



Technical Advisory Committee Meeting

January 24, 2022

ITEM 1: CERTIFICATION OF QUORUM



ACTION



ITEM 2: ELECTION OF OFFICERS FOR CHAIR AND VICE CHAIR



ITEM 3: APPROVAL OF OCTOBER 18, 2021 MEETING SUMMARY





Recommendation



Staff requests the TPB approval of the October 18, 2021 Meeting Minutes.



INFORMATION



ITEM 4: FEDERAL PERFORMANCE MEASURE TARGET UPDATES





Performance Measure Report

2022



Transportation Performance Management

- Transportation Performance Management (TPM) is a **federally-mandated strategic approach** that uses system information to inform investment and policy decisions to achieve national performance goals.
- CAMPO **utilizes the TPM process** through a variety of actions including:
 - Performance-based project selection
 - **Setting regional targets**
 - Monitoring investment progress and impact
 - Planning products including the TIP, RTP and studies





Performance Measure Goal Areas



Performance Measure Process





Safety (PM1)	Safety (PM1)	Infrastructure (PM2)	Infrastructure (PM2)	System Performance (PM3)	System Performance (PM3)	Transit Asset Management (TAM)	Transit Asset Management (TAM)	Transit Safety Targets	Transit Safety Targets
Number of Fatalities	3,272	IH Pavement in Good Condition	66.5%	IH Travel Time Reliability	70.0%	Percentage of Revenue Vehicles that meet or exceed ULB	<15%	Number of Fatalities	-
Rate of Fatalities	1.23	IH Pavement in Poor Condition	.2%	NHS Travel Time Reliability	70.0%	Percentage of Non- Revenue Vehicles that meet or exceed ULB	<15%	Rate of Fatalities	0
Number of Serious Injuries	19,065	NHS Pavement in Good Condition	54.1%	Freight Time Reliability	1.76	Percentage of facilities with a conditions rating below 3.0	<15%	Number of Injuries	-
Rate of Serious Injuries	6.47	NHS Pavement in Poor Condition	14.2%			Percentage of Rail with performance restrictions	0%	Rate of Injuries	0.35
Number of Non-Motorized Fatalities and Serious Injuries	2,642	Bridge Deck in Good Condition	50.4%					Number of Safety Events	-
		Bridge Deck in Poor Condition	1.5%					Rate of Safety Events	0.195
								Mean distance between major mechanical failures	17,200

	Target Decrease
	Target Increase
	No Change

Please note the metric being evaluated when reviewing the impact of the target change. Target updates for 2022 only include Safety (PM1), Transit Asset Management (TAM), and Transit Safety



Next Steps

- The draft report will go to the Transportation Policy Board as information next month, return to TAC for recommendation, and adoption in March.
- Updated **targets will be incorporated into planning products** including the Transportation Improvement Program and Regional Transportation Plan.

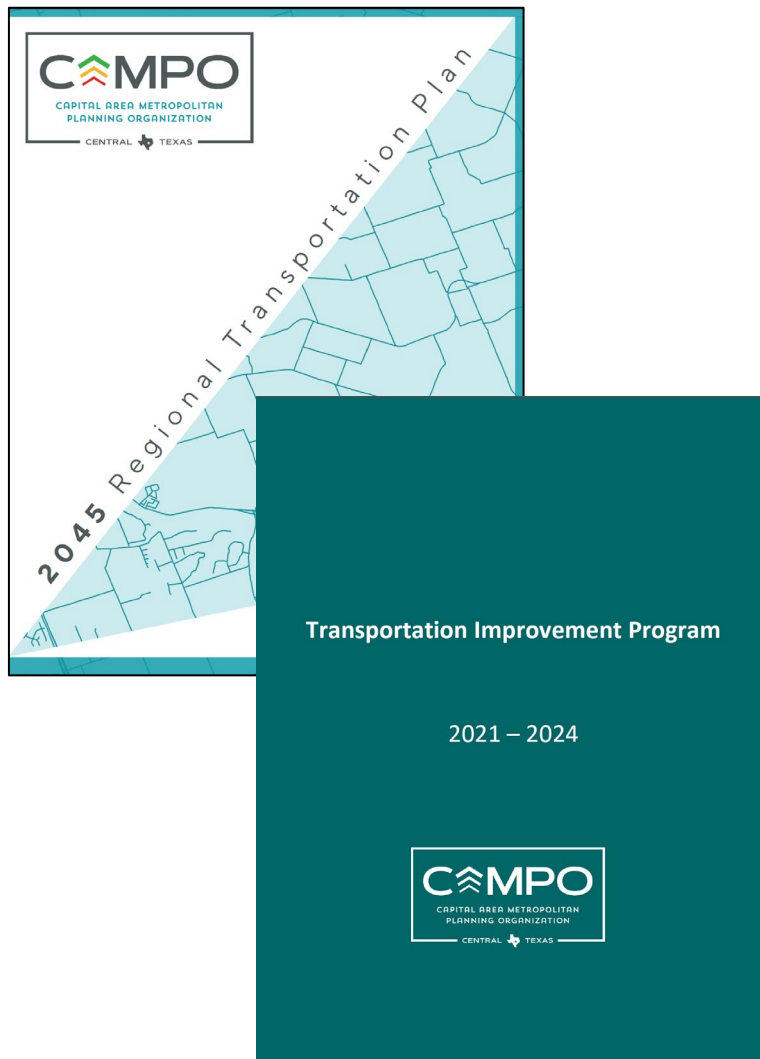
Performance Measure Report

2022



ITEM 5: UPCOMING SHORT-RANGE PLANNING ACTIVITIES





Spring Amendment Cycle

- The TIP and RTP are **amended on a regular basis** to ensure that the most up-to-date information is approved by the Transportation Policy Board.
- Amendments are processed **administratively**, through the next scheduled **regular amendment cycle**, or through an **out-of-cycle amendment**.
- Amendment **requests can be submitted at any time** through the online application with the cut-off date for inclusion in the Spring Amendment Cycle on January 28, 2022



Transportation Improvement Program

2023-2026



2023-2026 Transportation Improvement Program

- CAMPO is **developing the 2023-2026 Transportation Improvement Program (TIP)** to be adopted in May 2022.
- Requests can be submitted at any time with the cut-off date for inclusion in the initial adoption on January 28, 2022
- The adoption of the 2023-2026 TIP **does not include a concurrent call for projects**, projects submitted for inclusion must have committed funding from federal, state or local sources.





Next CAMPO Project Call

- With the passage of the Infrastructure Investment and Jobs Act (IIJA), CAMPO is intending on **beginning the project call process in late 2022**.
- This will include the **refunding of remaining deferred projects and the selection of new projects** through a call for projects for STBG and TASA funding.
- Sponsors should **begin identifying projects to submit** for this funding opportunity and begin the necessary development work for a successful submission.

Transportation Improvement Program

2023-2026





Project Development Workshop

Transportation Improvement Program

2023-2026



- 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.





Additional Funding Opportunities

The IIHJA provides \$274 billion in new transportation funding. When added to baseline spending, the bill provides a total of **\$567 billion in guaranteed transportation** funding over five years in addition to new discretionary grant programs.

One Hundred Seventeenth Congress
of the
United States of America

AT THE FIRST SESSION

*Began and held at the City of Washington on Sunday,
the third day of January, two thousand and twenty-one*

An Act

To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

*Be it enacted by the Senate and House of Representatives of
the United States of America in Congress assembled,*

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the “Infrastructure Investment and Jobs Act”.

(b) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title; table of contents.
Sec. 2. References.

DIVISION A—SURFACE TRANSPORTATION

Sec. 10001. Short title.
Sec. 10002. Definitions.
Sec. 10003. Effective date.

TITLE I—FEDERAL-AID HIGHWAYS

Subtitle A—Authorizations and Programs

Sec. 11101. Authorization of appropriations.
Sec. 11102. Obligation ceiling.
Sec. 11103. Definitions.
Sec. 11104. Apportionment.
Sec. 11105. National highway performance program.
Sec. 11106. Emergency relief.
Sec. 11107. Federal share payable.
Sec. 11108. Railway-highway grade crossings.
Sec. 11109. Surface transportation block grant program.
Sec. 11110. Nationally significant freight and highway projects.
Sec. 11111. Highway safety improvement program.
Sec. 11112. Federal lands transportation program.
Sec. 11113. Federal lands access program.
Sec. 11114. National highway freight program.
Sec. 11115. Congestion mitigation and air quality improvement program.
Sec. 11116. Alaska Highway.
Sec. 11117. Toll roads, bridges, tunnels, and ferries.
Sec. 11118. Bridge investment program.
Sec. 11119. Safe routes to school.
Sec. 11120. Highway use tax evasion projects.
Sec. 11121. Construction of ferry boats and ferry terminal facilities.
Sec. 11122. Vulnerable road user research.
Sec. 11123. Wildlife crossing safety.
Sec. 11124. Consolidation of programs.
Sec. 11125. GAO report.
Sec. 11126. Territorial and Puerto Rico highway program.
Sec. 11127. Nationally significant Federal lands and Tribal projects program.
Sec. 11128. Tribal high priority projects program.
Sec. 11129. Standards.
Sec. 11130. Public transportation.
Sec. 11131. Reservation of certain funds.

Texas Funding Apportionments (2022 through 2026)

Category	Total
Formula Highway Programs	\$27,854,354,637
Formula Transit Programs	\$3,391,410,005
Discretionary Grant Programs	TBD





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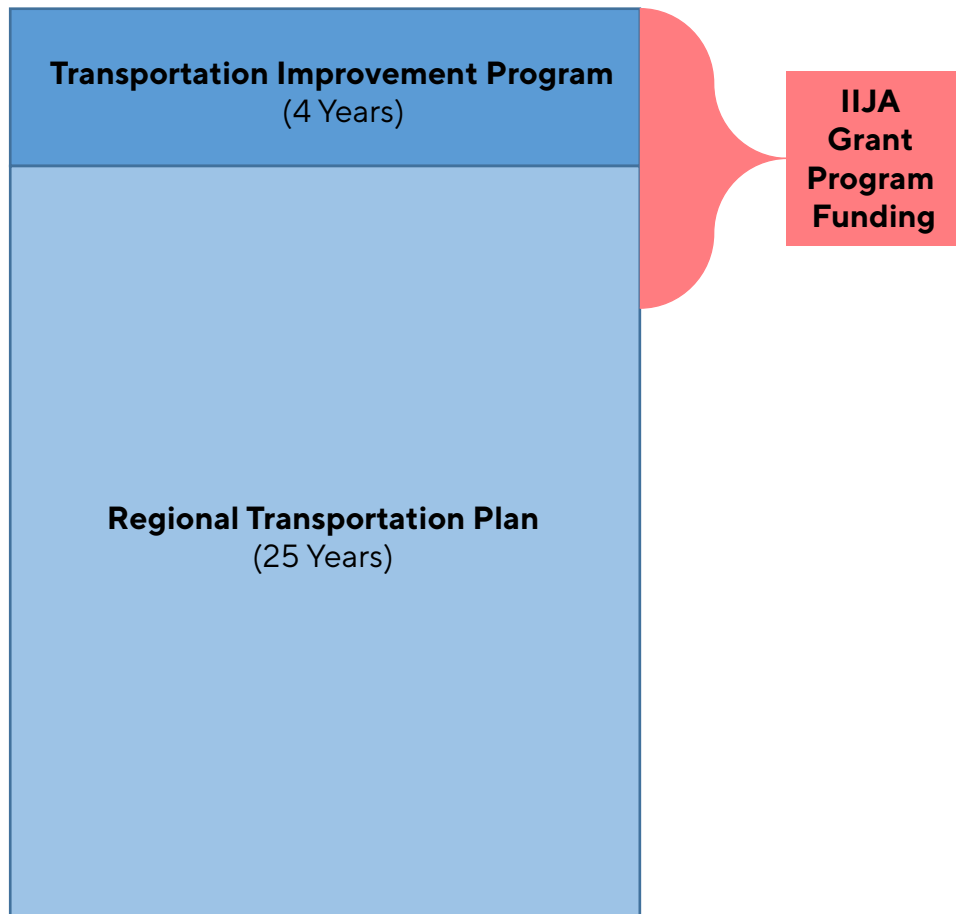
IIJA provides funding for existing grant programs as well as creating a variety of **new competitive discretionary grant programs**. These programs seek to fund projects that address:

- Resiliency
- Carbon reduction
- Charging infrastructure
- Safety
- Congestion relief
- Reconnecting communities
- Project development assistance

These programs are **aiming to begin funding projects in 6 months** however the federal process for program initiation will be challenging.



Planning Horizon



Funding Opportunity Discussion

The discretionary grant programs represent an **opportunity for the TPB to facilitate funding** of regional projects. Discussion items for the TPB/TAC include:

- Regional Transportation Plan Requirements
- Support of Local Government Applications
- Program Synergies with Regional Priorities

Discussion for TPB and TAC meetings **to facilitate the development of a regional approach** towards the opportunities provided by the discretionary grant programs.

ITEM 6: UPDATE ON REGIONAL TRANSPORTATION STATISTICS AND METRICS DASHBOARD



ITEM 7: REPORT ON TRANSPORTATION PLANNING ACTIVITIES





Transportation Planning Activities

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- **Project Readiness for Regional Corridor Improvement Projects**
- **Regional Freight Plan**
- **Interchange Bottlenecks Study**
- **TDM Subcommittee**

ITEM 8: ANNOUNCEMENTS





Upcoming Meetings



- TPB → **February 14, 2022**
- TAC → **February 28, 2022**

Adjournment