



## TECHNICAL ADVISORY COMMITTEE MEETING

Monday, January 24, 2022

2:00 p.m.

Livestream at: [www.campotexas.org](http://www.campotexas.org)

### AGENDA

1. Certification of Quorum – Quorum requirement is 13 members  
..... Ms. Laurie Moyer, P.E., Chair

#### ACTION:

2. [Election of Officers for Chair and Vice Chair of CAMPO Technical Advisory Committee \(TAC\)](#)  
..... Mr. Chad McKeown, CAMPO  
*Mr. McKeown will request TAC approval of the candidates for officer positions.*
3. [Approval of October 18, 2021 Meeting Summary](#)..... Mr. Chad McKeown, CAMPO  
*Mr. McKeown will seek TAC approval of October 18, 2021 meeting summary.*

#### INFORMATION:

4. [Discussion on Federal Performance Measure Target Updates](#)  
..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will discuss the annual update to federal performance targets..*
5. [Discussion on Upcoming Short-Range Planning Activities](#)..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will discuss upcoming short-range planning activities.*
6. [Update on Regional Transportation Statistics and Metrics Dashboard](#)  
..... Mr. Nirav Ved, CAMPO  
*Mr. Ved will provide an update on the status of the Regional Transportation Statistics and Metrics Dashboard..*
7. Report on Transportation Planning Activities
  - a. Spring Amendment Cycle
  - b. 2023-2026 Transportation Improvement Program
  - c. Project Readiness for Regional Corridor Improvement Projects
  - d. Regional Freight Plan
  - e. Interchange Bottlenecks Study
  - f. Transportation Demand Management (TDM) Subcommittee

#### 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.

8. TAC Chair Announcements
  - Next TPB Meeting – February 14, 2022, 2:00 p.m.
  - Next TAC Meeting – February 28, 2022, 2:00 p.m.
9. 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.*



**Date:** January 24, 2022  
**Continued From:** N/A  
**Action Requested:** Approval

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**To:** Technical Advisory Committee  
**From:** Mr. Chad McKeown, Deputy Executive Director  
**Agenda Item:** 2  
**Subject:** Election of Officers for Chair and Vice-Chair of the CAMPO Technical Advisory Committee (TAC)

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**RECOMMENDATION**

Staff recommends that the Technical Advisory Committee approve the TAC Nominating Committee's recommendation for Chair and Vice-Chair.

**PURPOSE AND EXECUTIVE SUMMARY**

The purpose of this item is for the Technical Advisory Committee to vote on the recommendations for the 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."

Chair Laurie Moyer appointed a TAC Nominating Committee to deliberate and recommend candidates for the 2022 officer positions. Mr. Bob Daigh (Williamson County), Mr. Cole Kitten (City of Austin), and Mr. Dan Gibson (Caldwell County) were selected to serve on the committee. The TAC Nominating Committee will present its recommendations for Chair and Vice-Chair at the January meeting.

**SUPPORTING DOCUMENTS**

None.



## Capital Area Metropolitan Planning Organization Technical Advisory Committee Meeting

Livestream at: [www.campotexas.org](http://www.campotexas.org)

### Meeting Minutes October 18, 2021

#### 1. Certification of Quorum ..... Mr. Chad McKeown, CAMPO

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:00 p.m.

A quorum was announced present.

#### Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	N	
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.	Will Parrish	City of Georgetown	Y	
6.	Ross Blackketter	City of Leander	Y	
7.	Emily Barron	City of Pflugerville	Y	
8.	Gary Hudder, Vice Chair	City of Round Rock	Y	
9.	Laurie Moyer, Chair	City of San Marcos	Y	
10.	Mitchell Cameron	Bastrop County	Y	
11.	David Harrell	Bastrop County (Smaller Cities)	Y	

12.	Greg Haley	Burnet County	Y	
13.	Mike Hodge	Burnet County (Smaller Cities)	N	
14.	Will Conley	Caldwell County	N	
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)	N	Alex Amponsah
20.	Bob Daigh	Williamson County	Y	
21.	Samuel Ray	Williamson County (Smaller Cities)	N	
22.	David Marsh	CARTS	N	Ed Collins
23.	Mike Sexton	CTRMA	Y	
24.	Sharmila Mukherjee	Capital Metro	N	Nadia Barrera-Ramirez
25.	Heather Ashley-Nguyen	TxDOT	Y	

## 2. Approval of the July 19, 2021 and September 27, 2021 Meeting Summaries

..... Ms. Laurie Moyer, P.E., Chair

The Chair entertained a motion for approval of the July 19, 2021 and September 27, 2021 meeting summaries.

Vice Chair, Mr. Gary Hudder moved for approval of the July 19, 2021 and September 27, 2021 meeting summaries.

Mr. Mike Sexton seconded the motion.

The motion prevailed unanimously.

### **3. Discussion on Federal Transit Administration (FTA) 5310 Project Call**

.....Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short-Range Planning Manager provided an update on the FTA 5310 Project Call. Mr. Collins informed the Committee that the project call closed in mid-August and staff received a total of 12 applications. Mr. Collins reported that staff has completed the evaluation and scoring process for the applications received. The full FTA 5310 Program recommendations was later presented and discussed. Mr. Collins noted that a recommendation report was also completed and provided to project sponsors for review. The Committee was informed that the recommendation report will also be provided to the TAC for review and later to the Transportation Policy Board for approval. The update was concluded by a brief question and answer with comments about project scoring.

Mr. Collins later reminded the TAC that it is not general practice of the TAC to take action on financial issues but deferred the directive to the Chair. Mr. Collins informed the Committee that any feedback received from the TAC will be presented to the Transportation Policy Board. Following further discussion by the Committee, the Chair directed the Committee to proceed with a recommendation for Transportation Policy Board approval.

Vice Chair, Mr. Gary Hudder moved for approval to move forward with a recommendation for Transportation Policy Board approval of the project funding recommendations.

Mr. Tom Gdala seconded the motion.

The motion prevailed by unanimously.

### **4. Discussion Refunding Opportunity of Deferred Projects**

Mr. Ryan Collins also provided an update on the refunding opportunity of deferred projects. Mr. Collins informed the Committee that \$15 million in Surface Transportation Block Grant (STBG) funding is now available from the COVID Relief authorization to begin refunding projects on the deferral list. Mr. Collins also informed the Committee that project sponsors were asked to submit an application or provide confirmation of refunding intent, if their projects were ready for refunding. Staff received a total of 7 applications and is currently in the review process. Specific projects were highlighted and discussed. Mr. Collins reported that staff will provide a final recommendation for refunding next month.

Mr. Collins later presented and discussed the remaining deferral list which includes approximately \$37.6 million in projects. Mr. Collins added that an additional refunding opportunity will be available in the near future that will cover the projects on the remaining deferral list. The presentation was concluded by a brief overview of the draft project removal recommendation as confirmed by project sponsors. A brief question and answer with comments followed.

The Chair directed CAMPO staff to forward the final recommendations report to the TAC before presenting it to the Transportation Policy Board and entertained a motion for approval of the recommendation list, as presented.

Mr. Tom Gdala moved for approval to move forward with a recommendation for Transportation Policy Board approval of the project funding recommendations.

Mr. Will Parrish seconded the motion.

The motion prevailed unanimously.

## **5. Update on Regional Transportation Demand Management (TDM) Subcommittee Meeting**

Vice Chair, Mr. Gary Hudder provided an update on the first meeting of the TDM Subcommittee. The Vice Chair informed the Committee that the first meeting of the TDM Subcommittee was held on October 5, 2021 and included the participation of UrbanTrans, the consultant for the TDM Program. UrbanTrans provided the subcommittee with a preview of what the TDM Program will look like. The Vice Chair reported that the subcommittee discussed upcoming public outreach and public involvement. The Vice Chair added that guidance from the TAC on public outreach efforts is welcomed. The update concluded without questions or comments.

## **6. Report on Transportation Planning Activities**

Mr. Chad McKeown, CAMPO Deputy Executive Director highlighted the 2022 meeting schedule for the TAC. Following comments by the Committee, staff was asked to consider an alternative date for the November meeting in lieu of the Thanksgiving holiday.

Mr. McKeown informed the Committee that the TAC will continue to meet remotely for the 2022 calendar year as social distancing is not possible in the previous meeting space. Following a brief discussion, the Chair and Vice Chair concurred with recommendation of staff and the Committee for a combination of in-person and virtual meetings. The Committee proposed a minimum of 2 in-person meetings hosted by member agencies and a virtual platform for remaining meetings.

Mr. McKeown also reported that the TAC appointment process for the 2022 membership is starting soon. The information and required forms required to submit appointments was included in the meeting materials. Mr. McKeown informed the Committee that the deadline for completed appointment forms is December 17, 2021.

## **7. TAC Chair Announcements**

The Chair announced that the next Transportation Policy Board Meeting will be held on November 8, 2021 and the next TAC meeting will be held on November 15, 2021.

## **8. Adjournment**

The Chair entertained a motion to adjourn the October 18, 2021 meeting of the Technical Advisory Committee.

The Vice Chair, Mr. Gary Hudder moved to adjourn the October 18, 2021 meeting of the Technical Advisory Committee.

The motion was seconded.

The October 18, 2021 meeting of the Technical Advisory Committee was adjourned at 3:14 p.m. by unanimous consent.



**Date:** January 24, 2022  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Technical Advisory Committee  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 4  
**Subject:** Discussion on Performance Measure Target Updates

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**RECOMMENDATION**

None.

**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) including the adoption of performance targets in key areas. The Transportation Policy Board 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) and Transit Safety Targets. As part of the process, the TPB must adopt or reaffirm certain performance targets on an on-going, annual basis included those for Safety (PM1), TAM and Transit Safety. A summary of the target updates with additional information is provided in the attached draft 2022 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 – 2022 Performance Measure Report (Draft)**



# Performance Measure Report

Draft

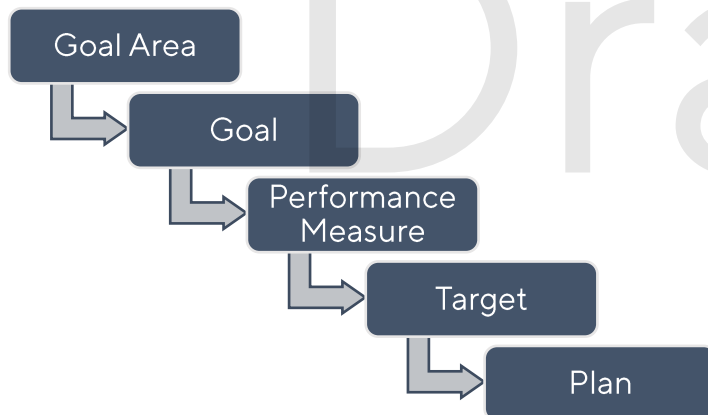
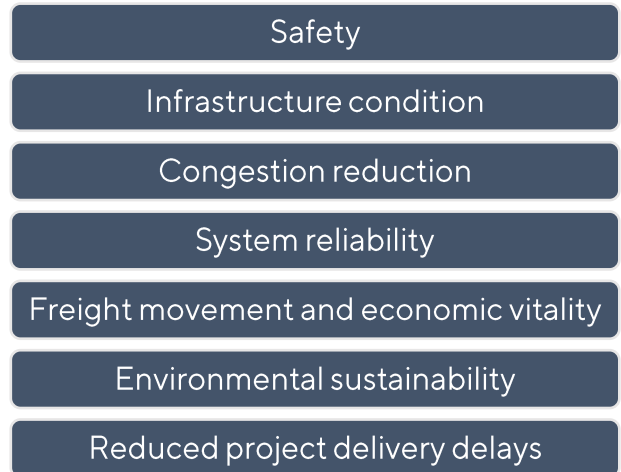
2022



## Background

In order to provide more transparency in the selection and prioritization of transportation projects, federal stipulate that a performance-based planning framework must be used in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).

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.

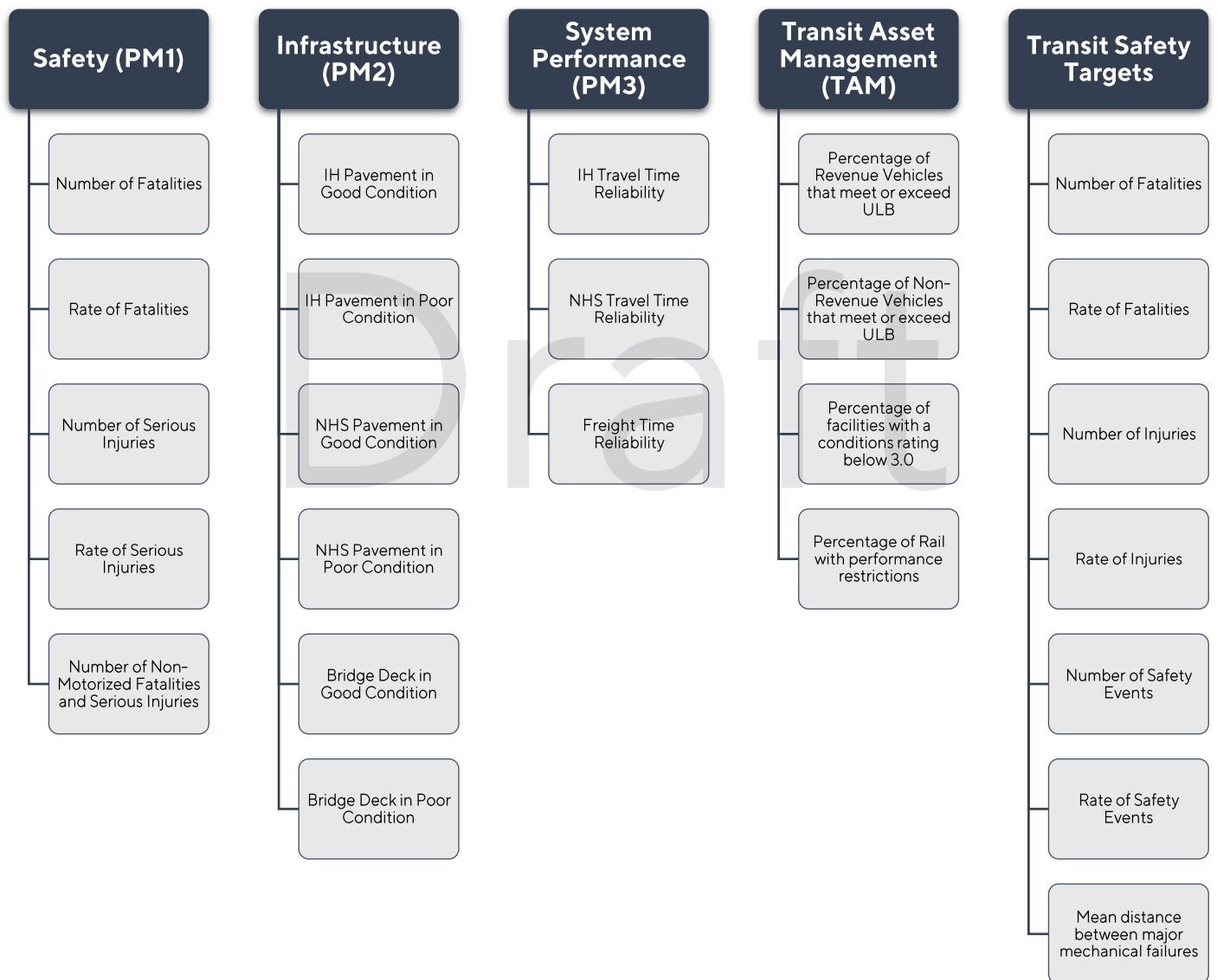


Transportation performance management is an iterative process that helps guide the planning process by providing directional goals for the plans and programs, but also provides a feed-back mechanism in which to measure success. To achieve the federal goals, states and MPOs jointly develop performance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

The Transportation Policy Board adopts Performance Measure Report and updated performance measure targets on an annual basis. These targets are then incorporated into the programming and planning processes of the Transportation Improvement Program and Regional Transportation Plan.

## 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	2022 Target
Number of Fatalities	3,384	3,272
Rate of Fatalities	1.25	1.23
Number of Serious Injuries	18,835	19,065
Rate of Serious Injuries	6.51	6.47
Number of Non-Motorized Fatalities and Serious Injuries	2,560	2,642

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.

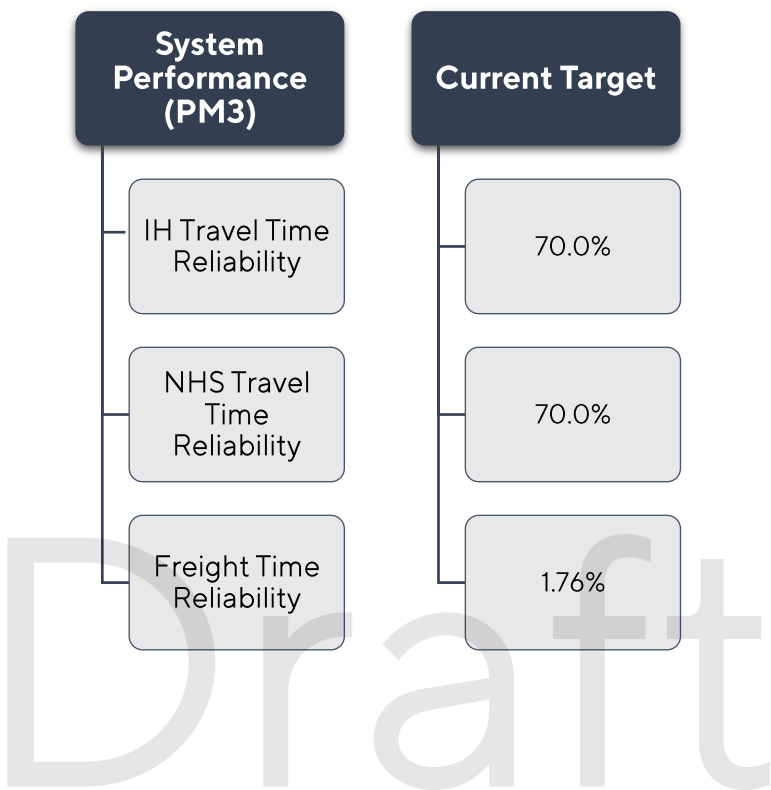
## Pavement and Bridge Conditions (PM2)

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
IH Pavement in Good Condition	66.5%
IH Pavement in Poor Condition	.2%
NHS Pavement in Good Condition	54.1%
NHS Pavement in Poor Condition	14.2%
Bridge Deck in Good Condition	50.4%
Bridge Deck in Poor Condition	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.



## 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	2022 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%

## 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 are adopted annually. These direct recipients, including Capital Metro, the City of Round Rock and the City of San Marcos.

Transit Safety Targets	Current Targets	2022 Targets
Number of Fatalities	-	TBD
Rate of Fatalities	-	TBD
Number of Injuries	-	TBD
Rate of Injuries	0.35	TBD
Number of Safety Events	-	TBD
Rate of Safety Events	0.195	TBD
Mean distance between major mechanical failures	26,105.26	TBD





**Date:** January 24, 2022  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Technical Advisory Committee  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 5  
**Subject:** Discussion on Upcoming Short-Range Planning Activities

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### **RECOMMENDATION**

None. However, several items detailed below will come back to the Technical Advisory Committee as individual items for information and request for recommendation.

### **PURPOSE AND EXECUTIVE SUMMARY**

The Capital Area Metropolitan Planning Organization (CAMPO) is currently conducting several significant activities related to the Transportation Improvement Program (TIP), project development and funding opportunities. These items and relevant time frames are detailed below.

#### *Spring Amendment Cycle (Spring)*

CAMPO is currently holding its regular amendment cycle for the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). A reminder that amendment requests may be submitted at any time through the application available online. The final date for applications to be submitted for processing and inclusion in this amendment cycle is Friday, January 28th, 2022. Please refer to the attached Amendment Policy for additional information and links to the online applications.

#### *2023-2026 Transportation Improvement Program Development (Spring)*

Concurrent with the current amendment cycle, CAMPO is developing the 2023-2026 Transportation Improvement Program (TIP) to be adopted in May 2022. A reminder that requests for inclusion may be submitted at any time through the application available online. The final date for applications to be submitted for processing and inclusion in the 2023-2026 TIP is Friday, January 28th, 2022. Please note that the initial development and adoption of the 2023-2026 TIP does not include a concurrent call for projects or opportunity for funding, projects submitted for inclusion must have committed funding from federal, state or local sources. Please refer to the attached schedule for the development timeline, the financial impact section below and to the current TIP available online for further reading.

#### *Project Development Workshop (Summer)*

CAMPO will be providing a project development workshop to help local sponsors prepare transportation projects for federal funding opportunities. This workshop will include information on the federal funding process, project scoping, cost estimation, engineering requirements and other aspects of project development that are critical to project implementation. Additional information and schedule will be provided in the coming months, but we encourage all local sponsor staff and representative consulting firms to attend.

#### *Next Project Call and Additional Funding Opportunities (Winter)*

With the passage of the Infrastructure Investment and Jobs Act (IIJA), CAMPO is intending on holding a project call and funding initiative to begin late this year. This will include the refunding of deferred projects and the selection of new projects through a call for projects for Surface Transportation Block Grant (STBG) and Transportation Alternatives Set Aside (TASA) funding. Additional information,

funding amounts, and schedule will be provided once a thorough analysis of the bill impacts is complete, however it is recommended sponsors begin identifying projects they want to submit for this funding opportunity and begin the necessary development work for a successful submission.

In addition to the funding opportunities administered directly by CAMPO, the IIJA has allotted significant transportation funding to existing discretionary grant programs as well as creating a variety of new competitive programs that provide an opportunity for funding transportation projects in the region. To take maximum advantage of these new opportunities, CAMPO will be facilitating the development of a regional approach and strategy to support local entities that seek funding through these programs.

### **FINANCIAL IMPACT**

The development and adoption of the 2023-2026 Transportation Improvement Program (TIP) will not include any new direct allocation of funding from the Transportation Policy Board. However, the initial TIP adoption will include roll-over projects previously selected by the TPB along with the updated federally funded transportation programs from regional transportation entities including TxDOT-Austin District, Capital Metro, and other local sponsors that receive federal surface transportation funding.

Future project calls administered by CAMPO, along with any other projects selected for future federal funding through programs in the Infrastructure Investment and Jobs Act (IIJA) will be amended into the TIP upon funding committal including those projects selected for the numerous discretionary grant programs, transit capital investment grants (small starts and new starts) and additional formula funds.

### **BACKGROUND AND DISCUSSION**

The Capital Area Metropolitan Planning Organization (CAMPO) develops and maintains the Transportation Improvement Program (TIP). The TIP is a four-year transportation program that provides the required regional approval from the Transportation Policy Board (TPB) for individual projects and programs that are funded through federal sources. The TIP consists of the federally funded four-year transportation programs from regional transportation entities including the TxDOT-Austin District, Capital Metro, and other local sponsors that have federally funded or regionally significant projects.

### **SUPPORTING DOCUMENTS**

**Attachment A** – *Amendment Policy*

**Attachment B** – *2023-2026 STIP Timeline Chart*

# **Transportation Improvement Program & Regional Transportation Plan**

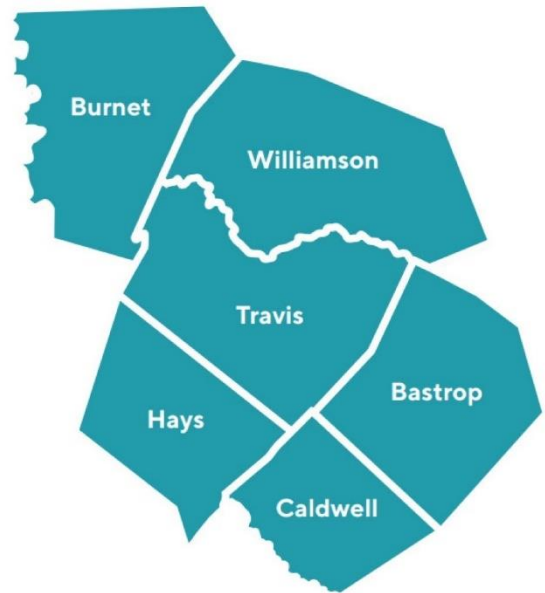
Amendment Policy and Procedures



## 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) and Regional Transportation Plan (RTP). The RTP is the long-range document that outline the goals, strategies, and objectives of the Transportation Policy Board and includes transportation projects planned over the next 20 years. The TIP is the four-year program that consists of federal, state and locally funded transportation projects from the RTP that will be implemented with the next four years. 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 both the TIP and RTP in order to obligate federal and state funding, approve environmental clearance and certify the project for bid and implementation.

Both the TIP and RTP undergo 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.

## **General Amendment Policy**

The Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) are amended on a regular basis to ensure that the most up-to-date information is approved by the Transportation Policy Board. These program and plan 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 as scheduled 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.
- All amendment requests must be submitted using the application 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 amounts
- Changes in non-federal funding amounts
- Changes to project sponsor
- Changes to the Fiscal Year (subject to continual progress review)
- Editorial modifications and corrections
- Requests that do not substantially alter the scope, function, or anticipated impacts
- Actions related to a state or federally designated emergency

## **Regular Amendments**

Amendments to the Transportation Improvement Program that do not qualify as administrative are considered regular amendments that are subject to public involvement as defined in the [Public Participation Plan](#) and must be approved directly by the Transportation Policy Board. Regular amendments are processed during the next regularly scheduled amendment cycles after application submission.

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
- Increases to federal or state funding 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.






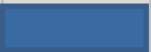

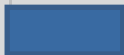

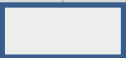


## **Amendment Submission**

Sponsors may submit a request for an amendment at any time using the online application. These requests will be processed according to the amendment policies outlined 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 additional coordination with the project sponsors as needed. The online applications are available below:

[Transportation Improvement Program \(TIP\) Amendment Application](#)

[Regional Transportation Plan \(RTP\) Amendment Application](#)

# 2023 -2026 STIP TIMELINE

Development Stages	AUG 2021	SEPT 2021	OCT 2021	NOV 2021	DEC 2021	JAN 2022	FEB 2022	MAR 2022	APR 2022	MAY 2022	JUN 2022	JUL 2022	AUG 2022	SEPT 2022	OCT 2022	NOV 2022
Commission Approves 2022 UTP (sets category distrubition levels)																
Using 2022 UTP Category Distribution, Districts, Divisions and MPOs prepare 2023-2026 TIPs, MTP, financial Summaries, and Conformity Analysis																
Districts and MPOs <b>MUST VERIFY</b> Plan/TIP Consistency for project information used in eSTIP portal templates / upload.																
TPP to review draft TIPs <u>prior</u> to public involvement																
Districts and MPOs go thru TIP Public Involvement																
2023-2026 TIPs Due into the eSTIP portal and finalized by <b>June 10, 2022</b>																
TPP Reviews 2023-2026 TIPs and Backup Documentation																
<b>July 15, 2022</b> , eSTIP Portal Set to Pending Review (posted in TxReg) Starts 30 Day Comment Period.																
STIP Public Hearing																
TxDOT Executive Director / Governor reviews and approves the STIP; signs letter for transmittal to FHWA / FTA.																
TPP Transmits letter to FHWA and FTA; Notifies FHWA / FTA that the STIP data is available for review / comment / approval in the electronic STIP database.																
FHWA / FTA reviews eSTIP, TIPs, MTPs - makes comments, and approves STIP data in database.																

Public Comment Period Ends August 22,2022



**Date:** January 24, 2022  
**Continued From:** November 15, 2021  
**Action Requested:** Information

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**To:** Technical Advisory Committee  
**From:** Mr. Nirav Ved, Data and Operations Manager  
**Agenda Item:** 6  
**Subject:** Update on Regional Transportation Statistics and Metrics Dashboard

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**RECOMMENDATION**

None. This item is for informational purposes only.

**PURPOSE AND EXECUTIVE SUMMARY**

On November 15, 2021, staff provided an update to members of the TAC on the latest updates to the Dashboard and requested comments. Staff received 35 comments and will provide an overview of those comments and update on the Dashboard development.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

On November 15, 2021, staff provided an update to members of the TAC on the latest updates to the Dashboard and requested comments. After that meeting, staff received 35 comments providing suggestions or asking questions on how to enhance the dashboard. Staff and their consultants reviewed the comments and sorted our responses into three categories: Address, Not Addressed and Potential Future Enhancement. Out of these, staff and their consultants were able to address 20 of the comments, not address 10, and 5 were selected as potential enhancements for the future. These decisions were made based on the technical limitations presented by the software being used for the Dashboard.

**SUPPORTING DOCUMENTS**

**Attachment A** – *Summary of Technical Advisory Committee Comments and Responses*



Comment	Status	Response
Is there a way for the user to export data analysis results, both geocoded data and other data so that the users could produce custom reports?	Not Addressed	PowerBI does not allow data export at this time.
Also is there a way for the user to produce custom decomposition trees?	Addressed	
A glossary of CRIS terms would be very helpful, as would additional instructions on using the tool and understanding the results.	Addressed	
There is "road class" but there could be just "on-system v. off-system"	Addressed	
Age of Driver (Page 2 of 7) – It appears that the Dashboard is showing the age of ALL drivers. The focus should be the age of drivers that caused the incident in question. Whether I hit a 15-year old or a 50-year old isn't relevant – it's more that this 32-year old driver hit someone, and does me being 32 have anything to do with it?	Addressed	
Gender of Driver (in same chart as Age of Driver) – same issue as above.	Addressed	
When looking at contributing factors, you need to look at all of the contributing factor fields. From what I can tell, the system works off the Contrib_Factr_1_ID field only. If I cause an alcohol-related crash (CF=45 or 67 or BAC>0), but I also am speeding (CF=60 or 61), my drunkenness might be listed as the second contributing factor instead of the first. Include all CF fields (1, 2, 3, P1, and P2).	Addressed	
In light of the previous comment, on the first page of tables there's a chart of Crash Frequency by Contributing Factor (Page 1 of 7). This is a challenging chart because a crash can have multiply contributing factors, which could result in multi-counting an event (A distracted speeder with a heroin problem – 3 factors). Again, this is probably more a totalling of the CF1 field, but it's not a complete answer.	Addressed	

On Page 4 of 7, the Traffic Control chart – I’m not sure it’s a needed table, except for the presence of a stop sign or traffic signal. A marked lane isn’t really a factor in a traffic crash unless the quality of the marking is questionable (and it rarely is discussed in a crash report). Also, “None” as a traffic control device is probably also a marked lane, meaning that there’s no sign of note on the roadway in question. It’s probably not needed.	Addressed	
Outside of the specific nature of certain crashes involving certain types of vehicles (e.g. a large truck, motorcycle, or bicycle) that have their unique set of issues, does displaying the number of pickup trucks in crashes have any inherent value? Also, if there is some value, it probably should reflect only incidents caused by the pickup truck.	Addressed	
There is the ability to call up the data for crashes when you drill down. Is the intent to give access to the general public to the data? Admittedly, it’s a personal preference, but I would probably avoid having the information readily accessible. If the public wants data, it can go to TxDOT for that. If a member agency wants it, I would want to give it extra scrutiny before handing it over to them so that they’re making the best-informed decisions. I’m not trying to restrict transparency, but I don’t want you dragged into the middle of a problem if they data received from you was problematic.	Not Addressed	PowerBI does not allow data export at this time.
Race/Ethnicity Breakdown?	Not Addressed	CAMPO staff does not feel there is enough benefit in pursuing a Race/Ethnicity breakdown for crashes
Urban/Rural Incidents (Page 4 of 7) – I don’t exactly know what the definition is per TxDOT, but this reflects relatively close-in to Austin. Wouldn’t this be more suburban than rural? You might want to reconsider utilizing this descriptor:	Addressed	

I also wanted to isolate “County Roads” in the unincorporated area of the County. I did this by clicking on the “not listed” under the City filter. It seemed to work pretty well as far as I could tell. Is that the best way to isolate unincorporated areas or is there a better way?	Addressed	
On the filter for vehicle body style can you add a filter for “passenger vehicles and light trucks”? Right now it only has motorcycle or truck/semi-trailer, which is good if the user wants to isolate data for those vehicle body styles but it is cumbersome to try and isolate data for the passenger vehicles and light trucks. It would be easier for the user if the “passenger vehicles and light trucks” filter was added.	Addressed	
Suggest adding data on the amount of time it takes to clear the crashes if that is possible.	Potential Future Enhancement	CAMPO and TxDOT-Austin District are working to enhance data collection regarding incident clearance times.
Could be removed: The filters of Crash Severity, Contributing Factor, Bicyclist or Pedestrian, Restraint Status of Drivers, etc. is less useful if you already have the breakdown in the chart.	Not Addressed	CAMPO staff feels that the slicers add extra functionality to the dashboard.
This is more of a suggestion, but having the charts update to Filter instead of just shading out the non-filtered data.	Potential Future Enhancement	We are still working on this.
Are you using primary contributing factors only? Or all? Should clarify somehow on the dashboard.	Addressed	
Is the data useful and understandable? – <b>The data is very useful and understandable. If there is way to look at the summary for a specific corridor or sub-region it will be great.</b>	Potential Future Enhancement	There are data and software limitations which would require expending additional resources to complete this each year.
What is their definition of “Speeding”? I am concerned that they included Contributing Factor 22 – Failure to Control Speed. This is NOT speeding. It’s a failure to stop your car in time such that you run into another vehicle. You can be doing 25 in a 40mph zone and receive a CF=22.	Addressed	

It appears that this reflects all crashes. It should just reflect TxDOT-Reportable Crashes (Txdot_Rptable_FI='Y'). Non-Reportable crashes usually are events that occurred in a parking lot. TxDOT calculates its crashes based on Reportables only	Addressed	
Road Class (Page 4 of 7) might have errors. This is a map of "Interstate" crashes. Note the number of incidents not just off interstates but also in the middle of nowhere.	Potential Future Enhancement	
Are these all of the contributing factors you will be reporting on?	Addressed	
There chart on crashes by speed limit (Page 5 of 7), the second subchart should read Percent of Crashes (currently reads "count" of crashes).	Addressed	
Vehicle Body Style Pull-down Menu doesn't work	Addressed	
Suggest adding road class as a filter because that would be helpful to agencies trying to identify and address problems on roads under their authority. Right now, the only place I could isolate data by road class "County Road" was on the "where" tab (click on the County Road rectangle), but it wouldn't carry over to the other tabs so that I could isolate data by "County Road" on them too. It would be very useful if the user could isolate and retrieve data by "County Road" or the other road classes for all tabs.	Not Addressed	There are data limitations here because the original report may not accurately identify the road class which can lead to misleading results. We are still exploring how to address this issue.
The dashboard worked well on my laptop but was kind of glitchy on my iPad. Suggest testing on multiple platforms since many users may be using tablets or even phones to access the site.	Potential Future Enhancement	
some redundant info in the charts.	Addressed	
I think the cards that are in the upper left could be a row at the top of the report since they are the main aggregates and should anchor the analysis. Then you can have the charts below reflect the breakdowns or they can be a fixed total and be independent of filters.	Not Addressed	CAMPO staff does not see any difference in the layout, so we are leaving it as is.

Could be removed: Severity by Unit Type – display the absolute totals, then have the hover box include the %; Unit type is on page 1 and 2	Not Addressed	Displaying by absolute totals will show an overwhelming number of vehicles involved in crashes compared to the amount of bicycles and pedestrians. Showing percentages displays the greater severity posed to bicyclists and pedestrians in crashes.
Overall suggestion: crash types, contributing factors, other topical areas show up in different ways on different pages – try to consolidate themes/topics	Addressed	
Page 5 – speed limit – both labeled “Count” but right graph is %; speed limit is notoriously inconsistent, so I’m not sure that the takeaway here is reflective of conditions on the ground . Also would benefit from context (what % of streets are posted at 45 vs 70?).	Addressed	
Are there additional data views that you would like the team to include? – If there is a way to show crash rates it will be great. Crash rates compare the number of crashes with the traffic volumes.	Potential Future Enhancement	We will need to combine additional datasets to accomplish this and is a feature we would like to see incorporated.
I feel like some of these data displays are being put together because they can be physically put together. I decided to select “Unrestrained Drivers” as a filter on the side. Below is one of the outputs (Page 2 of 7). What is the correlation between the driver being unbelted and the number of commercial vehicle or pedestrian crashes? Unless there is something that can be derived and understood by juxtaposing two sets of data, I’m concerned that it becomes – for a lack of a better term – number vomit.	Addressed	