



# Technical Advisory Committee Meeting

## June 27, 2022

# ITEM 1: CERTIFICATION OF QUORUM



**ACTION**



## **ITEM 2: APPROVAL OF APRIL 25, 2022 MEETING SUMMARY**





## Recommendation



**Staff requests the TAC approval of the April 25, 2022 Meeting Minutes.**



**INFORMATION**



# ITEM 3: DISCUSSION ON SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM





# Open and Upcoming USDOT Discretionary Grants



<https://www.transportation.gov/tags/nofo>

Sign up for email updates from [grants.gov](https://www.grants.gov)



Notice of Funding Opportunity (NOFO)	Dates
Safe Streets and Roads for All (SS4A)	Closes September 15
Bridge Investment Program (Planning)	Closes July 25
Bridge Investment Program (Large Bridge > \$100 million)	Closes August 9
Bridge Investment Program (Bridge < \$100 million)	Closes September 8
Roadway Crossing Elimination and Grade Crossing Safety Improvements	Expected June/July
Reconnecting Communities Pilot Program	Expected June/July
National Culvert Removal, Replacement, and Restoration Grant Program	Expected Summer
Thriving Communities	Expected Summer
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	Expected September







## Safe Streets and Roads For All (SS4A) Grant Program

Discretionary grant program supporting planning, projects, and strategies to **improve safety and reduce serious injuries and fatalities** on the transportation system

### Recorded Webinars:

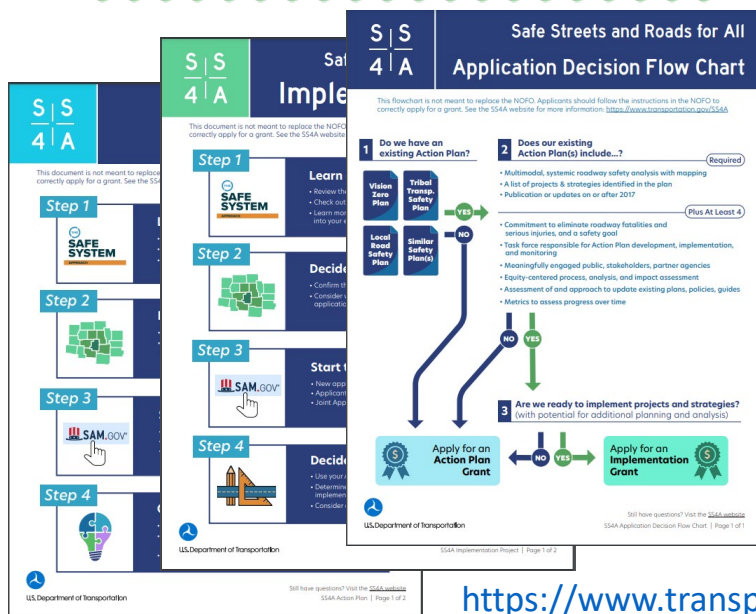
<https://www.transportation.gov/grants/SS4A/webinars>

- **Notice of Funding Opportunity open now**
  - » Proposals due September 15
- **New program through Infrastructure Investment & Jobs Act (IIJA)**
  - » \$5 billion over the next five year
  - » Up to \$1 billion will be awarded to this year's applicants
- **Two types of grants available**
  - » Action Plan Grants
  - » Implementation Grants





# Action Plan Grants vs. Implementation Grants



## • Action Plan Grants

- » Fund the development or completion of comprehensive safety action plan
- » Supplemental activities to update an existing safety action plan

## • Implementation Grants

- » Fund roadway safety projects and strategies that have been **documented in qualifying safety action plan.**

- Applicants may only submit one, whether as lead applicant or as a joint applicant

<https://www.transportation.gov/grants/SS4A/resources>





# What Must a Safety Action Plan Include?





# Implementation Grants – Qualifying Projects

## Example Projects:

- Roadway safety treatments
- Bike/ped or complete street improvements
- Speed management strategies
- First responder programs
- Safety technology deployment

- **Projects and Programs in a qualifying existing Safety Action Plan**
  - » Must be either infrastructure, behavioral, or operational activities, and must be directly related to addressing the safety problem
  - » Can apply for any phase of project implementation
  - » New roadways and added capacity projects are not eligible
- **Roadway improvements do not need to be associated with a federal-aid highway**



## Funding Availability and Requirements



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Grant Type	Political Subdivision	MPO or joint Application
Expected <b>Action Plan</b> Award Range	\$200K - \$1M	\$200K - \$5M
Expected <b>Implementation</b> Award Range	\$3M - \$30M	\$5M - \$50 M

- **No more than 15% of funds will be awarded within a single state this year**
- **80% federal with 20% applicant match**
  - » Cash or in-kind contributions, such as staff time
  - » Transportation development credits
  - » Reimbursement program





## Grant Eligibility – Who Can Apply for SS4A?



Each eligible applicant may only appear on **one grant application** (action plan or implementation) in this year's SS4A program



- **Metropolitan planning organization (MPO)**
- **Political subdivisions of a state (cities, counties, and special districts)**
- **Multi-jurisdictional groups comprised of the entities above**
  - » Regional applications are highly encouraged.
  - » Applicants may develop a single regional Action Plan covering all jurisdictions, or several local plans, administered by the leading agency.
  - » Duplicative applications will be flagged





## Grant Eligibility – Joint Applicants vs. Partners



- **Joint Applicants:**

- » Must be independently eligible entities
- » Are party to the grant
- » Expected contribution to match (cash or in-kind)
- » Each leads component of the planning process

- **Partners**

- » Are not party to the grant
- » May include additional non-eligible entities (e.g. TxDOT)
- » Stakeholder in the planning process
- » If an eligible applicant is a partner on an application (and not a joint applicant), they may still apply for their own grant



## Summary: Why is this important?



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1. **SS4A program will award \$ 1 billion per year through 2026 for roadway safety planning and implementation.**
2. **To pursue implementation funding, projects and strategies must first appear in a qualifying Action Plan. USDOT encourages Action Plan Grant applications this year.**
3. **Regional applications are highly encouraged. Applicants may propose development of a single Action Plan covering all jurisdictions, or several plans for individual jurisdictions, administered by the leading agency.**





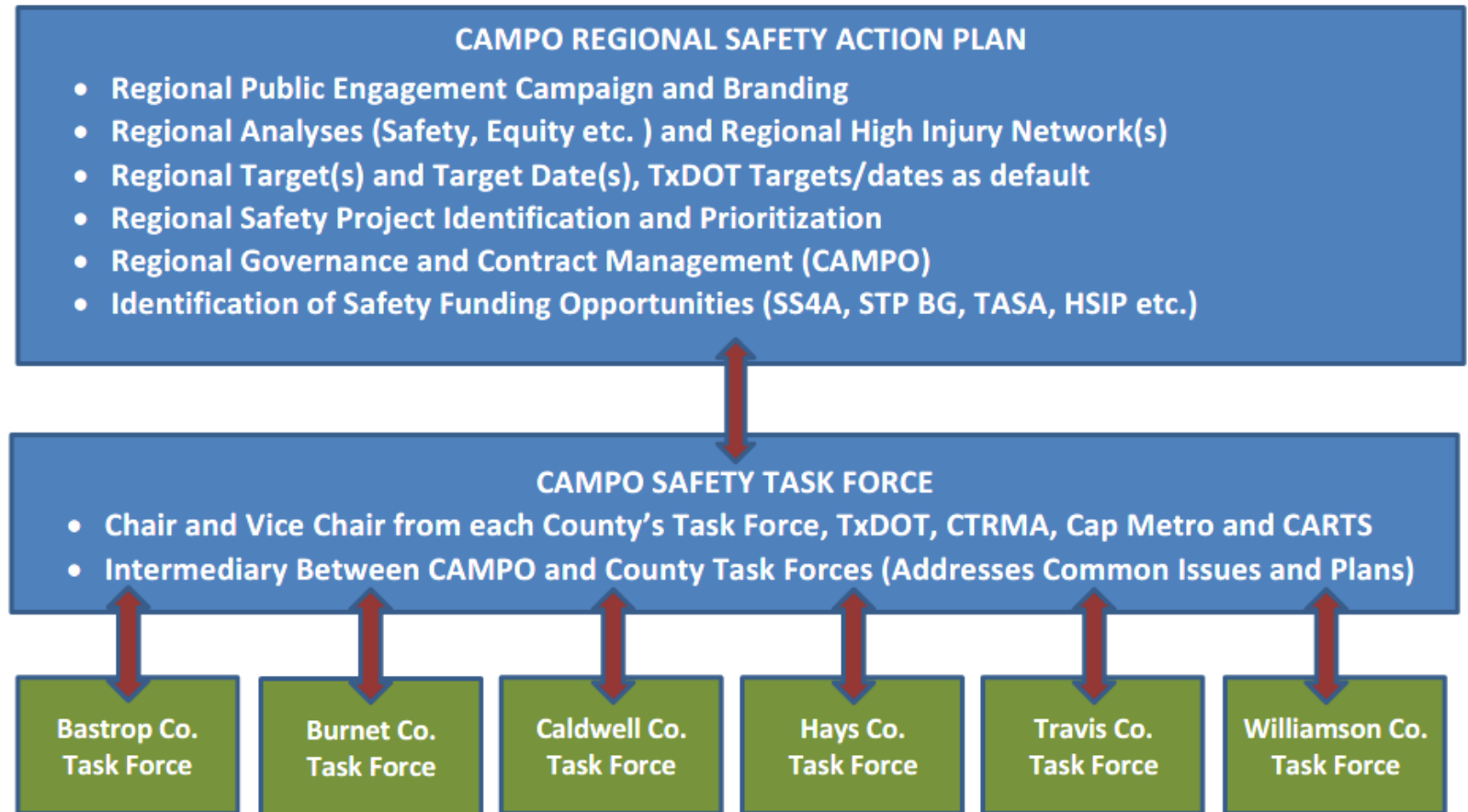
# Potential Application for a Regional Safety Action Plan

## DRAFT Potential Planning Structure For Regional Safety Action Plan

June 23, 2022



Upon completion, would allow for all jurisdictions within the six-county CAMPO region to pursue SS4A implementation grants



### Local County and City Plan Elements and Structure

- Each county and the cities in that county form a Task Force that also includes other stakeholders identified by the group.
- Each county Task Force could work with the consultant or CAMPO staff to develop a county specific safety action plan that meets that county's needs and characteristics, and includes local high injury network(s), safety and equity analyses, safety project prioritization, etc.
- Local plans can emphasize enforcement, low cost safety improvements over wide areas, and selected measures from a menu of strategies.
- Each Task Force helps push out regional public engagement campaign to their constituents.



## Discussion



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- **Interest in a regional action plan application led by CAMPO?**
  - » How would your agency like to be included in the process? Joint applicant or partner agency?
- **Who do you need to talk to determine if and how your agency would like to participate?**



# ITEM 4: DISCUSSION ON PROJECT READINESS FOR REGIONAL CORRIDOR IMPROVEMENT



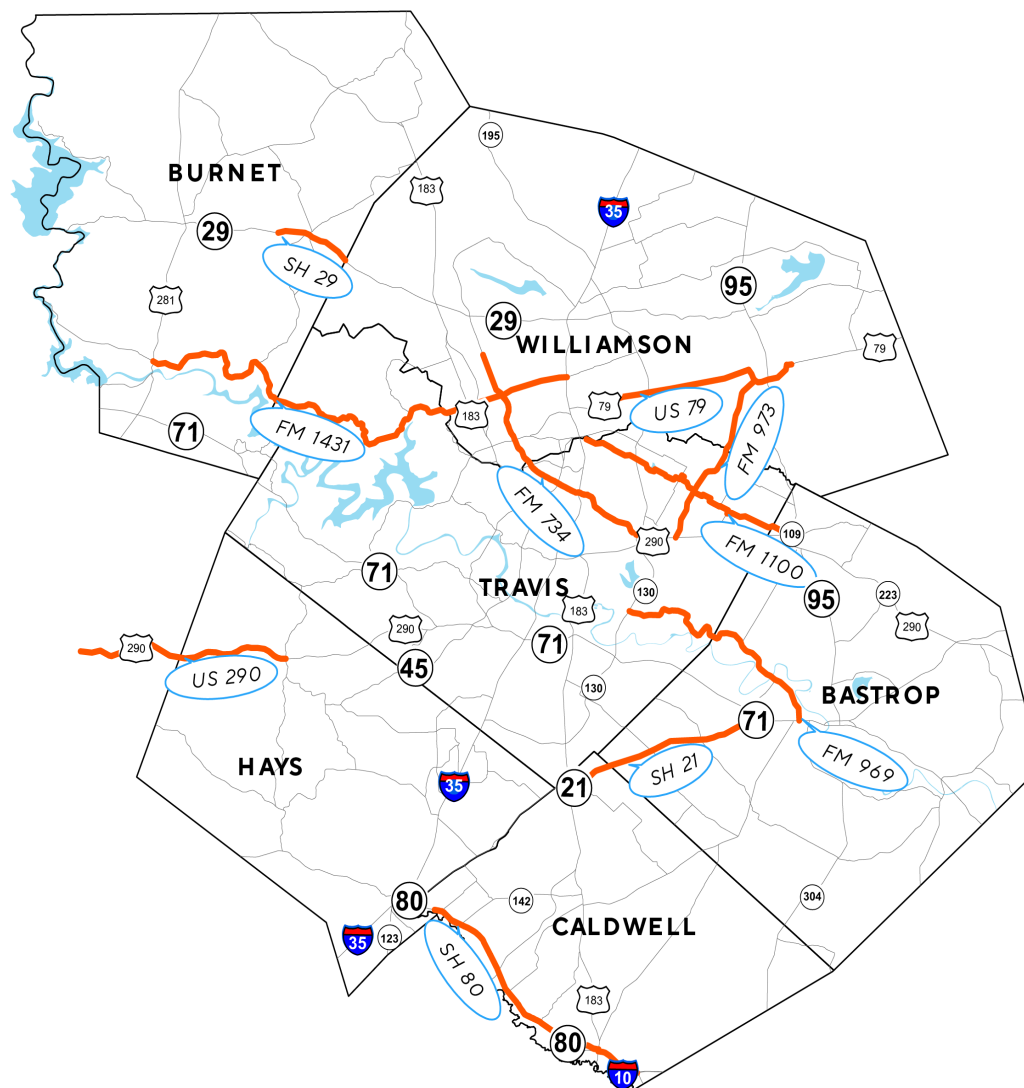


# Project Readiness Goals

Evaluate regionally significant, on-system corridors

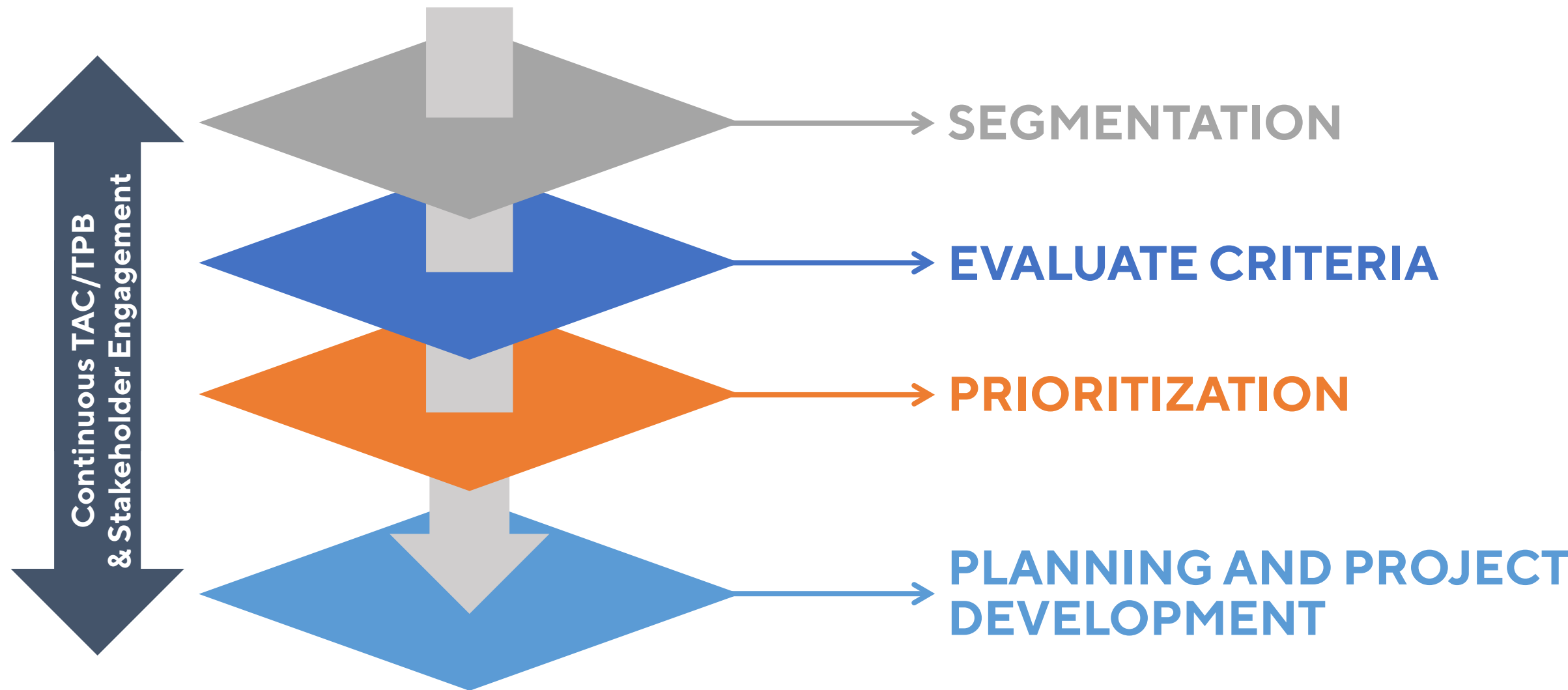
Recommend projects for inclusion into the Regional Transportation Plan (RTP)

Begin or accelerate preliminary engineering and environmental investigation for potential projects





# Project Readiness Process





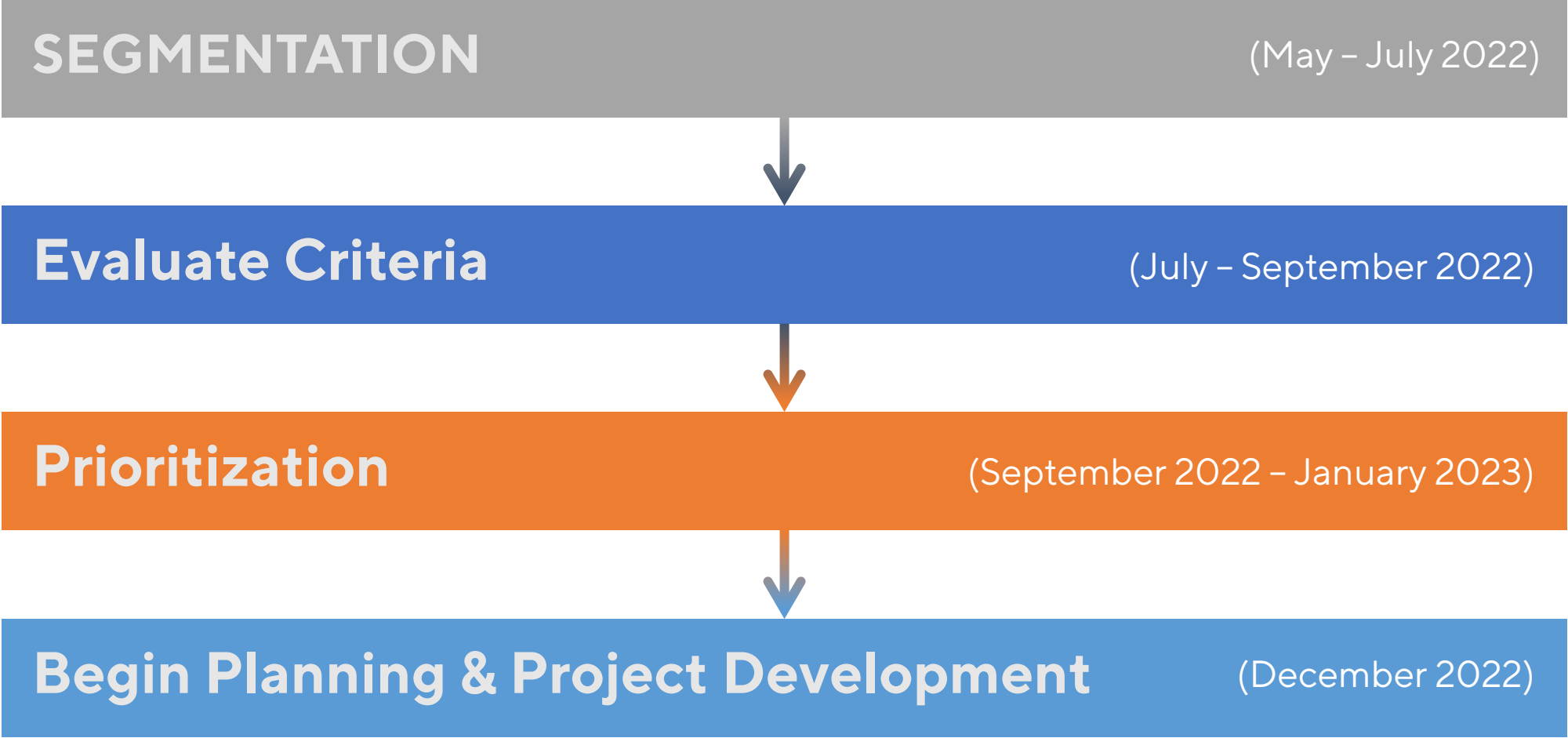
## SEGMENTATION SCREENING

- **Breakdown Corridors into Segments**
- **Identify Logical Termini**
  - » Major Cross-streets
  - » City Limits/County Lines
- **Existing Roadway Configuration**
- **Statewide Planning Map**
  - » Average Daily Traffic Volumes





# Project Readiness Schedule





# Next Steps



Questions?

- **TAC and Stakeholder Engagement for Corridor Segmentation**



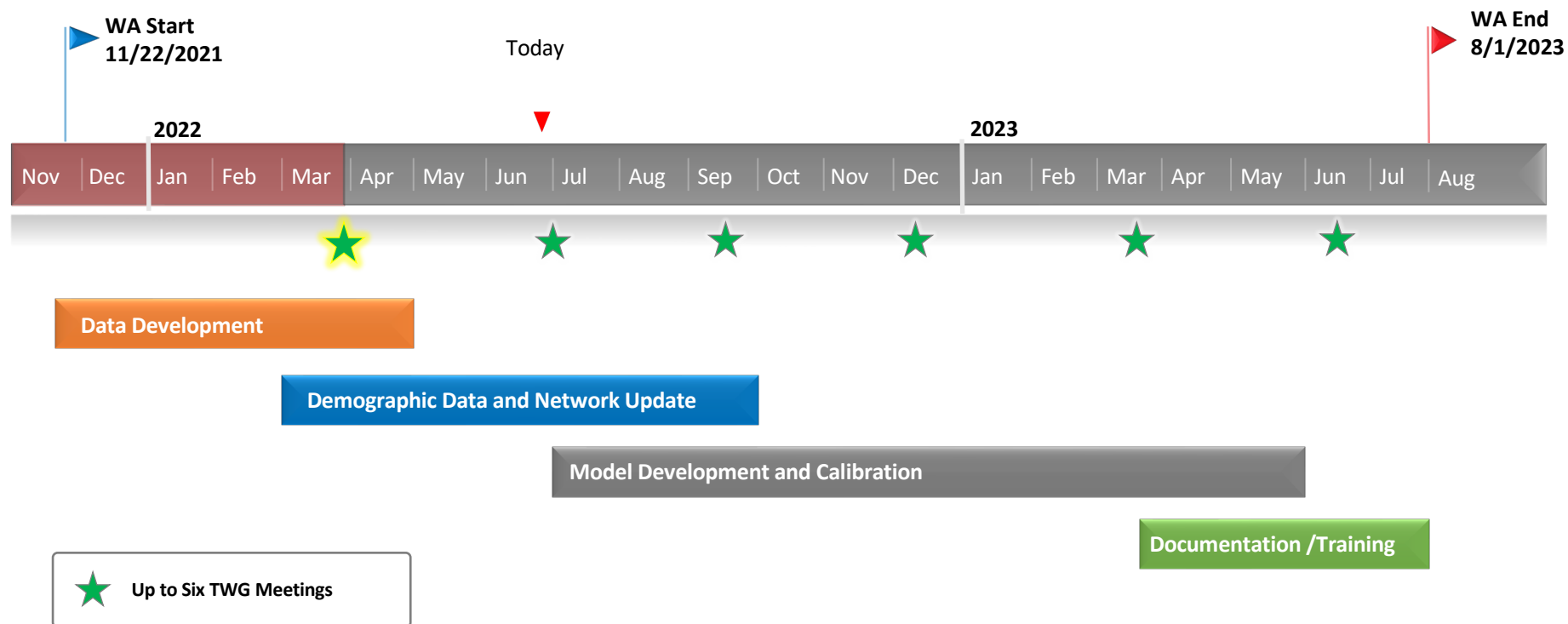


# ITEM 5: DISCUSSION ON NEW 2020 CAMPO TRAVEL DEMAND MODEL UPDATE





# 2020 Travel Demand Model Update Schedule





## Work Completed

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- Established Technical Working Group (TWG)
- Established Stakeholders Group
- Completed Covid Impact Review
- Completed Census Block/Traffic Analysis Zone review and adjustments
- Completed Control Total Memo



# TWG and Stakeholder Group

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- **Technical Working Group**

- » Provides Direction and review for Modeling team
- » Consist of TxDOT, AECOM, TTI, State Demographers office, Capital Metro and CARTS

- **Stakeholder Group**

- » Consist of Counties, Cities and Chambers of Commerce in the Model Area
- » Provides Demographic and Employment forecast data and location information





# Demographic Forecast Control Totals

## Fast population growth continues

Regional annual population growth rate is 2.37%

2.4 million population (or 1 million families) will be added to the region, or equivalently the current population will be doubled by 2050

Hays County and Williamson County have the highest growth rates, 3.48% and 3.93%

County	Population				2020-2050 Annual Growth %
	2020	2025	2030	2050	
Bastrop	97,216	104,458	112,013	141,132	1.25%
Burnet	49,130	51,990	54,494	62,658	0.81%
Caldwell	45,883	49,307	52,610	64,307	1.13%
Hays	241,067	292,867	356,239	765,751	<b>3.93%</b>
Travis	1,290,188	1,416,887	1,539,244	1,978,903	1.44%
Williamson	609,017	720,688	857,312	1,699,283	<b>3.48%</b>
<b>CAMPO</b>	<b>2,332,501</b>	<b>2,636,197</b>	<b>2,971,912</b>	<b>4,712,034</b>	<b>2.37%</b>





# Employment Forecast Control Totals

## Strong economic trend remains

Regional employment growth outpaces population growth at an annual growth rate of 2.69%

Additional 1.2 million jobs will be created by 2050, more than doubling the current regional employment

Hays County and Williamson County have the highest employment growth rates, **4.68%** and **3.65%**, but Travis County adds most jobs (**0.6 million**)

County	Employment				2020-2050 Annual Growth %
	2020	2025	2030	2050	
Bastrop	18,801	21,638	23,472	30,421	1.62%
Burnet	17,595	17,357	18,514	22,200	0.78%
Caldwell	10,154	10,189	10,956	13,646	0.99%
Hays	66,985	98,242	120,498	264,376	<b>4.68%</b>
Travis	677,874	882,862	971,263	1,287,276	2.16%
Williamson	195,312	233,179	280,727	572,743	<b>3.65%</b>
<b>CAMPO</b>	<b>988,741</b>	<b>1,265,493</b>	<b>1,427,460</b>	<b>2,192,712</b>	<b>2.69%</b>





## Moving Forward

- **Update 2015 Network to 2020 Conditions**
- **Collect/input Stakeholder data into correct year TAZ's**
- **Prepare UrbanSIM for forecast runs**
- **Hold second TWG meeting**



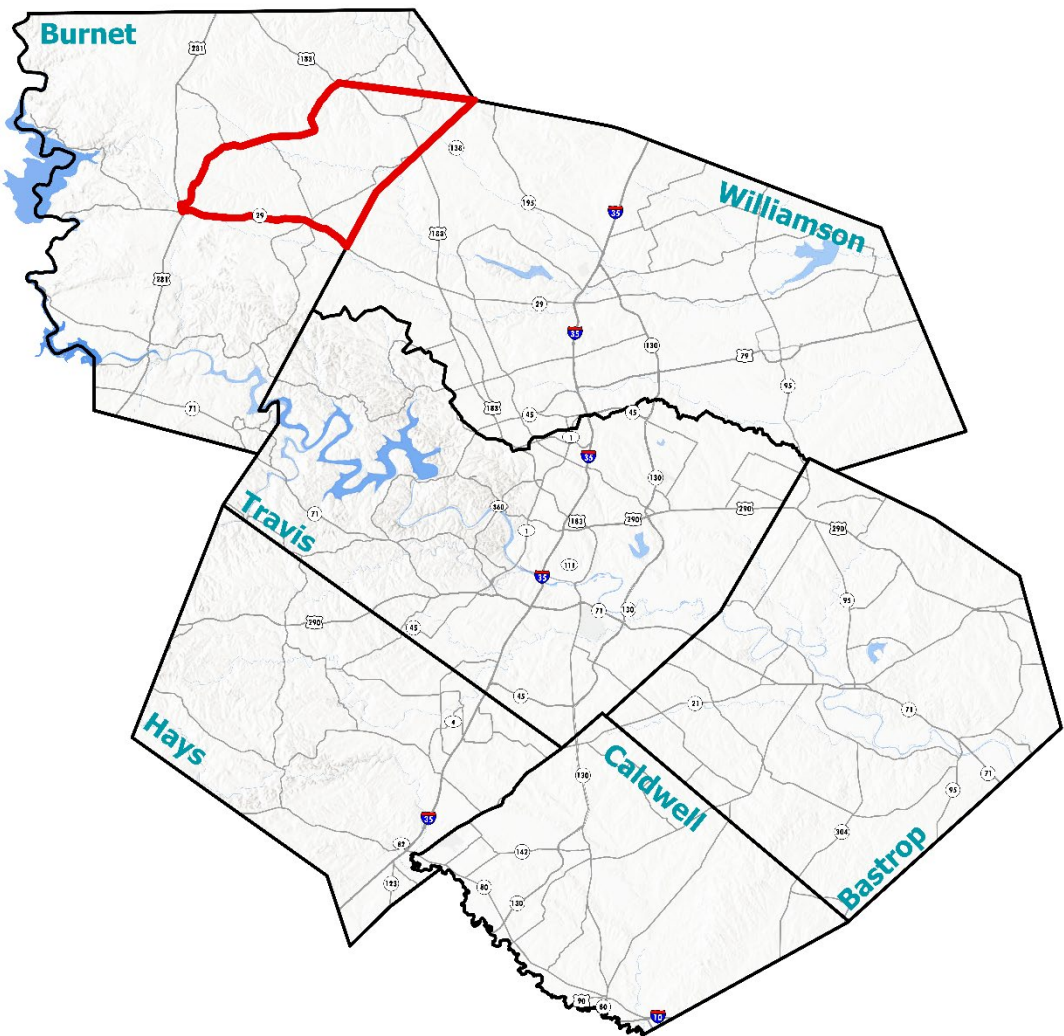
## ITEM 6: REPORT ON TRANSPORTATION PLANNING ACTIVITIES







# Northeast Burnet County Study



## ITEM 7: ANNOUNCEMENTS





## Upcoming Meetings



- TPB → **August 8, 2022**
- TAC → **July 25, 2022**



# Adjournment