



# Technical Advisory Committee Meeting

## January 23, 2023

# ITEM 1: CERTIFICATION OF QUORUM



**ACTION**



## **ITEM 2: APPROVAL OF OCTOBER 17, 2022 MEETING SUMMARY**





## Recommendation



**Staff requests the TAC approval of the October 17, 2022 meeting summary.**



**INFORMATION**



# ITEM 3: PRESENTATION ON FM 685 CORRIDOR STUDY







## ***FM 685 CORRIDOR STUDY DRAFT REPORT OVERVIEW***





# FM 685 Project Background

Project funded through final design by 2020 City Bond Proposition A

Project currently not funded for construction

Multiple funding opportunities are being explored for construction



**CORRIDOR STUDY**  
(current phase)

**2022**



**SCHEMATIC &  
ENVIRONMENTAL**

**2023**



**PLANS, SPECIFICATIONS,  
& ESTIMATE**

**2024-2025**



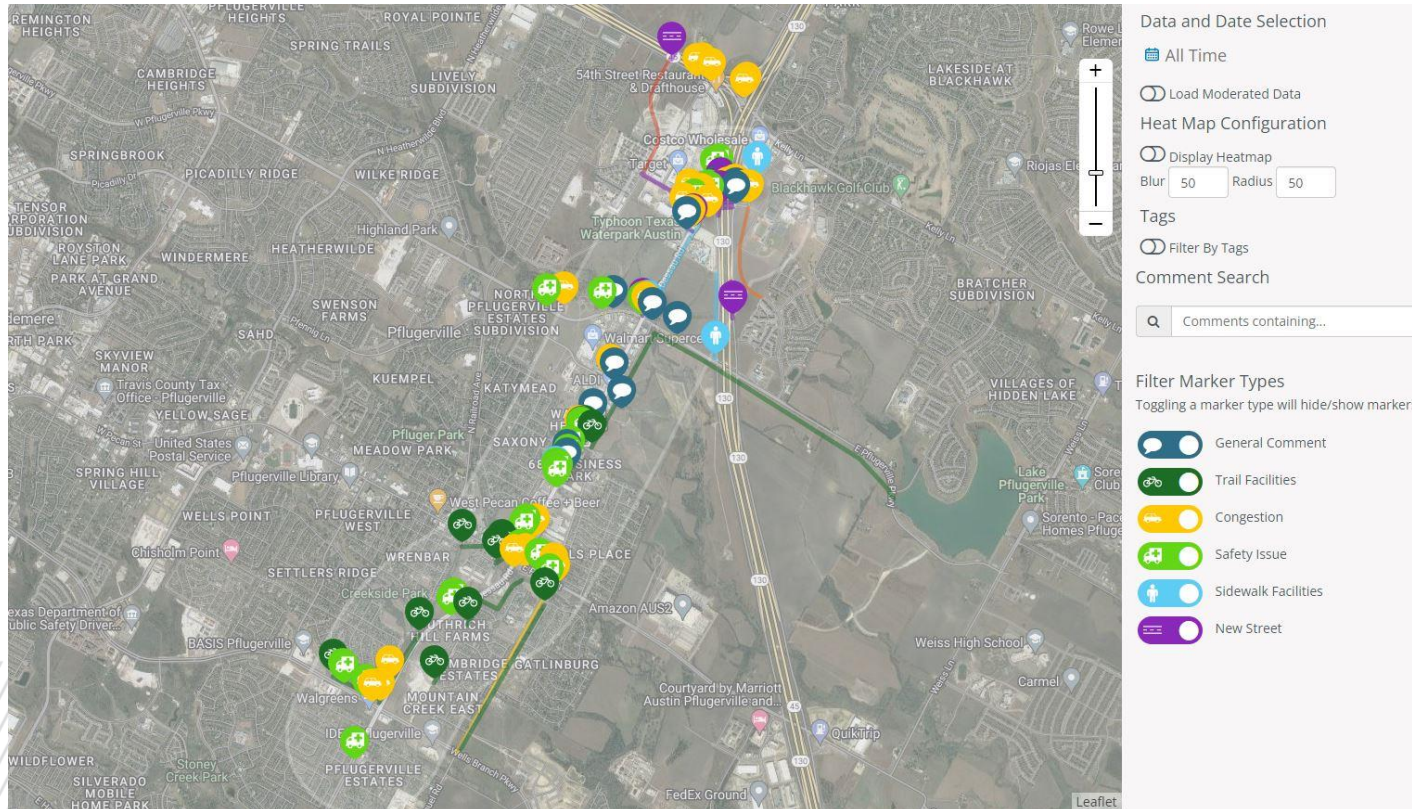
**CONSTRUCTION**

**2026+**



# Public Engagement

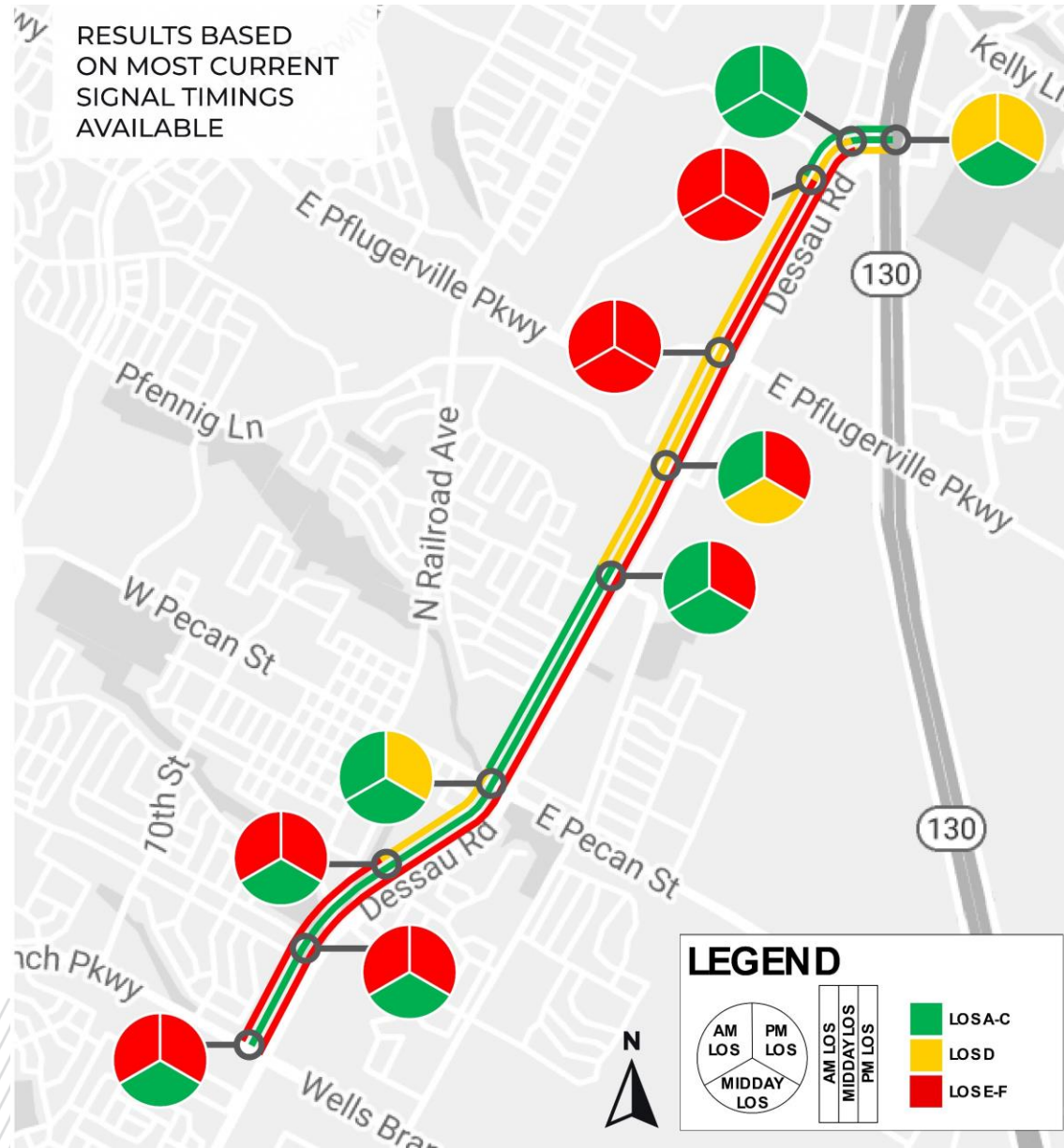
- + 2 Open Houses, Website live since May 16<sup>th</sup>
- + Initial survey and public comment map: May 18<sup>th</sup> – June 6<sup>th</sup>
- + Open for general comments during other public engagement activities
- + Final alternative public comment map: December 1<sup>st</sup> – January 3<sup>rd</sup>



Scan for Project Website!



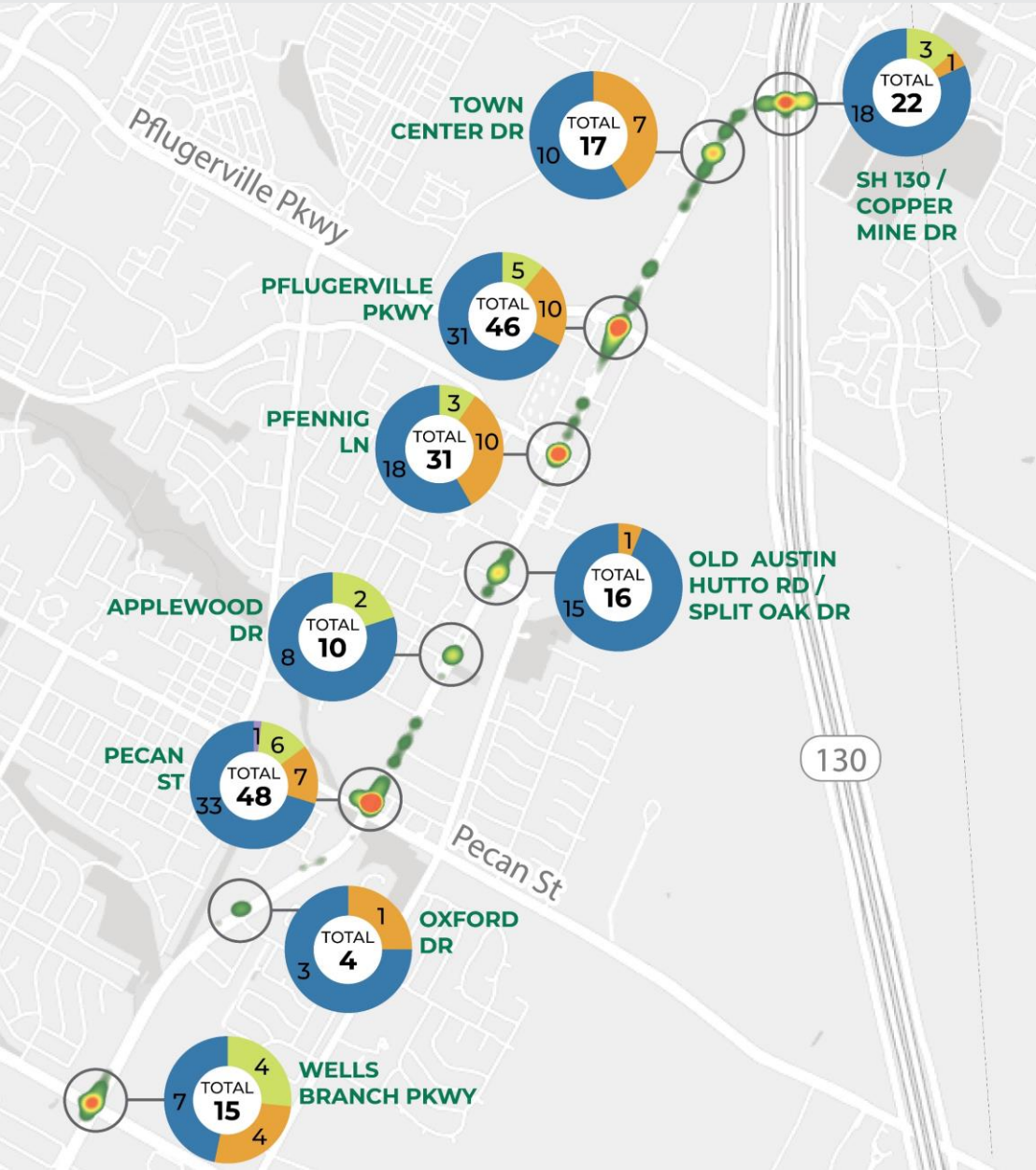
# Existing Traffic Conditions



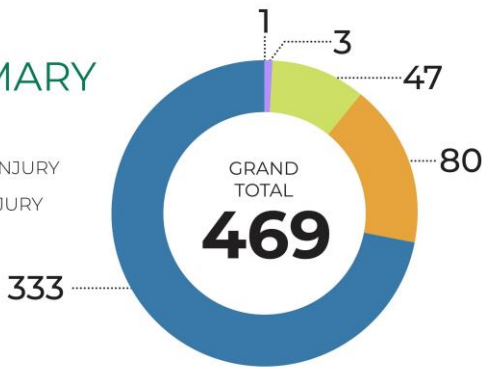
- + Already congested today, in some places all day long
- + Generally, “at capacity” without additional physical improvements
- + Could benefit from coordinated signal system to enhance capacity



# Existing Safety Conditions



## WHAT: CRASH SUMMARY



## WHY: CRASH CONTRIBUTING FACTOR

### FAILED TO CONTROL SPEED

86

### FAILED TO YIELD RIGHT OF WAY - TURNING LEFT

83

PFLUGERVILLE  
PKWY

1

5

6

PFENNIG LN

3

6

7

PECAN ST

1

4

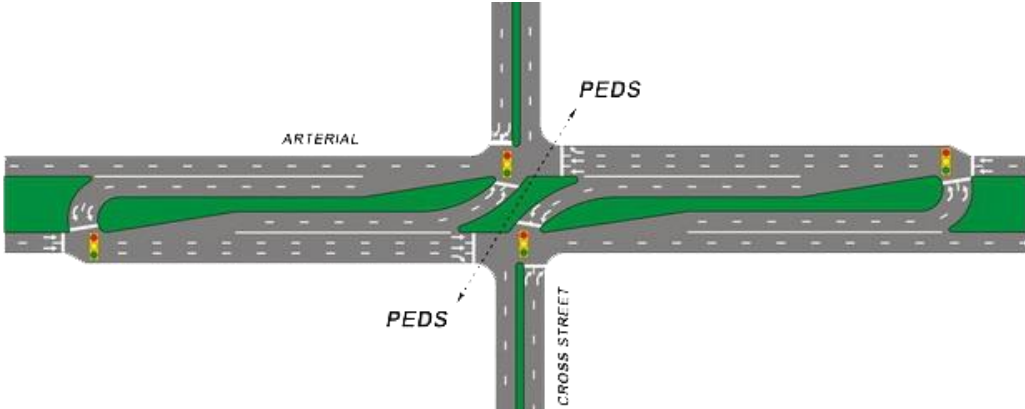

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15

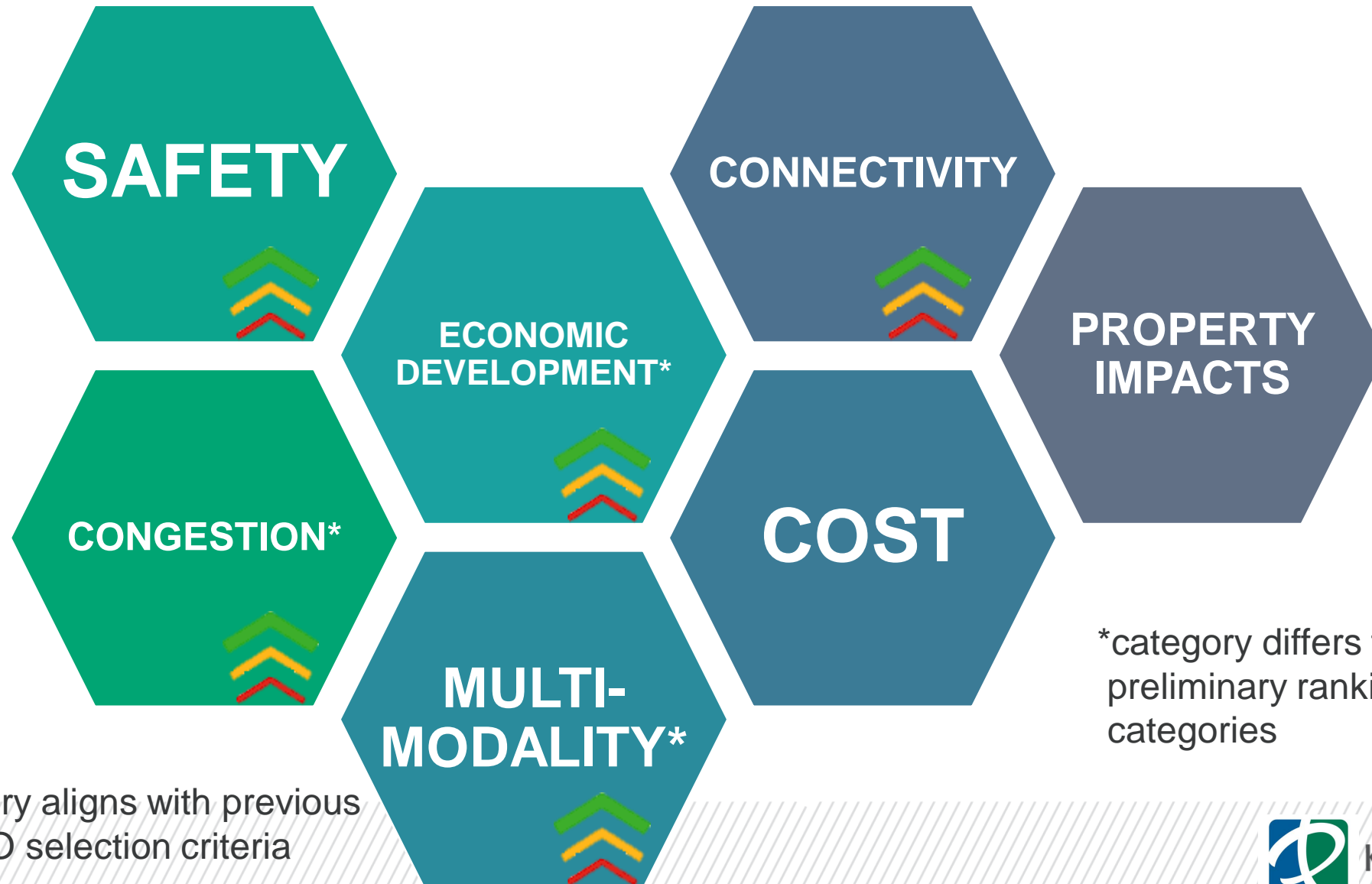
- + Crash rate is lower at Pecan post-construction
- + General issues related to speed and left turns




# Conceptual Layouts – Alternative Parameters

Alternative 1: Superstreet	Alternative 2: Urban Boulevard
120 ft ROW	120 ft ROW
Higher Speed – 55 MPH	Lower Speed – 35 MPH
WB-67 Design Vehicle U-Turns Passenger Car Left Turns	WB-67 Design Vehicle All Turns
Minor Street Right Turn Only	Minor Street Full Access
1-side SUP	2-side SUP
	

# Prioritization Evaluation – Overview



 = Category aligns with previous CAMPO selection criteria



# Prioritization Summary

- + Urban Boulevard alternatives tended to score higher than Superstreet alternatives due to four major factors:
  1. Reduced volumes (congestion)
  2. Reduced speeds (safety)
  3. Smaller footprints (ROW impact)
  4. Dual-sided SUP (multimodality)

**Volumes on the FM 685 corridor are 25% lower in the Urban Boulevard scenario than the Superstreet scenario**



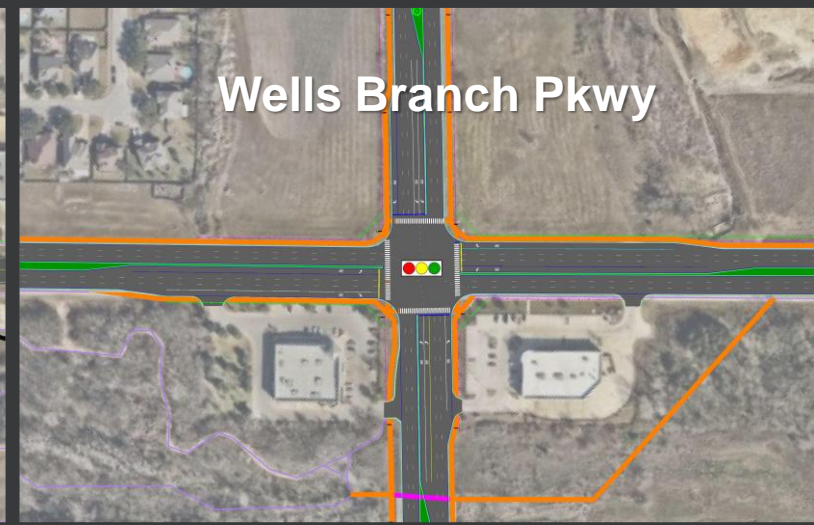
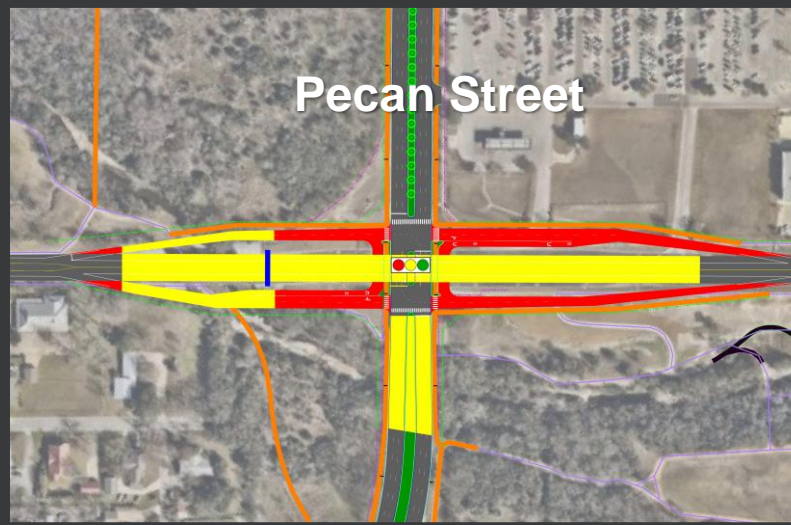
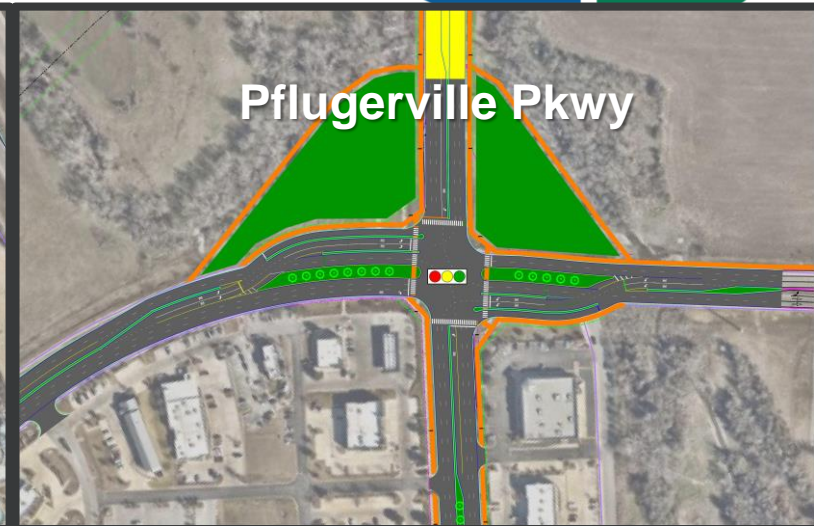
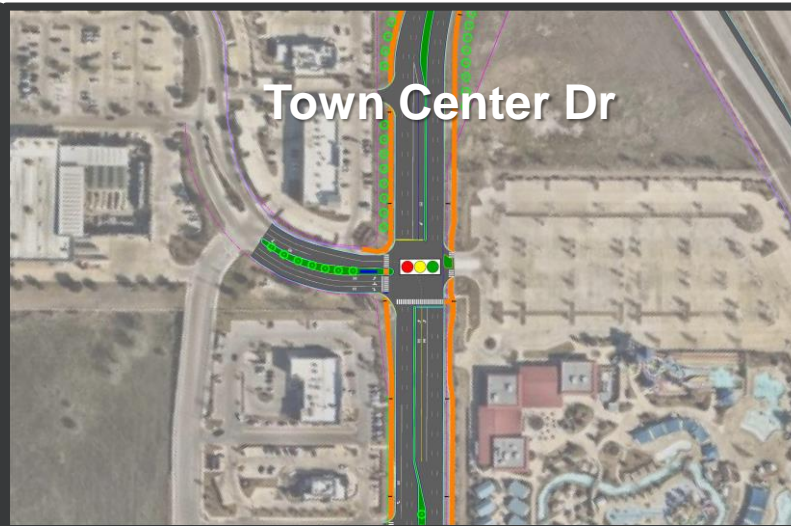
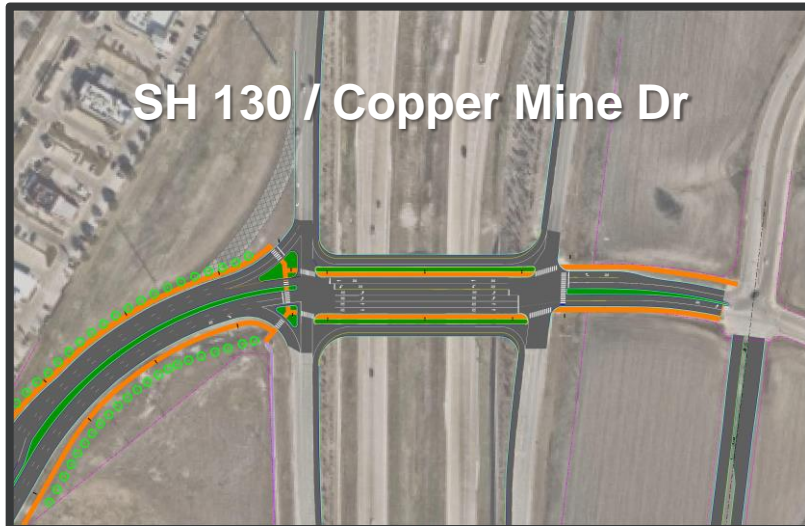
# Proposed Concept – “Urban Boulevard”

- + After prioritization and coordination with City staff and the technical committee, an “urban boulevard” condition was chosen as the ideal condition for FM 685
  - + Reduced lane widths (11 ft)
  - + Reduced speeds (40 mph, pending TxDOT coordination)
  - + High commercial density/redevelopment
  - + Intersections accommodate large trucks
  - + Shared use path on both sides of road
  - + Visual treatments & street art
  - + Illumination along full corridor length





# Proposed Concept - Intersections



Other intersections are traditional intersections with traffic lights  
New Traffic Signals proposed at Oxford, Olympic, and Applewood

**ITEM 4: UPDATE ON TRANSPORTATION  
DEMAND MANAGEMENT (TDM)  
SUBCOMMITTEE**



# ITEM 5: PRESENTATION ON REGIONAL TRAFFIC SAFETY PLAN





# CAMPO Safety Plan



**Jeff Kaufman, AICP**

Associate Research Scientist

Texas A&M Transportation  
Institute



- CAMPO region has a growing safety problem
- Fed requirement for MPOs to establish performance targets for reducing fatalities and serious injuries
- CAMPO recognizes an expectation that the MPO contribute to the improvement of traffic safety
- Conducted a State of Safety Assessment in 2019, updated in 2022
- Research staff looked at other MPO approaches to addressing traffic safety
- Researchers met with regional safety implementors for input
- Proposed Plan outlines what CAMPO *specifically* can do to address traffic safety in the region.

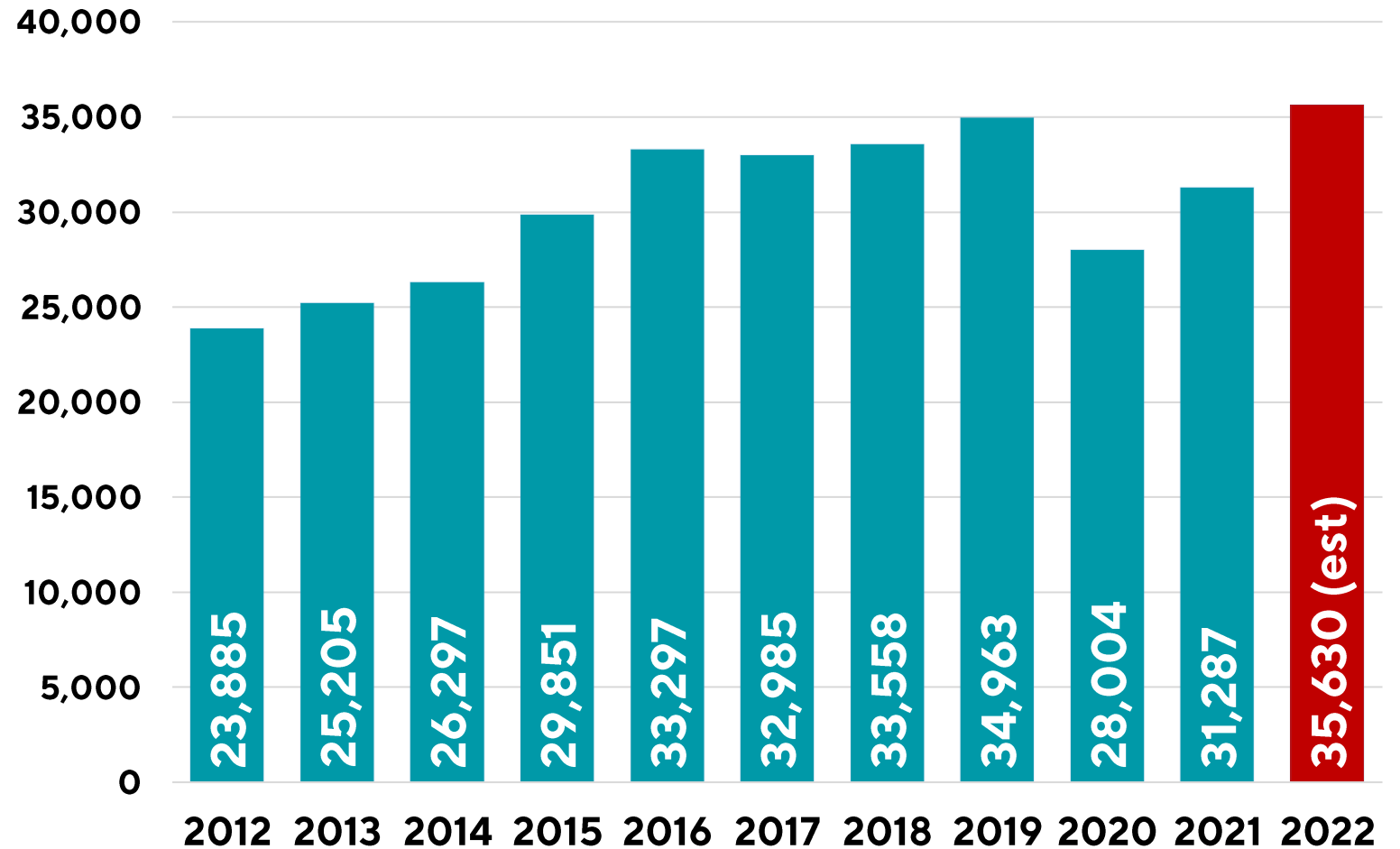






# Regional Crashes

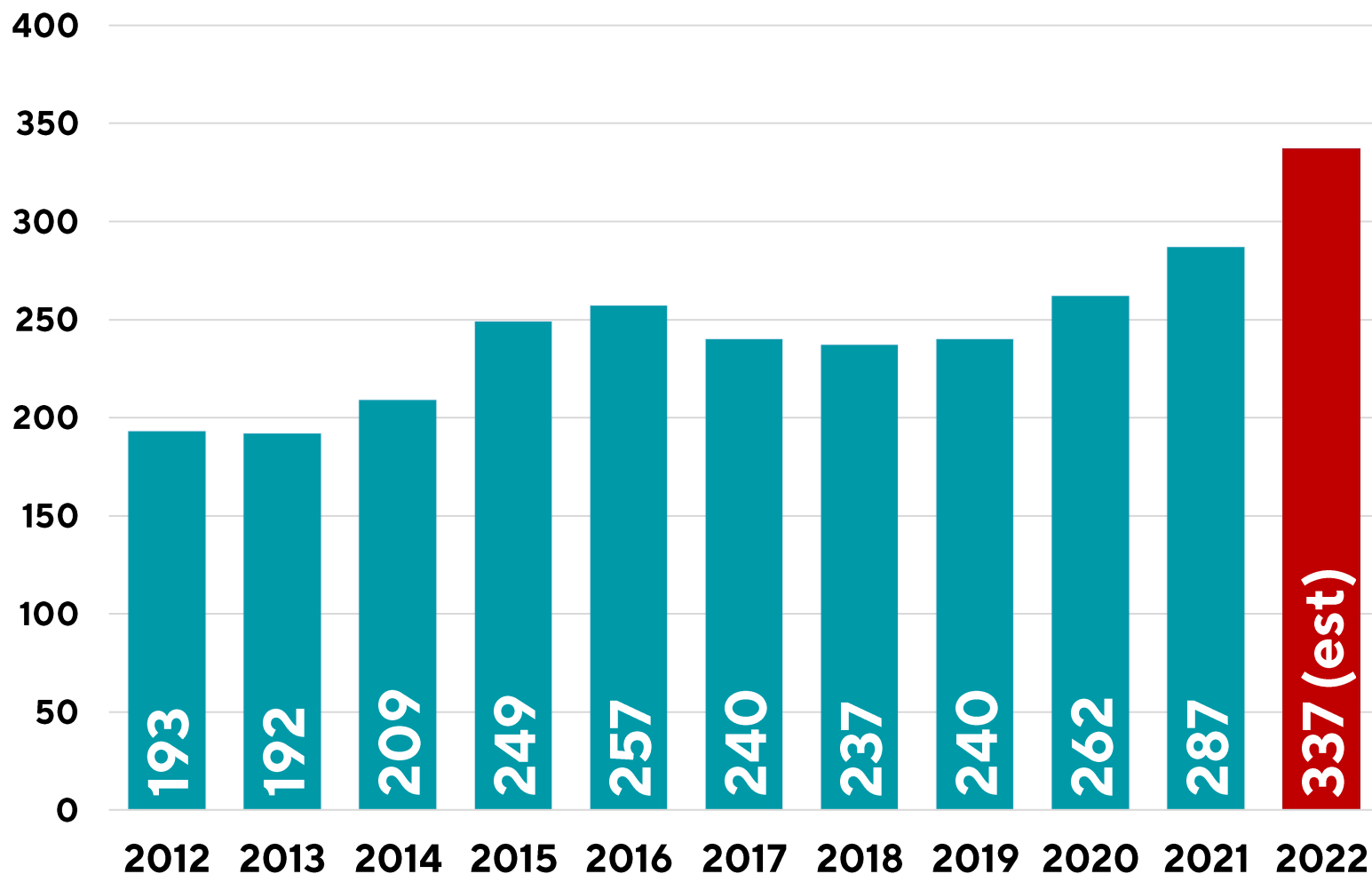
- 2022 estimates indicate highest number of crashes in a decade
- Crashes up over 49 percent since 2012
- COVID contributed to fewer crashes in 2020 and 2021





# Regional Fatalities

- Despite COVID-related declines in crashes in 2020 and 2021, region continued to post more fatalities.
- 2022 fatalities up 74% from 2012

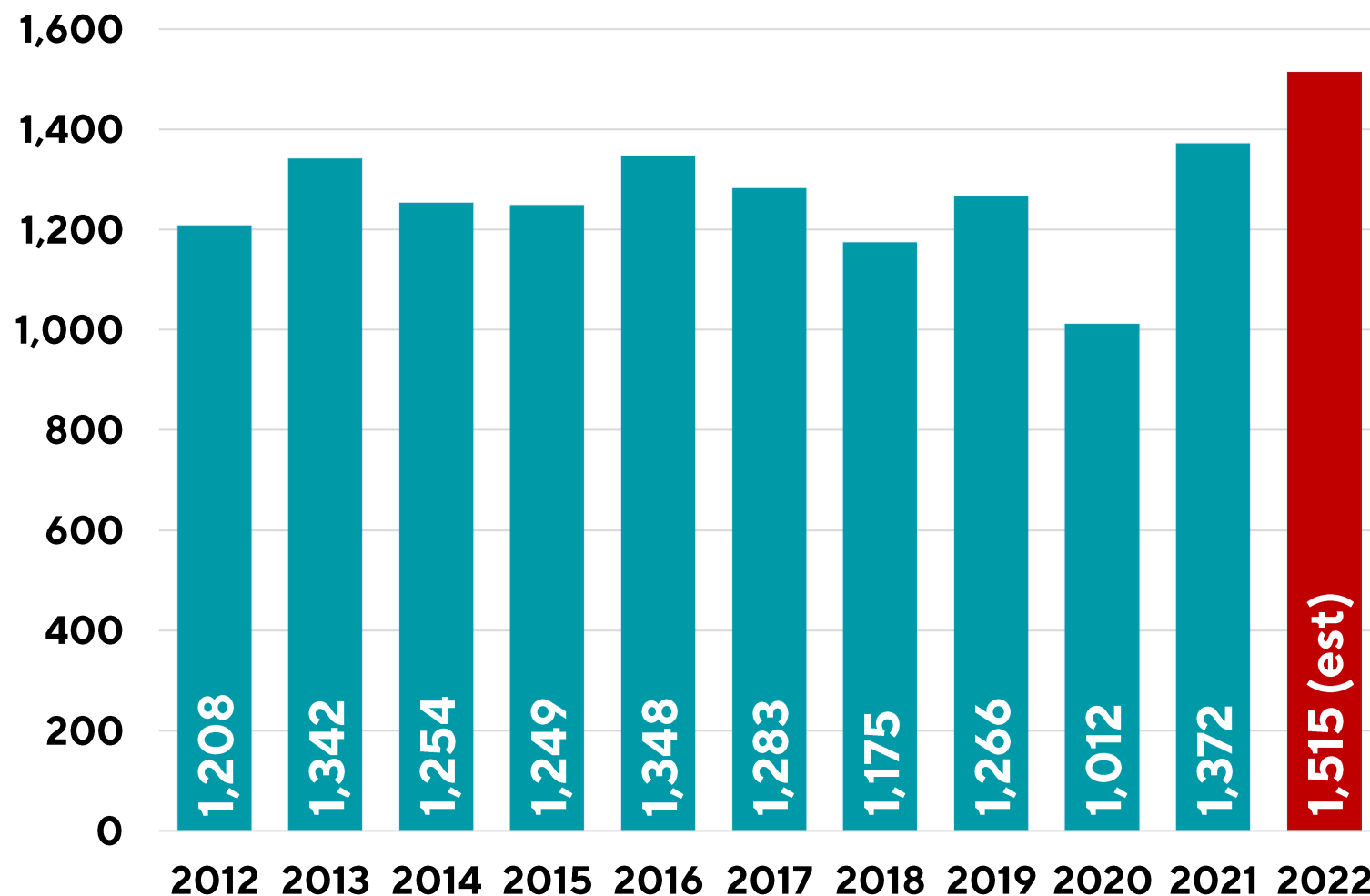




# Regional Serious Injuries



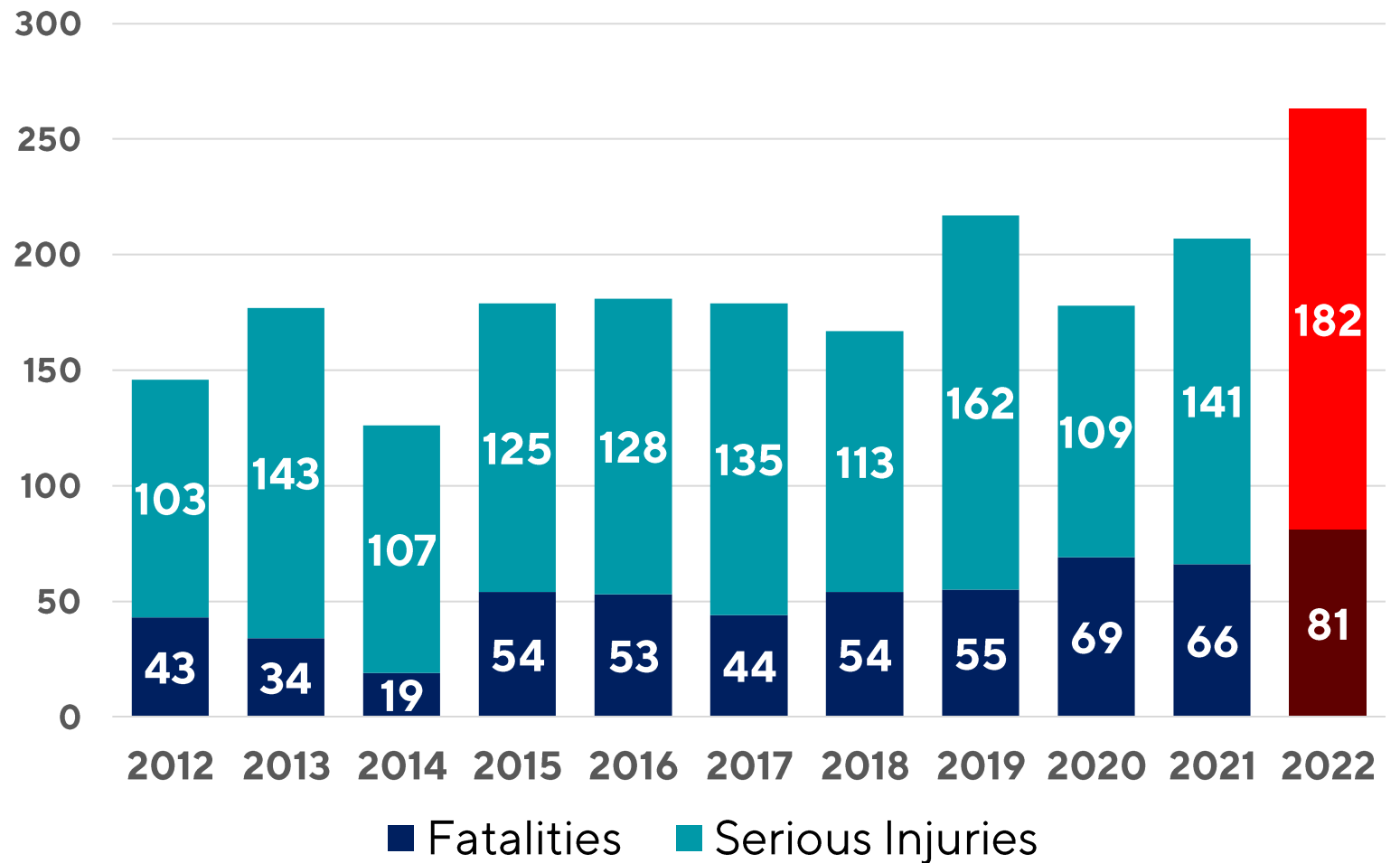
- 2020 – fewest serious injuries
- 2021 – highest serious injuries in the 2012-21 period
- 2022 – estimate surpasses the previous 10 years





# Bike/Ped Fatalities and Serious Injuries

- Combined due to federal performance measure
- Fatalities: 90% Pedestrian/10% Bicyclists
- Serious Injuries: 70% Pedestrian/30% Bicyclists
- Fatalities and Serious Injuries exceeded in both categories in 2022





# Performance Measures

- CAMPO adopted State's **Road-to-Zero** based performance measures
- Measures based on 5-year moving averages
- Initial 2022 estimates have exceeded target.

	Year	Fatalities	Serious Injuries	Bike-Ped FATALS/ Injuries	Fatality Rate (per 100M VMT)	Serious Injury Rate (per 100M VMT)
Near Term Targets	2022	230 ( <b>337</b> )	1,116 ( <b>1,515</b> )	172 ( <b>263</b> )	1.09 ( <b>N/A</b> )	5.38 ( <b>N/A</b> )
	2023	222	1,081	166	1.06	5.20
	2024	214	1,046	160	1.02	5.02
	2025	206	1,011	154	0.98	4.84
	2026	198	976	148	0.95	4.66
Long Term	2030	166	836	125	0.80	3.95
	2035	127	661	95	0.62	3.05
	2040	85	441	63	0.41	2.03
	2045	42	220	32	0.21	1.02
	2050	0	0	0	0.00	0.00





# Regional Safety Efforts



TxDOT Crossroads Coalition

City of Austin Vision Zero Initiative

Ghisallo Cycling Initiative

Teens in the Driver Seat (TTI)

LifeSteps (Williamson Cty. CAD)

Travis County Attorney's Underage  
Drinking Prevention Program

Focus on Reducing Impaired Driving  
Among Youth (FRIDAY)

Texas Municipal Courts Education  
Center (TMCEC) Programs

MADD

Motorcycle Safety Courses

AARP Driver Safety for Older Drivers

TxDOT General Safety Grants

Safe Kids Austin/Dell Children's Hospital

TxDOT Selective Traffic Enforcement  
Program (STEP)

Safe Riders/Department of State Health  
Services

Impaired Driving Action Team (City of  
Austin/Travis County)







# **CAMPO's Role in Traffic Safety**

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## **MPOs Current Activities**

- **Transportation Improvement Program (TIP) – Safety incorporated as significant scoring component**
- **Regional Transportation Plan (RTP) – 30 of 100 total project points allocated for safety**
- **Regional Active Transportation Plan**
- **Regional Arterials Concept Inventory**
- **Incident Management Study**
- **HERO Program Funding**
- **Safety Information Dashboard**





# CAMPO's Role in Traffic Safety

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## MPOs limited in terms of direct action

- Cannot construct/improve facilities
- Not allocated dedicated safety funding (HSIP) for disbursement in the TIP
- Cannot use its funding for enforcement activities
- Can commission studies to identify problem locations and recommend solutions
- Can provide financial support to grow and enhance effective activities





# Potential Strategies



- Support for Local/Regional Programs
- Regional Traffic Safety Outreach Effort
- Regional Traffic Safety Clearinghouse
- Commissioning of Local Safety Plans
- Road Safety Audits
- EJ Zone Safety Assessments



# Potential Strategies



- Study of High-Incident Intersections
- Speed Intervention/Traffic Calming Studies
- Right Turn on Red Prohibition Study
- E-Scooter Safety
- Access Management Studies
- Continued Incident Management Support

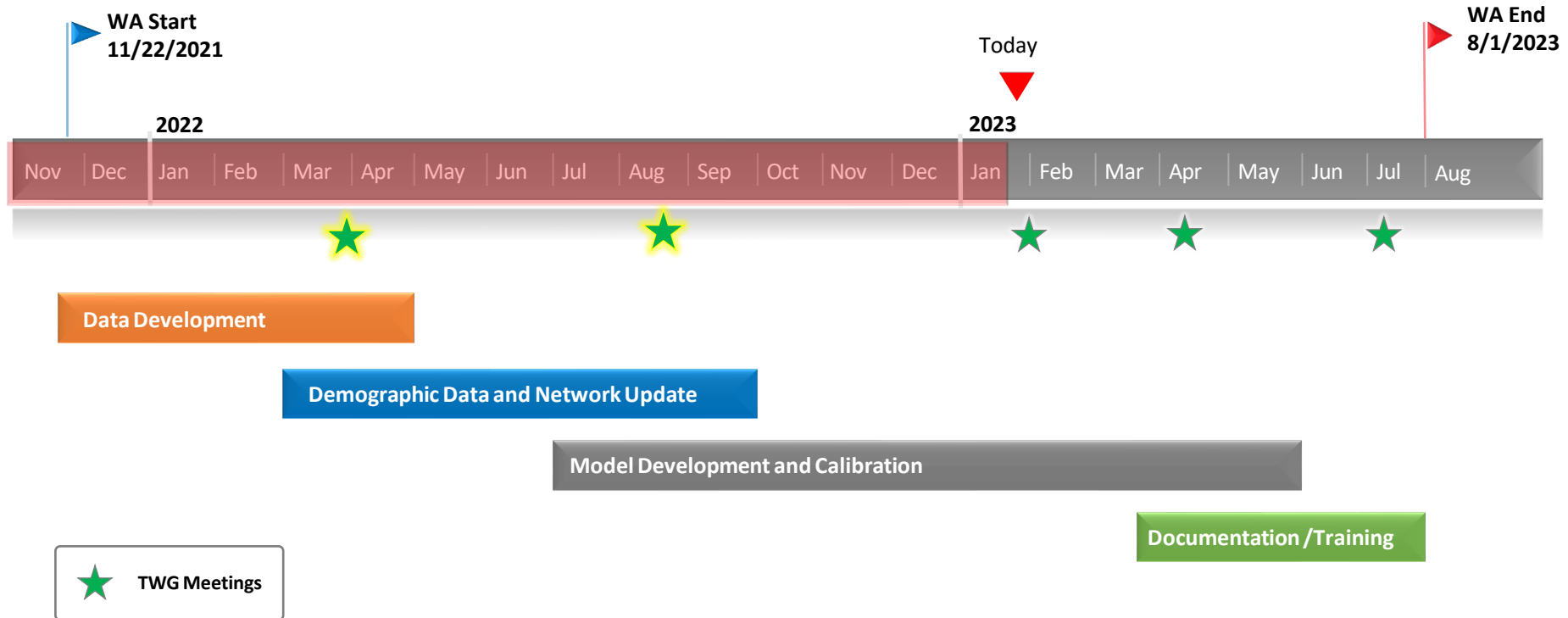


## ITEM 6: UPDATE ON TRAVEL DEMAND MODEL





# 2020 Travel Demand Model Update Schedule







## Work Completed



- Completed TAZ update and network update
- Held Stakeholder group and TWG meetings
- Created website for Stakeholder/TWG 2030 and 2050 demographic review



## Moving Forward



- Continue 2020 base year calibration
- Complete forecast demographic review and runs
- Complete forecast network review
- Hold third TWG meeting

## **ITEM 7: UPDATE ON PROJECT READINESS FOR REGIONAL CORRIDOR IMPROVEMENT**



## ITEM 8: DISCUSSION ON CARBON REDUCTION PROGRAM (CRP)





## Carbon Reduction Program

## Program Summary

Funding Summary	
Fiscal Year	TMA Funding Amount
2022	\$4,339,773
2023	\$4,426,569
2024	\$4,339,773*
2025	\$4,339,773*
2026	\$4,339,773*

\*Estimate

The Carbon Reduction Program (CRP) is a new program from the IIJA that provides funding to reduce transportation emissions.

CAMPO will receive approximately \$22 million for distribution in the Transportation Management Area (TMA).

Program requirements include a 4-year obligation limitation, 20 percent local match, and adopted reduction strategies.





Carbon Reduction Program – Eligible Activities
Traffic Management
Truck Stop Electrification
Public Transportation
Transportation Alternatives (TASA)
ITS/Congestion Management Technology
Travel Demand Management (TDM)
Efforts to Reduce Freight Impacts
Deployment of Alternative Fuel Vehicles
Traffic Flow Improvements (Non-added Capacity)
Development of Carbon Reduction Strategies
Projects that Reduce Emissions at Port Facilities
Diesel Engine Retrofits
Other Activities are Eligible with Demonstration of Emission Reduction

# Planning Scope Summary

Staff will develop a carbon reduction plan that reflects the six-county region, provides an effective programming process, and meets the federal requirements for funding access.

CRP Planning Outcomes
Develop regional goals and objectives
Targets for upcoming performance measure requirement.
<b>Analyze effectiveness of eligible activities</b>
Develop a project selection process and activity recommendation
Set the foundation for an air-quality program.





## Carbon Reduction Program

Funding Summary	
Fiscal Year	Amount
2022	\$4,339,773
2023	\$4,426,569
2024	\$4,339,773*
2025	\$4,339,773*
2026	\$4,339,773*
Allocation Summary	
Currently Available	\$7,766,342
Available Prior to 11/15/23	\$12,106,115*

\*Estimate

## Funding Discussion

**Deferred Projects** – Allocation of current and/or future CRP funding to eligible deferred projects.

**Current Allocation** – Allocating available funding prior to November 15, 2023.

**Post-Plan Allocation** – Allocating all funding based on the CRP planning outcomes.

**Additional Factors** – Project Readiness/Obligation, Inflation, Project Selection Process, TPB actions, etc.





Deferred projects that potentially meet CRP funding eligibility requirements upon initial review. An in-depth review and readiness assessment will be required for final determination.

Deferred Project List							
CSJ	Sponsor	County	Project Name	Limits (From)	Limits (To)	Description	Funding Authorization
0151-09-148*	CTRMA/TxDOT	Travis	Colorado River Scenic Byway (US 183)	At Colorado River		Construct a bicycle and pedestrian path	\$4,550,000
0683-01-100*	TxDOT	Travis	RM 620	North of Hatch Road	Travis County Line	Reconstruct intersection to add overpass at Anderson Mill Road.	\$15,000,000
0683-02-079*	TxDOT	Williamson	RM 620	Williamson County Line	North of Foundation Road	Reconstruct intersection to add overpass at Anderson Mill Road.	\$10,000,000
0113-13-167*	TxDOT	Travis	SL 360	At Spicewood Springs Road		Grade separate intersection	\$20,000,000
0113-13-169*	TxDOT	Travis	SL 360	At Lakewood Drive		Grade separate intersection	\$15,000,000
0114-01-062* 2100-01-068*	TxDOT	Travis	SS 69/RM 2222	SL 360	IH 35	ITS deployment	\$3,934,903
0113-13-180*	TxDOT	Travis	SL 360	US 183	US 290 (SH 71)	Install ITS message boards, devices, and signs	\$5,599,304
0113-13-172*	TxDOT	Travis	SL 360	At Lost Creek Blvd.		Grade separate intersection	\$24,000,000
0113-13-170*	TxDOT	Travis	SL 360	At Walsh Tarlton Lane		Grade separate intersection	\$25,000,000
0113-13-171*	TxDOT	Travis	SL 360	At Westbank Dr/Scottish Woods Trail		Grade separate intersection	\$25,000,000
0113-13-173*	TxDOT	Travis	SL 360	At RM 2244		Construct diverging diamond intersection	\$25,000,000

Category 7

Category 2, 4, and 12





## ITEM 9: DISCUSSION ON FEDERAL PERFORMANCE MEASURES





## 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
  - **Adopting regional targets**
  - Monitoring investment progress and impact
  - Planning products including the TIP, RTP and studies

### Performance Measure Report

2023





## 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 (3,159)	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 (1.2)	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 (17,062)	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 (6.77)	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 (2,357)	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

	Lower Target
	Higher Target
	No Change

Please note the metric being evaluated when reviewing the impact of the target change. New targets indicated in brackets.

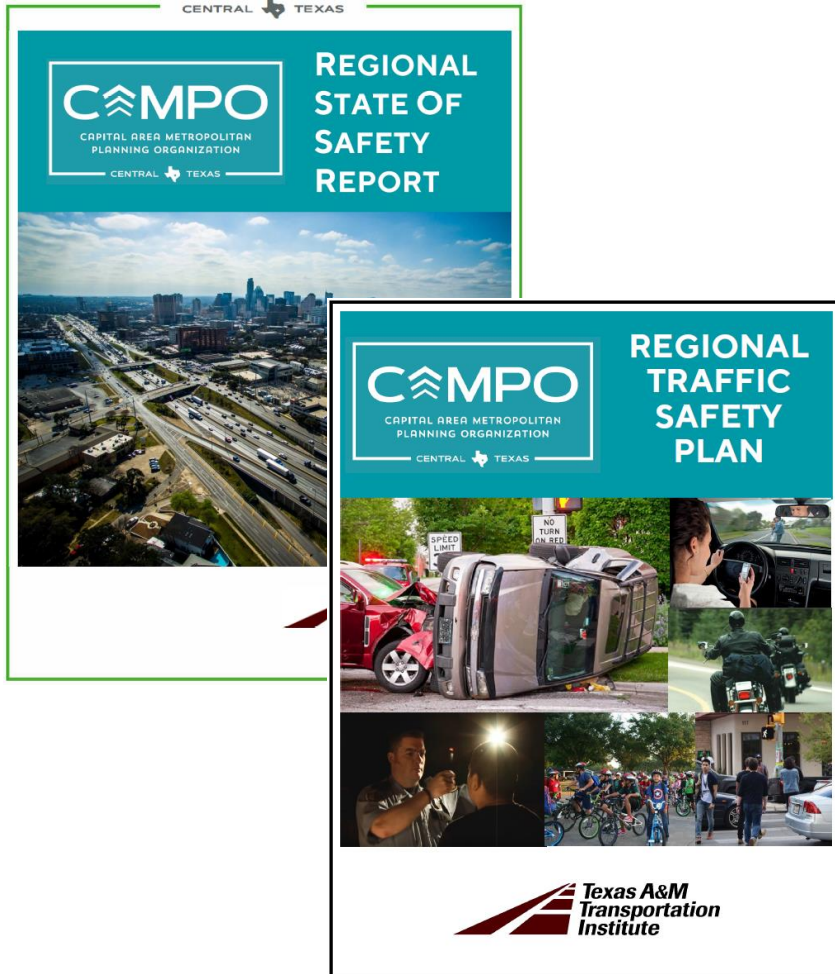


## Additional Safety Information

While target setting provides those critical benchmarks to measure success, it is the actionable investment decisions that most directly impact safety in the region.

CAMPO is developing several tools and resources to help provide real-time information and in-depth analysis regarding safety issues in the region including:

- Safety Dashboard
- Regional State of Safety Report
- Regional Traffic Safety Plan



# ITEM 10: REPORT ON TRANSPORTATION PLANNING ACTIVITIES



**ITEM 10A: FTA 5310 PROJECT CALL**







## FTA 5310 Project Call Announcement

CAMPO is soliciting project proposals for the FTA 5310 program. This project call will allocate approximately \$2.7 million: \$1.7 million for traditional capital projects and no more than \$1 million for other eligible projects and operating expenses.

### Federal Transit Administration (FTA)

Enhanced Mobility of Seniors and Individuals with  
Disabilities Section 5310 Program

Project Call Information

2023



Date	Milestone
1/3/2023	Call Announcement/Application Available
2/1/2023	Informational Webinar
<b>3/3/2023</b>	<b>Applications Due - 5:00 P.M. Central</b>
March	Technical Review and Scoring of Applications
3/27/2023	Technical Advisory Committee - Information
4/10/2023	Transportation Policy Board - Information
4/24/2023	Technical Advisory Committee - Recommendation
5/8/2023	Transportation Policy Board - Approval
June - August	Grant Execution with CapMetro



## ITEM 10B: AMENDMENT CYCLE





## Amendment Information

### Amendment Cycle Schedule

Milestone	Spring	Fall
Amendment Cut Off	1/13	6/9
TAC – Information	3/27	8/21
Community Outreach	March 20-April 17	Aug – Sept
TPB – Public Hearing	4/10	9/11
TAC – Recommendation	4/24	9/27
TPB- Adoption	5/8	10/16
STIP Submission	May	October

The TIP/RTP are amended on a regular basis to ensure that the most up-to-date information is approved by the Transportation Policy Board.

Amendments can be submitted at anytime and are processed administratively, through the next scheduled regular amendment cycle, or through an out-of-cycle amendment.

Potentially amendments for the Spring Cycle include IH-35 projects which are under review.

We will have an out-of-cycle amendment for RM 2243/Hero Way in February due to an FHWA directive to individually list the project in the TIP.

## ITEM 11: ANNOUNCEMENTS





## Upcoming Meetings



- TPB → **February 13, 2023**
- TAC → **February 27, 2023**



# Adjournment