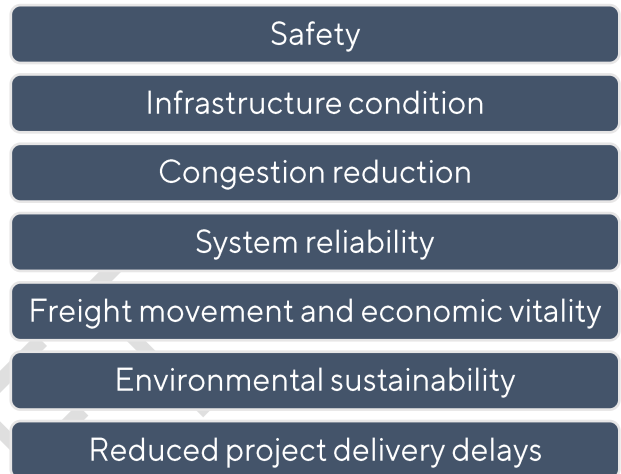
2021



## Background

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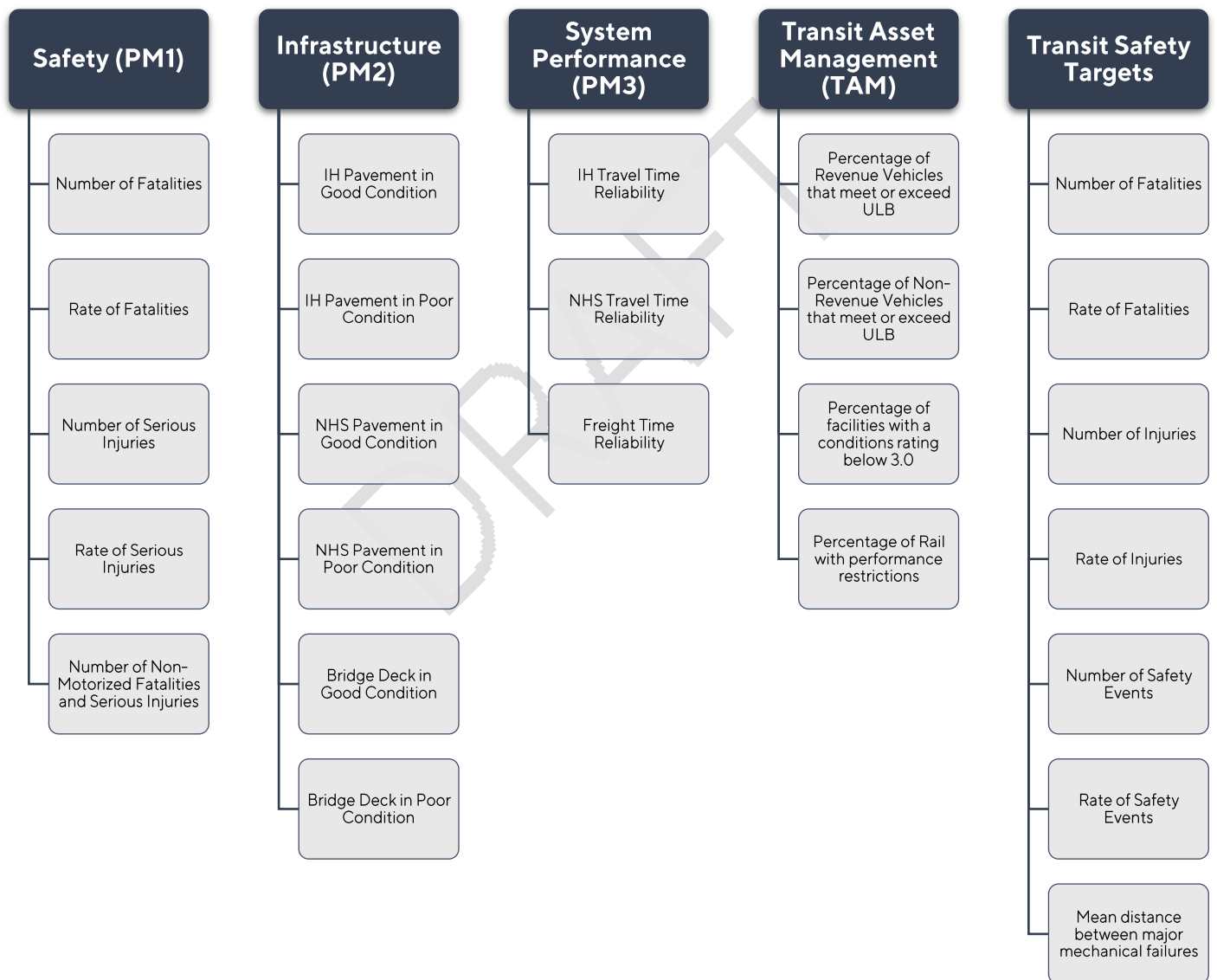
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Transportation performance management is an iterative process that helps guide the planning process by providing directional goals for the plans and programs, but also provides a feed-back mechanism in which to measure success. To achieve the federal goals, states and MPOs jointly develop performance measures and targets with which to guide the transportation development process.

## 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 Regional Transportation Plan (RTP). Part of the performance-based planning process requires the adoption of performance targets in key areas by the effective dates set by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Final Rulemaking. By these rulemakings, CAMPO must adopt performance measure targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) for on-system facilities as well as Transit Asset Management (TAM) and Transit Safety.





## Safety Performance Measures (PM1)

The Transportation Policy Board currently supports the state's efforts and has adopted the Safety targets set by the Texas Department of Transportation. The table below details the statewide safety numbers which are supported by the priorities of the Transportation Policy Board and project investment. Targets are set annually, both at the state and local level, and are adjusted based on the previous year's safety information and policy changes.

Safety (PM1)	Current Target	New Target
Number of Fatalities	4,068	3,384
Rate of Fatalities	1.48	1.25
Number of Serious Injuries	18,602	18,835
Rate of Serious Injuries	6.56	6.51
Number of Non-Motorized Fatalities and Serious Injuries	2,477	2,560

The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly regarding the number of fatalities and rate of fatalities. The number of serious injuries, rate of serious injuries and number of non-motorized fatalities and serious injuries remains consistent with the previous target methodology that sets the targets at a two percent reduction of current data trends with a positive slope.

## Pavement and Bridge Conditions (PM2)

The Transportation Policy Board evaluates the general condition of the regional transportation system by establishing minimum condition standards and setting targets conditions for pavement and bridges. The Transportation Policy Board currently supports the state's efforts and has adopted the Pavement and Bridge Performance Measures (PM2) targets set by the Texas Department of Transportation.

Infrastructure (PM2)	Current Target	New Target
IH Pavement in Good Condition	66.4%	66.5%
IH Pavement in Poor Condition	.3%	.2%
NHS Pavement in Good Condition	52.3%	54.1%
NHS Pavement in Poor Condition	14.3%	14.2%
Bridge Deck in Good Condition	50.4%	50.4%
Bridge Deck in Poor Condition	0.8%	1.5%

## System and Freight Performance (PM3)

The Transportation Policy Board has prioritized addressing congestion in the region by establishing system performance measures and setting targets for travel time reliability. The Transportation Policy Board currently supports the state's efforts and adopted the System and Freight Performance targets set by the Texas Department of Transportation.

System Performance (PM3)	Current Target	New Target
IH Travel Time Reliability	56.6%	70.0%
NHS Travel Time Reliability	55.0%	70.0%
Freight Time Reliability	1.79%	1.76%

## Transit Asset Management (TAM)

Direct recipients of federal funds from the Federal Transit Agency (FTA), must comply with the FAST Act by adopting Transit Asset Management (TAM) performance measures and targets. These direct recipients, including Capital Metro and the City of Round Rock, must develop a Transit Asset Management (TAM) Plan with performance measure goals related to capital assets. In addition to the plan, the transit agencies must set annual performance measure targets for asset classes that they manage. The region's targets are derived by averaging the TAM targets set by the direct recipients of the region.

Transit Asset Management (TAM)	Current Target	New Target*
Percentage of Revenue Vehicles that meet or exceed ULB	2.3%	<15%
Percentage of Non- Revenue Vehicles that meet or exceed ULB	28.3%	<15%
Percentage of facilities with a conditions rating below 3.0	0%	<15%
Percentage of Rail with performance restrictions	1%	1%

\* The City of Round Rock has completed their TAM plan which has adopted the states targets of less than or equal to 15%. Capital Metro's TAM targets are specific targets set by the agency every year based on the previous years data. Because Capital Metro's specific targets are less than 15 percent, staff is recommending adopting the general state targets.

## Transit Safety Targets

Direct recipients of 5307 federal funding from the Federal Transit Agency (FTA), must comply with the federal regulations by adopting a Public Transportation Agency Safety Plan (PTASP) which includes transit safety targets that must be adopted by the MPO. These direct recipients, including Capital Metro, the City of Round Rock and the City of San Marcos.

Transit Safety Targets	Transit Safety Targets*
Number of Fatalities	-
Rate of Fatalities	-
Number of Injuries	-
Rate of Injuries	0.35
Number of Safety Events	-
Rate of Safety Events	0.195
Mean distance between major mechanical failures	26,105.26

\*Transit safety targets are averaged between the transit agencies. The figures above represent the average of the City of San Marcos and the City of Round Rock. Capital Metro's safety targets will be added to the average upon receipt.