



Technical Advisory Committee Meeting

October 16, 2023

ITEM 1: CERTIFICATION OF QUORUM



ACTION



**ITEM 2: APPROVAL OF JULY 24, 2023 MEETING
SUMMARY**





Recommendation



Staff requests the TAC approval of the July 24, 2023 meeting summary.



INFORMATION



ITEM 3: UPDATE ON THE 2050 TRAVEL DEMAND MODEL





Work Completed

- Completed 2020, 2025, 2030 and 2050 Model review and approval July 31, 2023
- CAMPO staff received model training July 28, 2023, from AECOM
- Approved 2050 model received August 1, 2023





Model Improvement



- Model matches traffic counts and transit ridership very well
- Updated model script for each model step
- Improved run time
- Several improvements to Mode Choice which improved Transit assignment
- Highway network improved





Moving Forward

- Update 2030 and 2050 highway networks with fiscally constrained projects
- Setup 2030 and 2050 datasets and start model runs
- Finalize completed 2050 model for RTP use



ITEM 4: UPDATE ON REGIONAL FREIGHT PLAN





Existing Conditions Report Organization

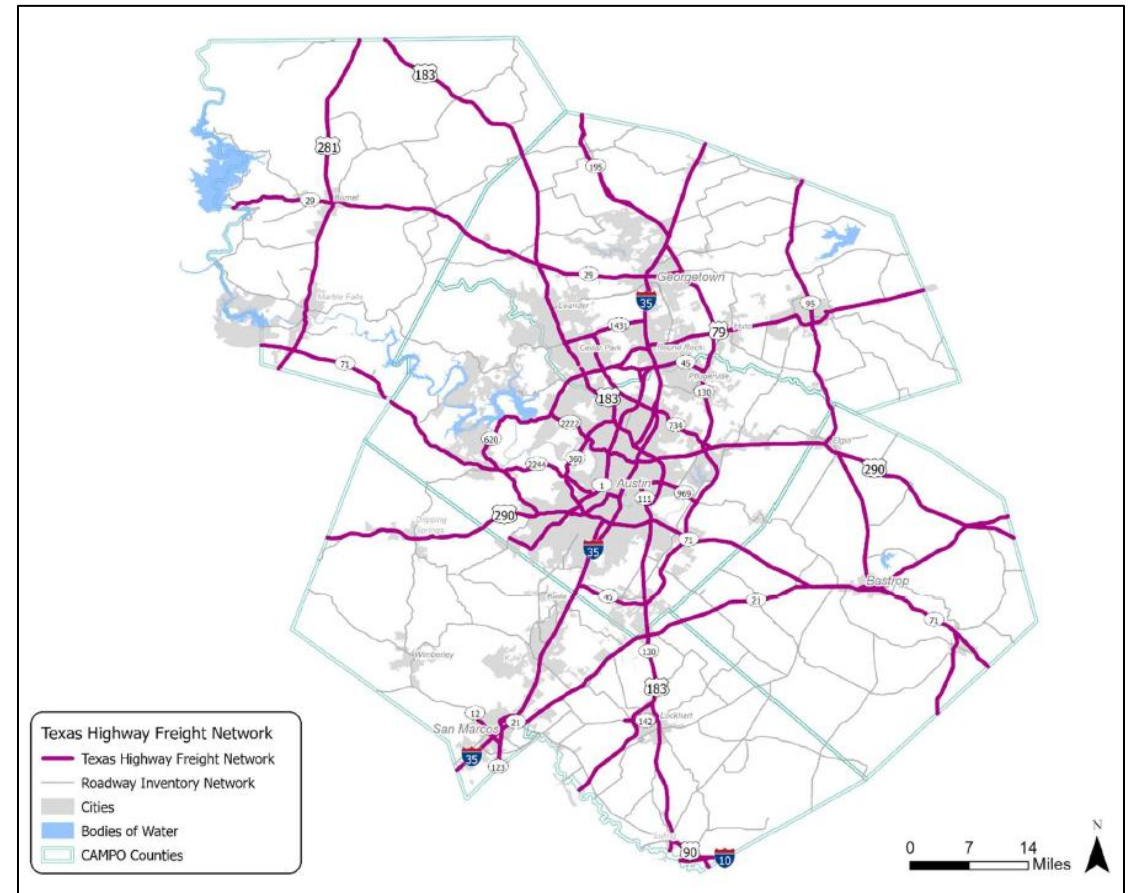
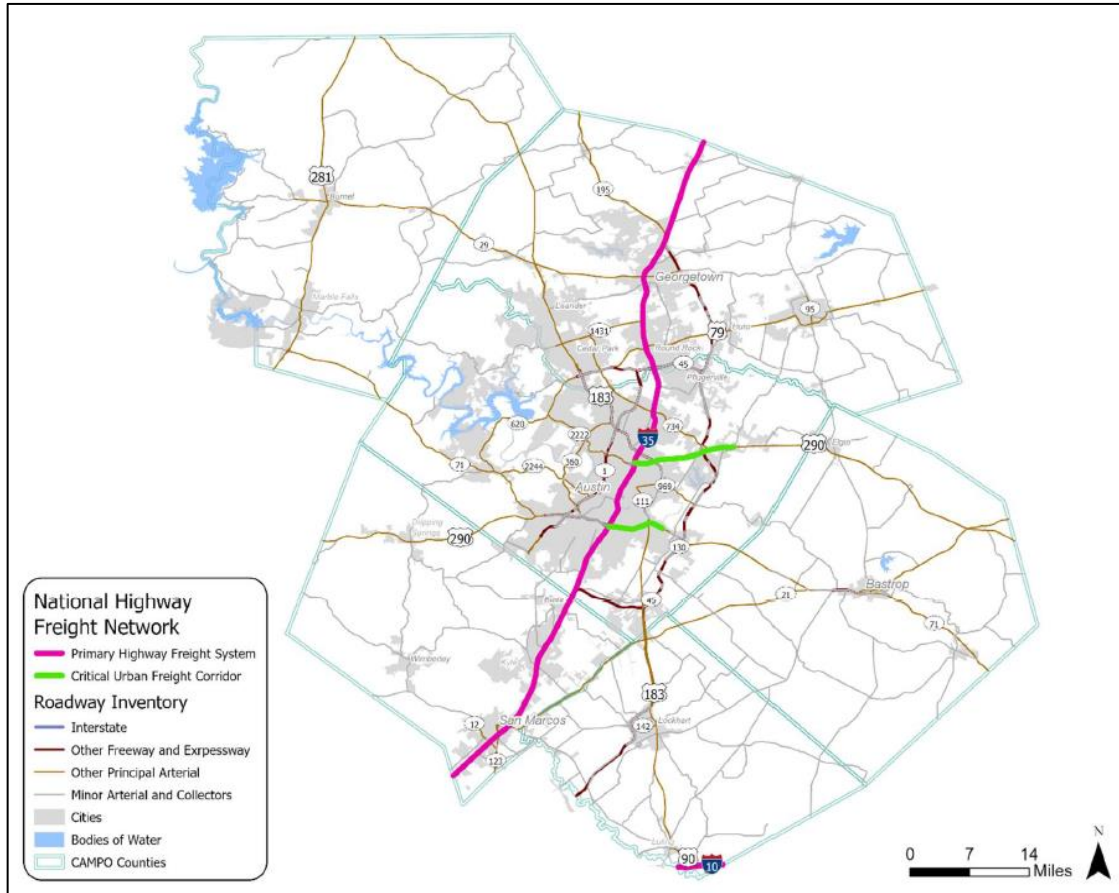


- **Highway, Rail, Airport, and Pipeline Assets**
- **Equity**
- **Resiliency**
- **Freight Trip Origins and Destinations**
- **Freight Generators**
- **Next Steps**



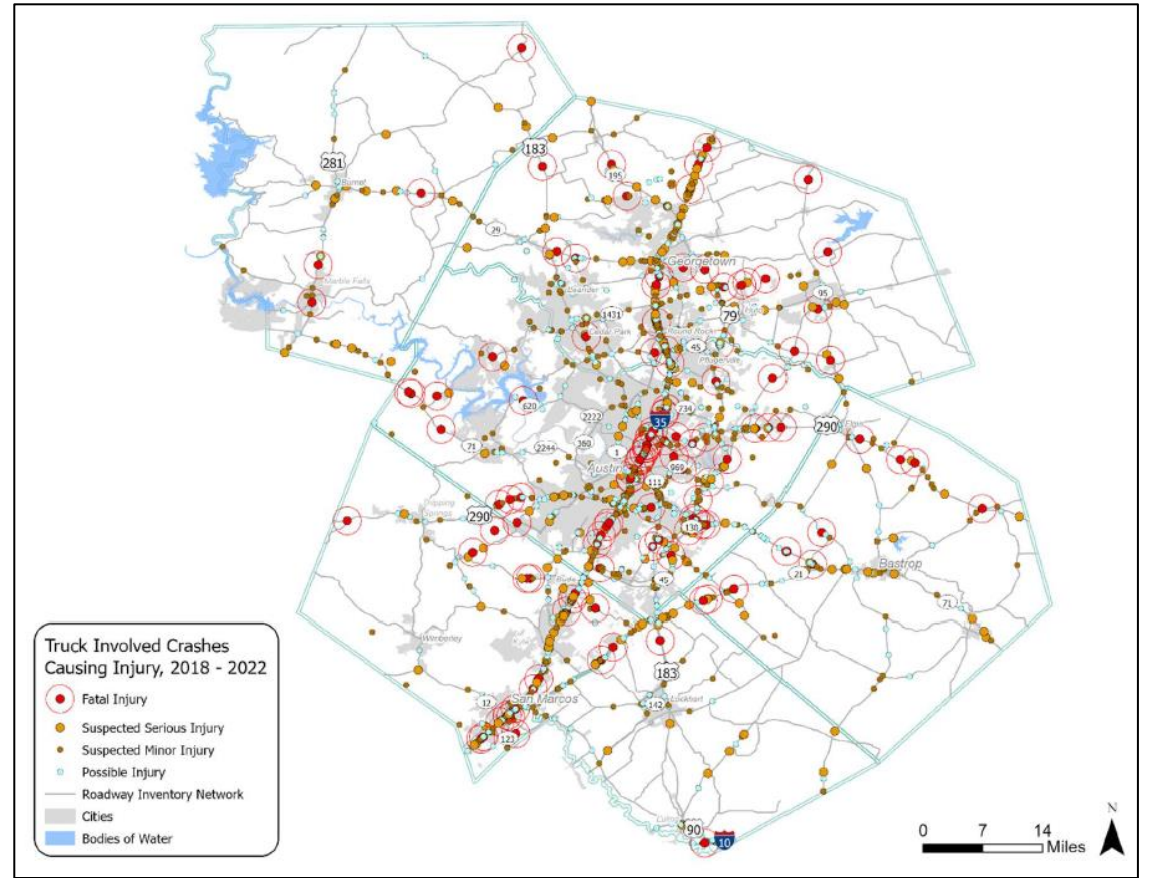
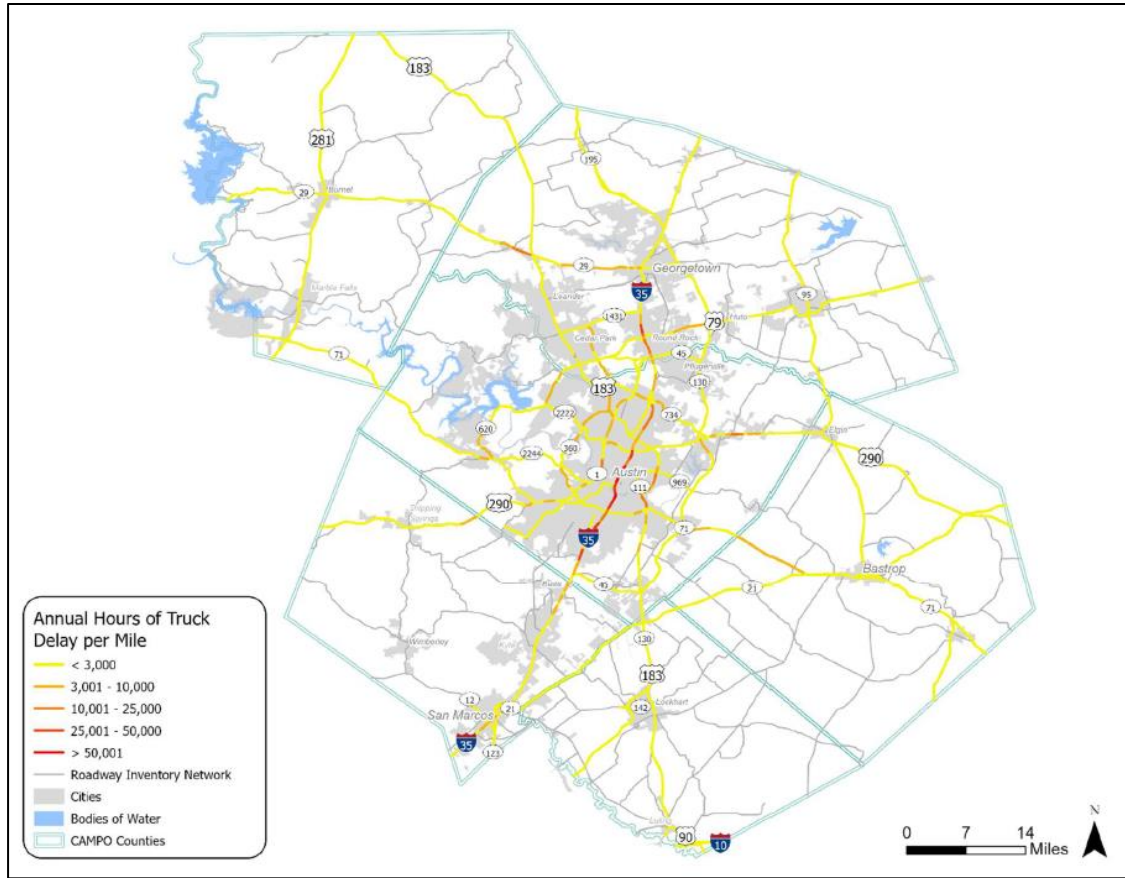


Highway Assets





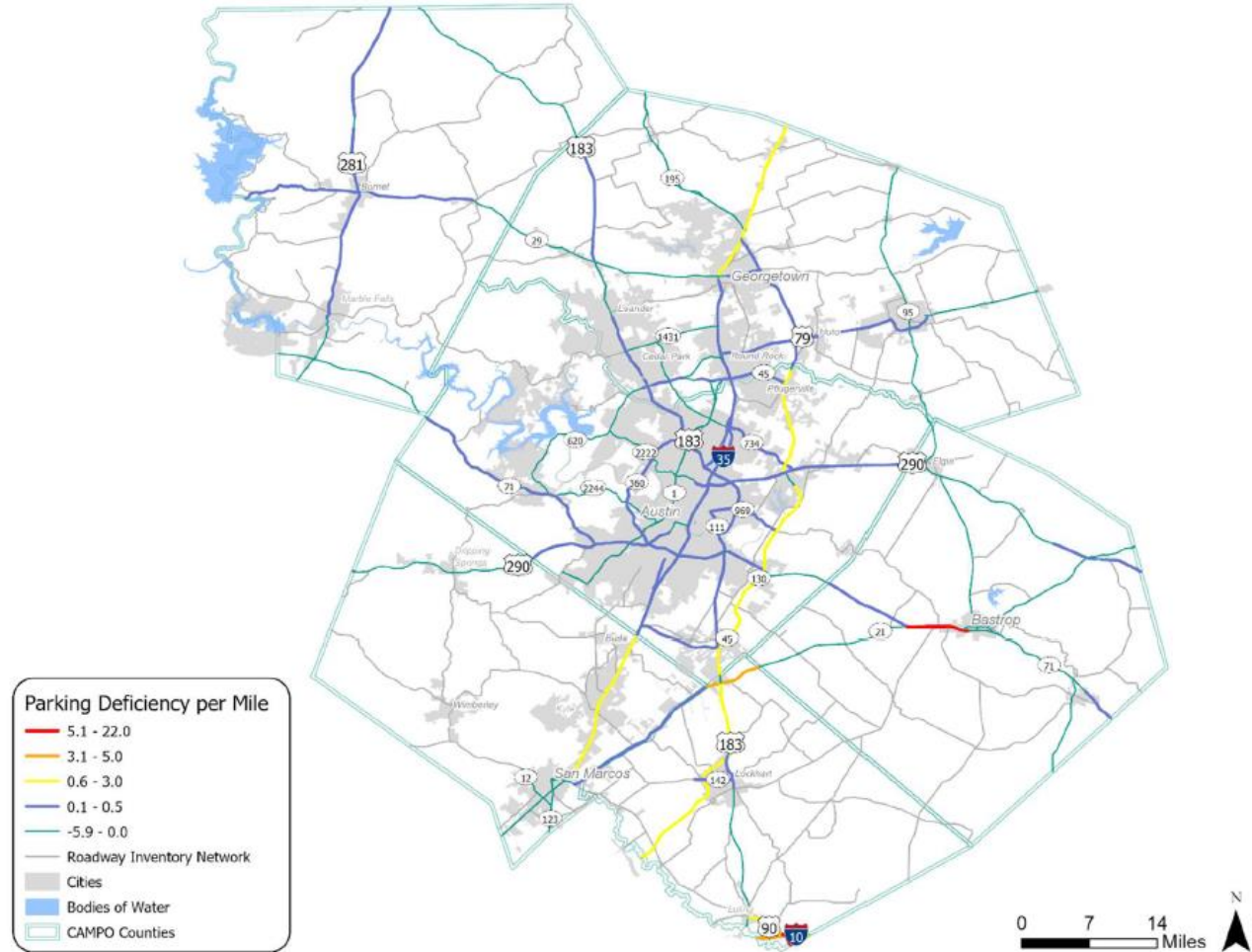
Congestion and Safety





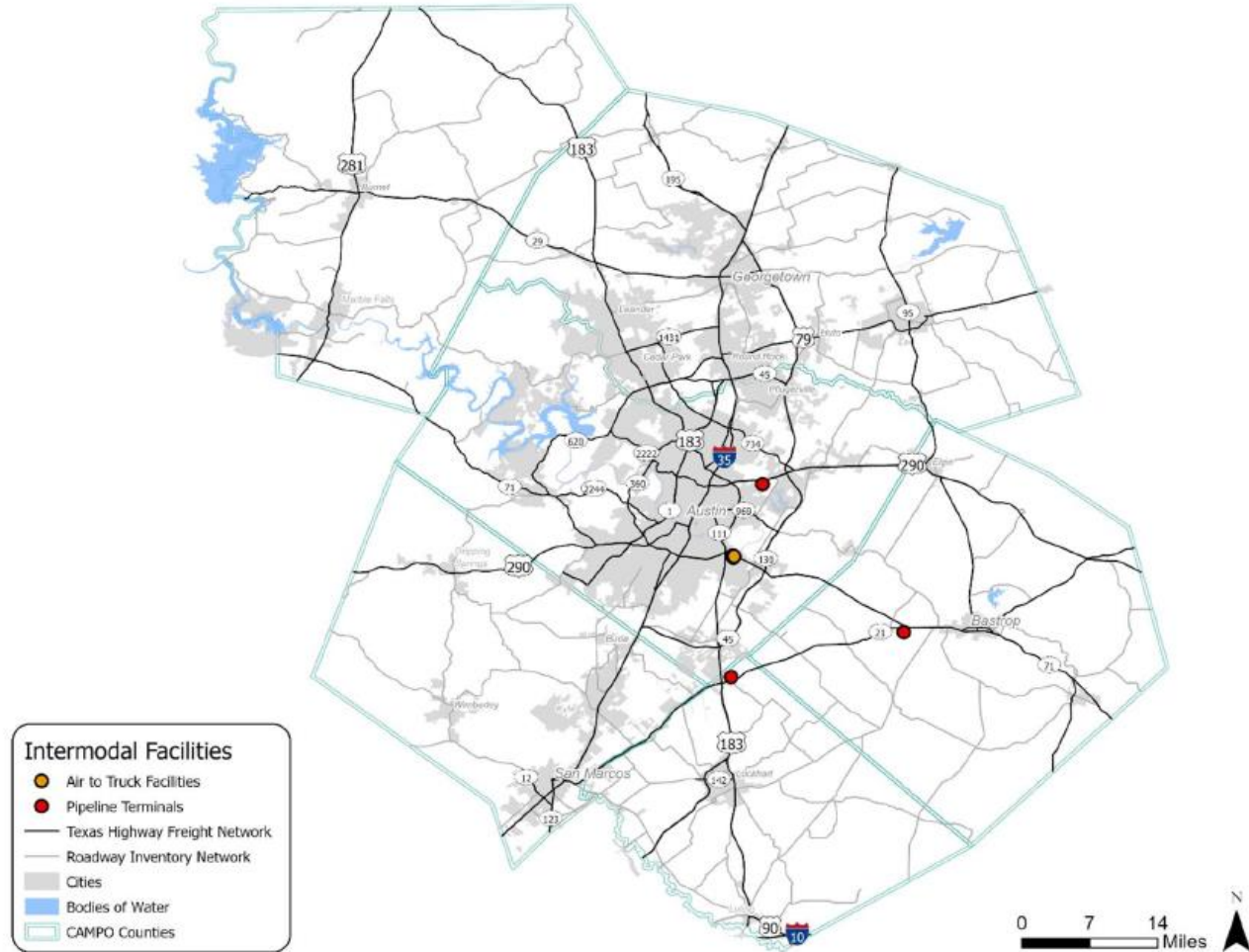
Truck Parking

No public truck parking locations



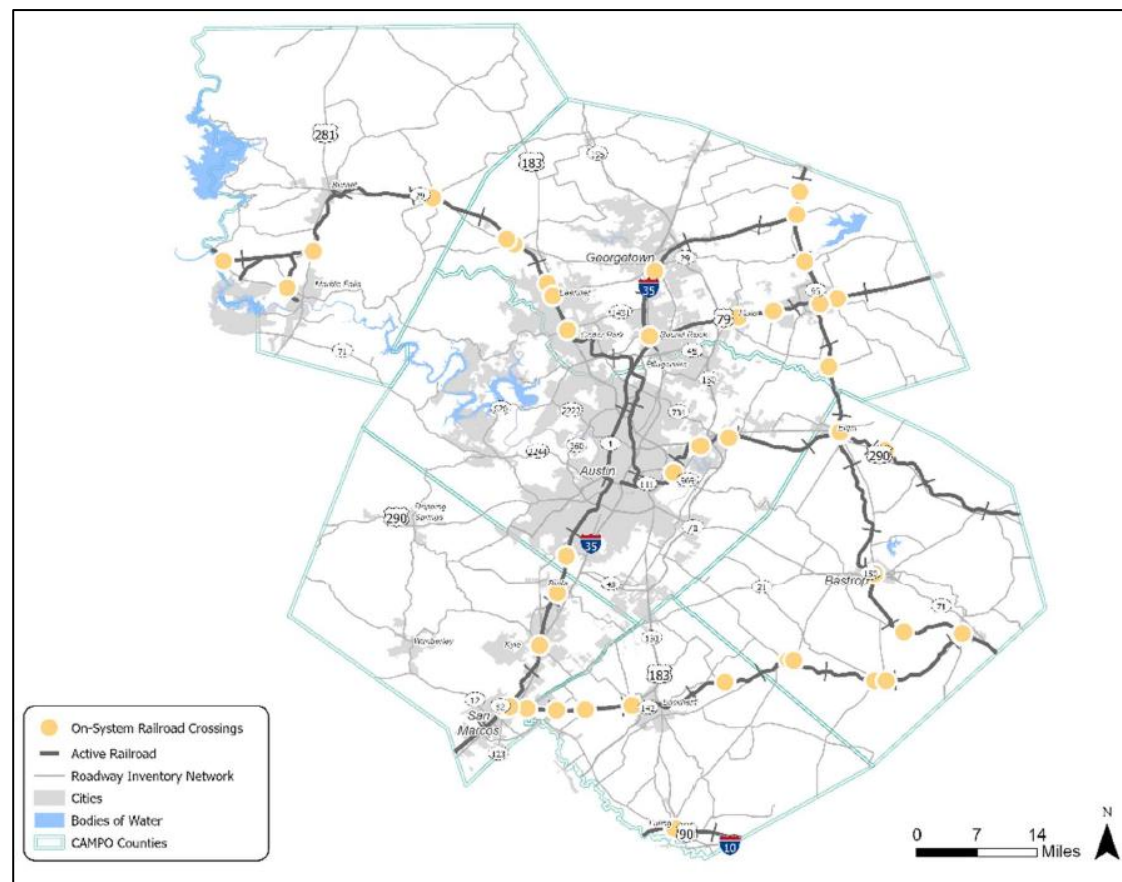
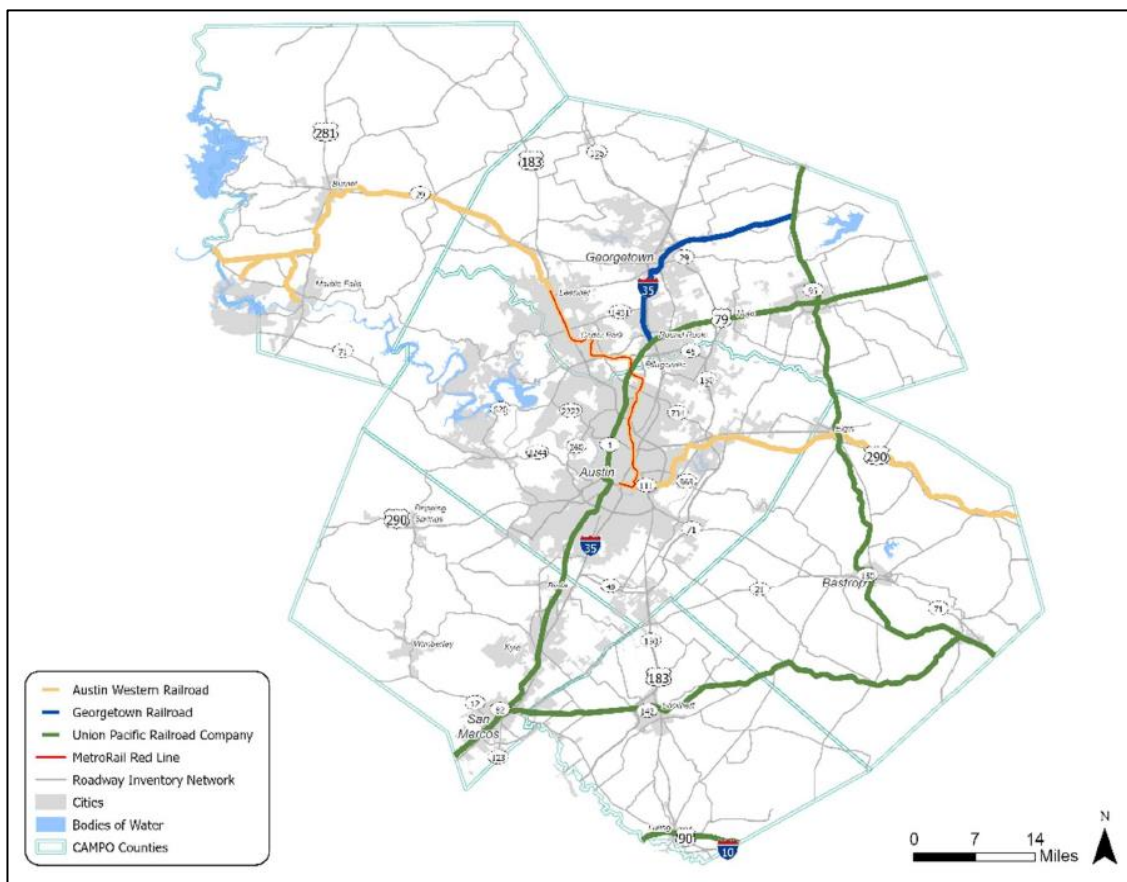


Intermodal Facilities





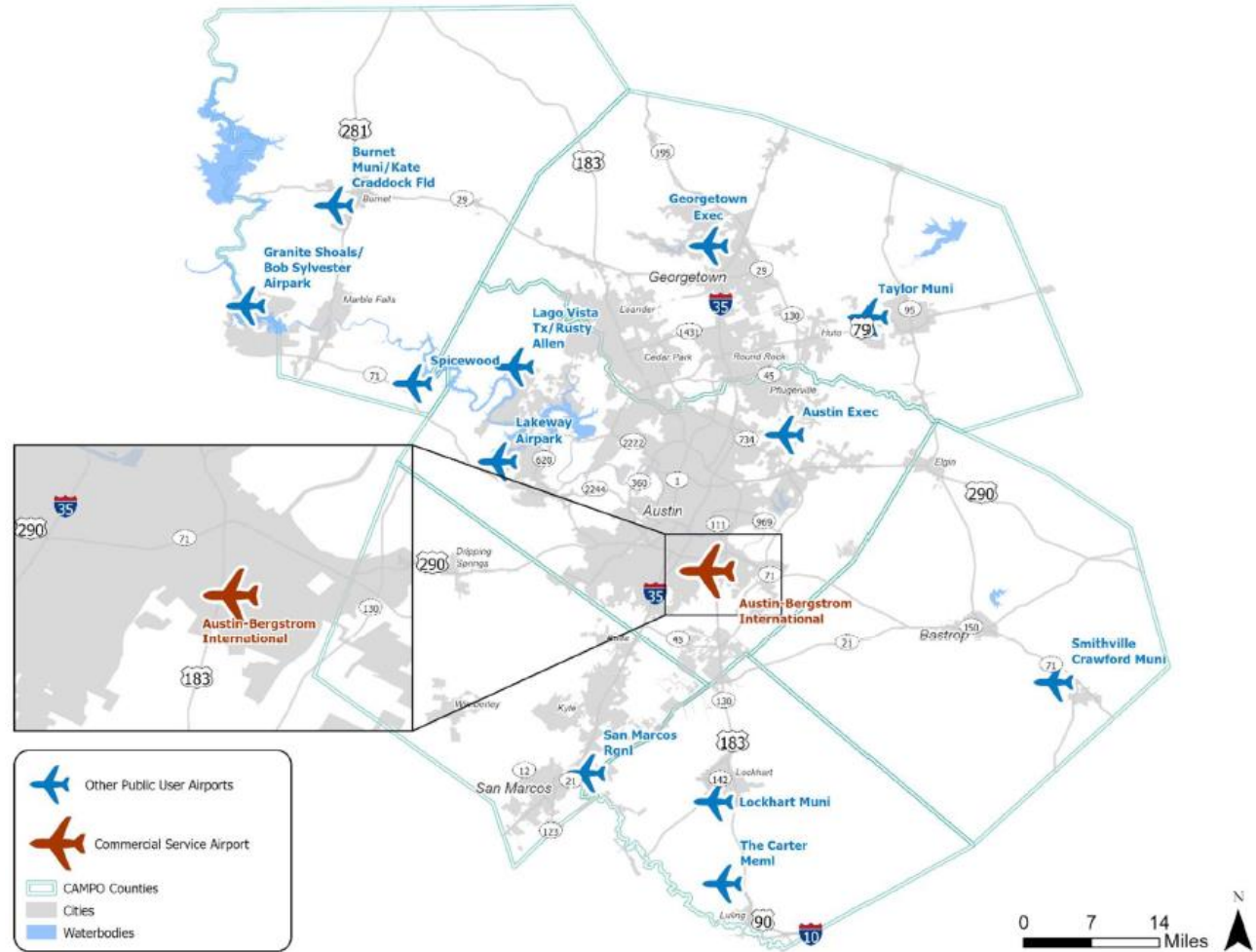
Rail Facilities





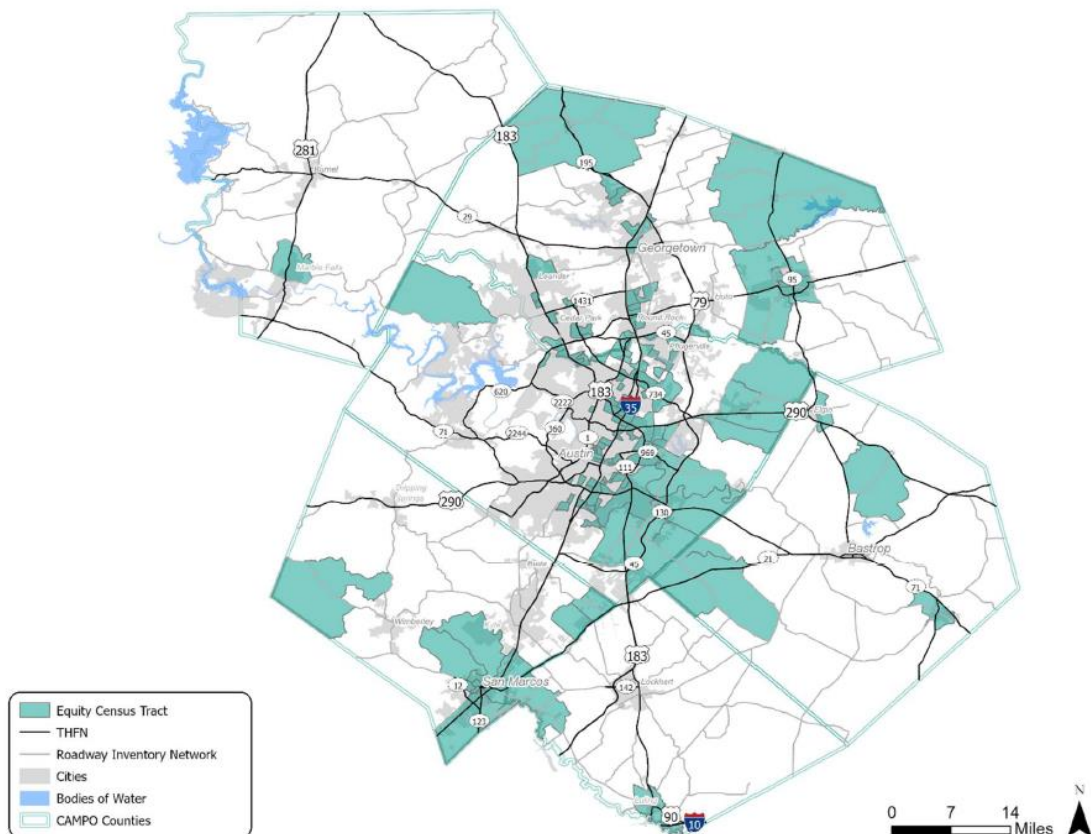
Air Facilities

Annual increases in Freight
Frontage Road Congestion





Equity

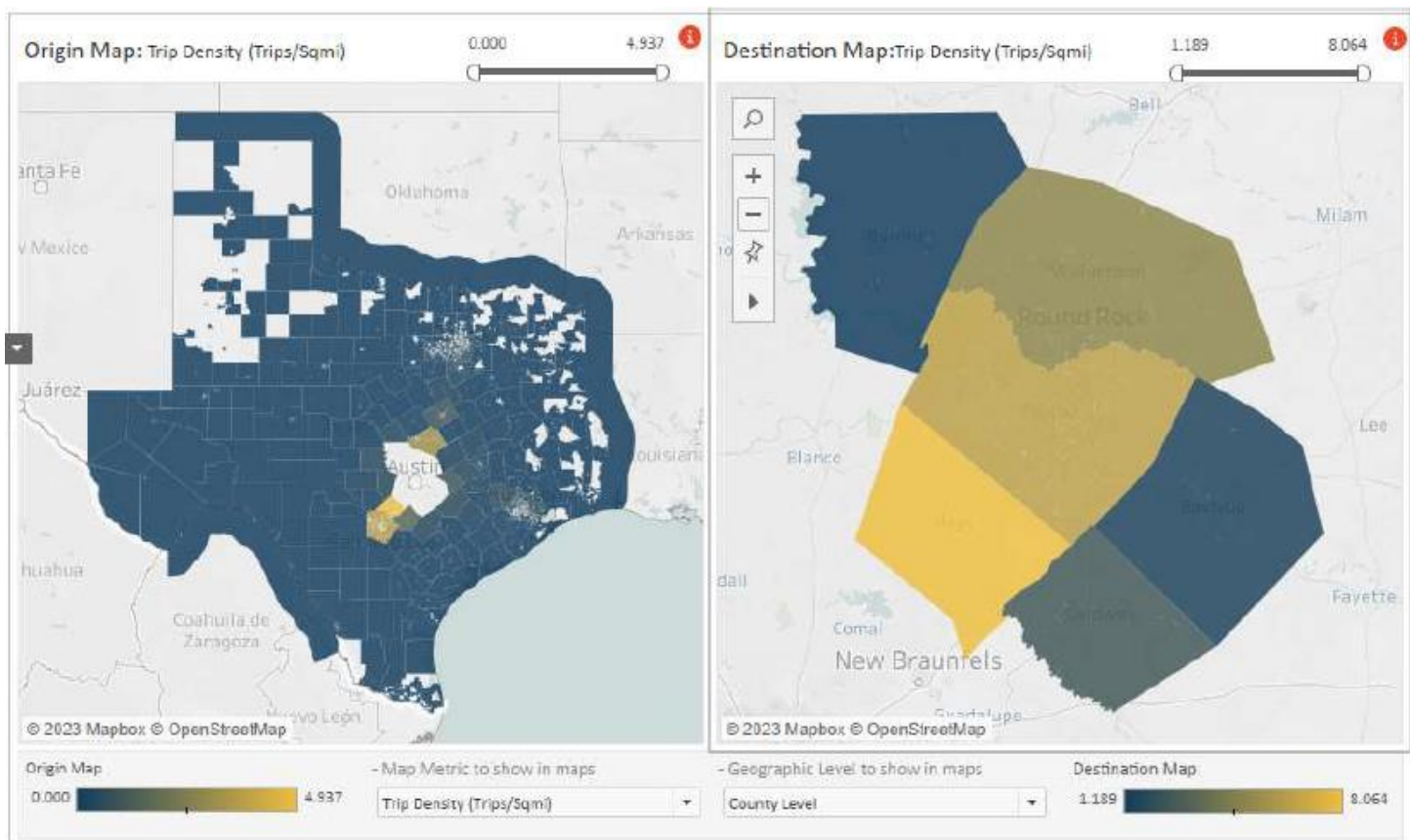


Freight Equity Indicators	Equity Census Tracts	Nonequity Census Tracts
THFN Mileage per 10,000 population	5.18	5.66
Mileage weighted AADTT on THFN	4,787	3,257
Mileage weighted TTTR on THFN	4.44	3.96
Truck VMT per Capita on THFN	905	672
Truck Involved Crashes per 10,000 population	48.4	27.6
Fatal and serious injury Truck-Involved crashes per 10,000 population	2.8	1.9
Railroad Mileage per 10,000 population	7.1	8.7
Railroads Crossings per 10,000 population	11.8	11.9
Pipeline Mileage per 10,000 population	11.6	16.0
Population near a Petroleum Product Terminals	4,505	19,076
Population near a Natural Gas Power Plant	37,056	74,301





Freight Origins



Trips by OD Pairs

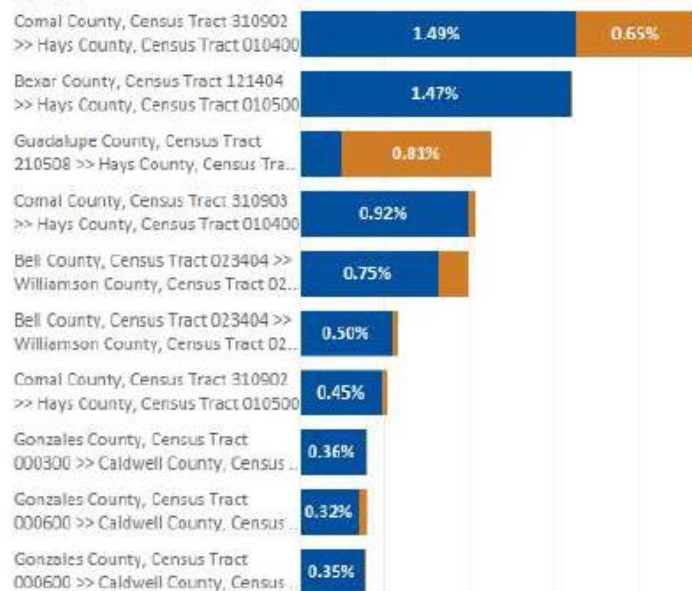
- Type in the number (N) of top OD pairs to show in this chart.
 - Select the geographic level to show in this chart.

Top N OD Pairs

10

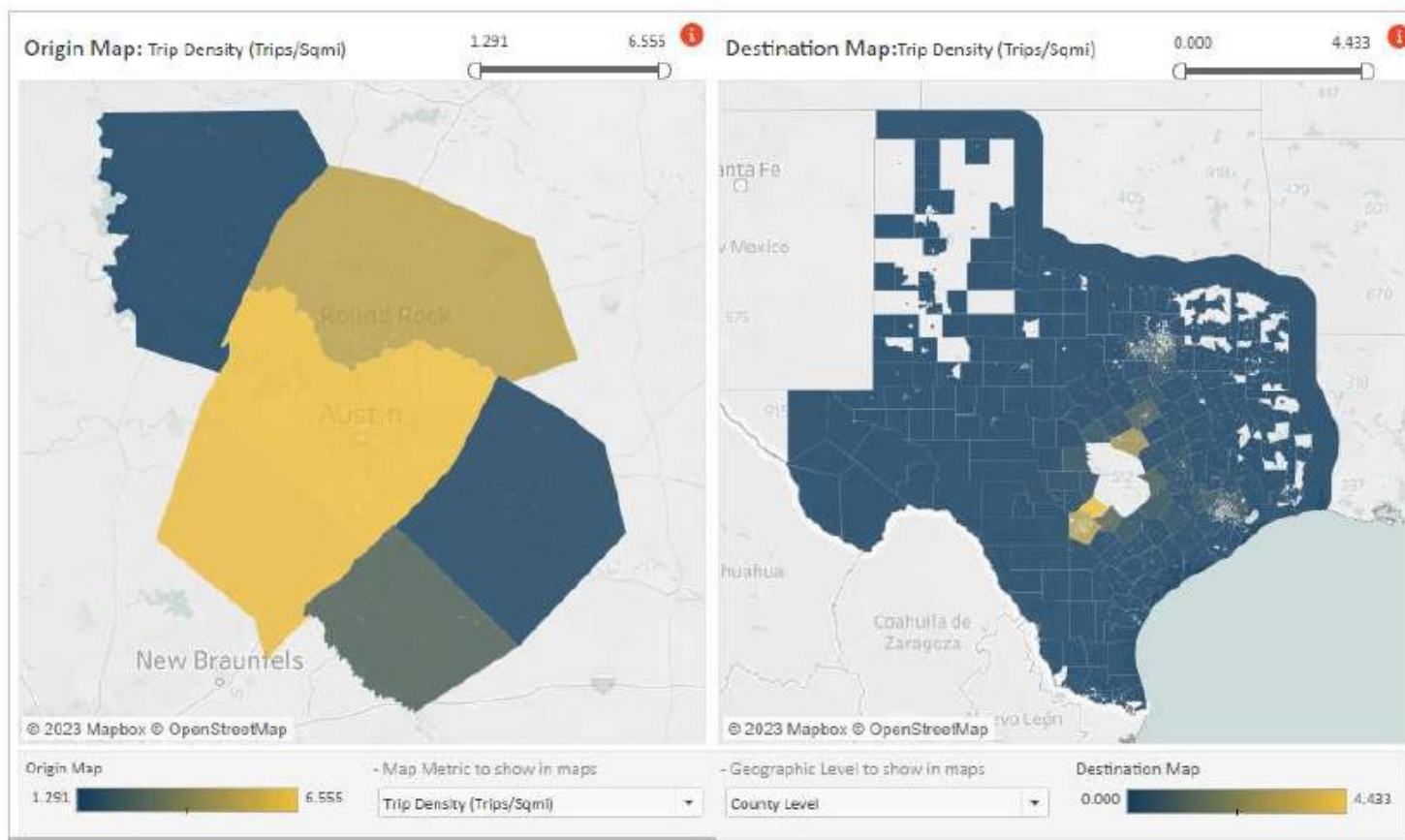
Zone level

OD Tract





Freight Destinations



Trips by OD Pairs

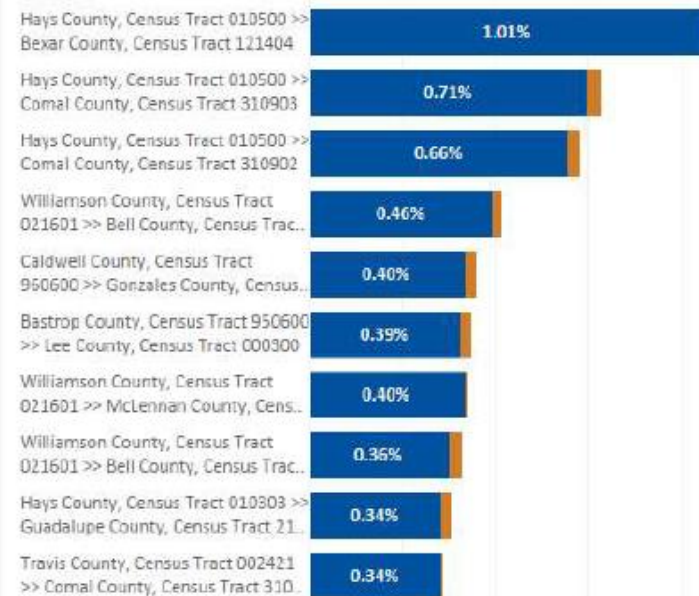
- Type in the number (N) of top OD pairs to show in this chart.
- Select the geographic level to show in this chart.

Top N OD Pairs

10

Zone Level

OD Tract





Freight Industries

Industry	Bastrop County	Burnet County	Caldwell County	Hays County	Travis County	William. County	Total
Ag., Forestry, Fishing, Hunting (NAICS 11)	396	232	306	292	1,028	458	2,712
Energy (NAICS 2111, 2131, 2211, 2212)	333	216	448	482	7,476	2,048	11,003
Construction (NAICS 23)	3,032	3,501	1,635	13,607	98,528	35,151	155,454
Advanced Manufacturing (NAICS 326, 331, 332, 333, 334, 335, 336)	464	936	130	4,284	64,100	22,946	92,860
Wholesale Trade (NAICS 42)	464	1,606	328	4,092	61,622	27,352	95,464
Retail Trade (NAICS 44-45)	7,896	4,530	3,268	24,450	134,352	54,470	228,966
Transportation, Warehousing, Waste Mgmt. (NAICS 48-49, 562)	944	470	760	16,287	46,724	10,166	75,351
Food, Beverage, and Tobacco Product Manuf. (NAICS 311-312)	434	262	144	1,718	8,352	1,024	11,934
Total, Freight-intensive industries	13,963	11,753	7,019	65,212	422,182	153,615	673,744
Total, All Industries	41,175	31,468	18,638	159,483	1,697,504	402,968	2,351,236



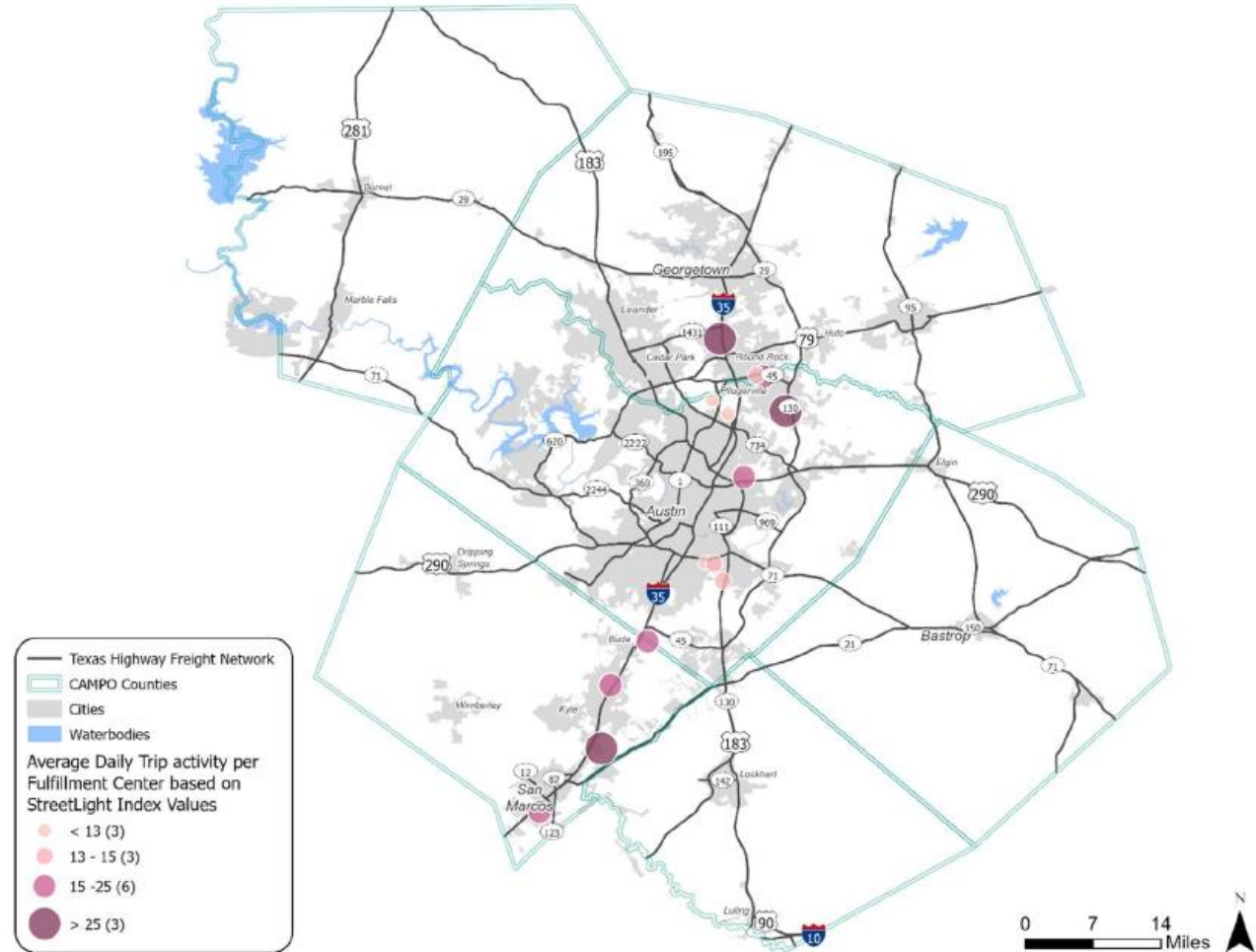


E-Commerce

Amazon – 10

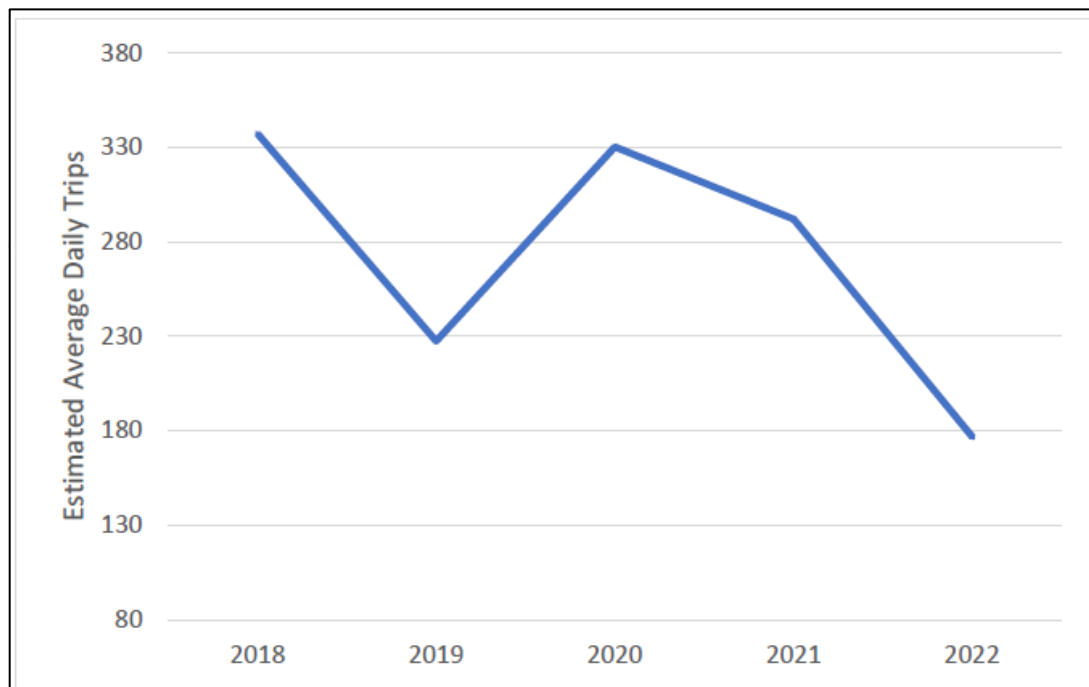
FedEx – 3

UPS – 2

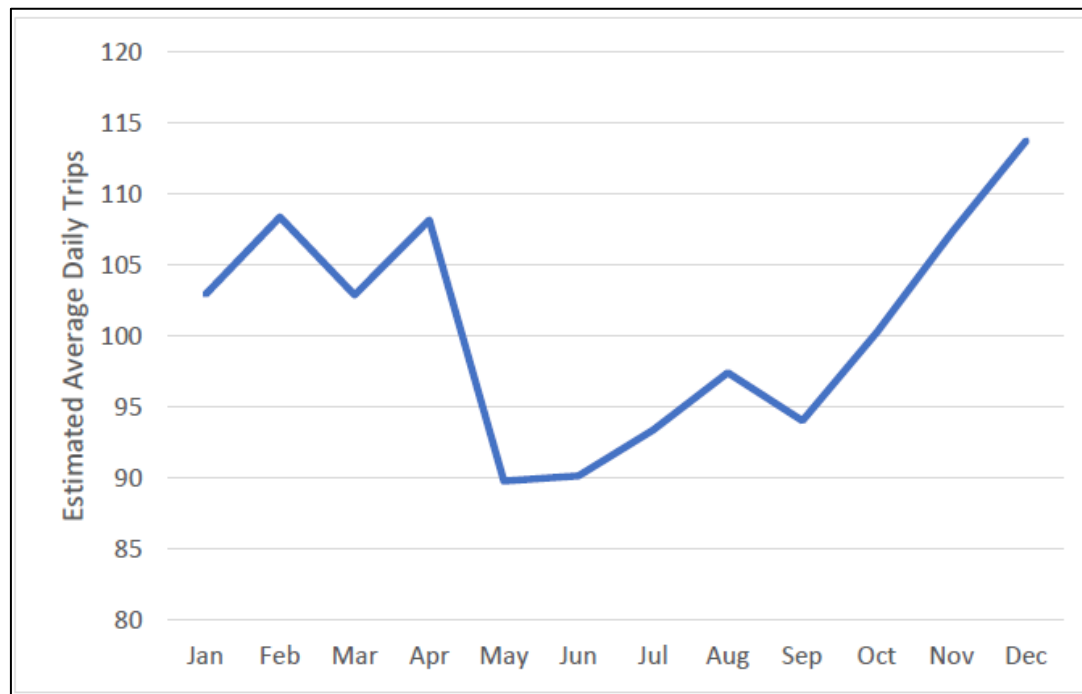




E-Commerce Trips by Time



Trips by Year

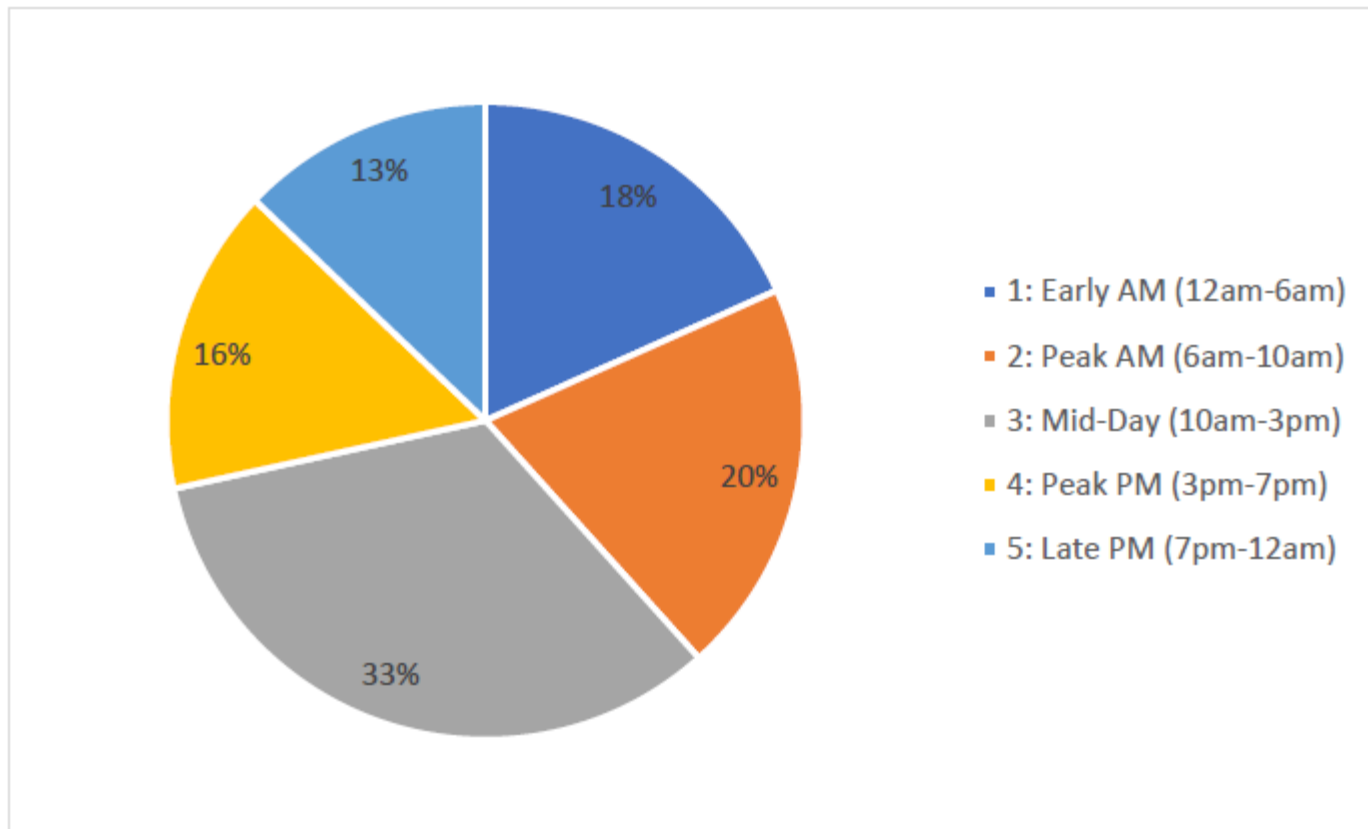


Trips by Month





Trips by Time of Day





Next Steps



- Trends Report
- Recommendations

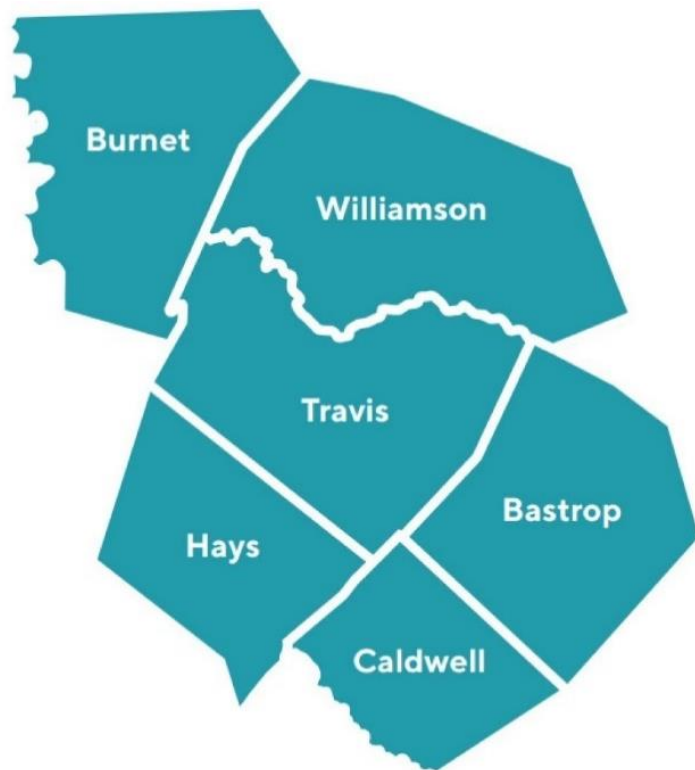


ITEM 5: DISCUSSION ON SHORT-RANGE PLANNING ACTIVITIES





Short Range Planning Activities



CAMPO is undergoing several important interrelated short-range planning activities listed below:

- Deferred Project Refunding Process
- Project Tracking System
- Spring Amendment Cycle and 2025-2028 TIP
- Future Funding Opportunities





Deferred Project Refunding Process

CAMPO, in coordination with TxDOT, is working with sponsors of the remaining deferred STBG projects to conduct a full project readiness assessment to develop a refunding and scheduling recommendation for the TPB.

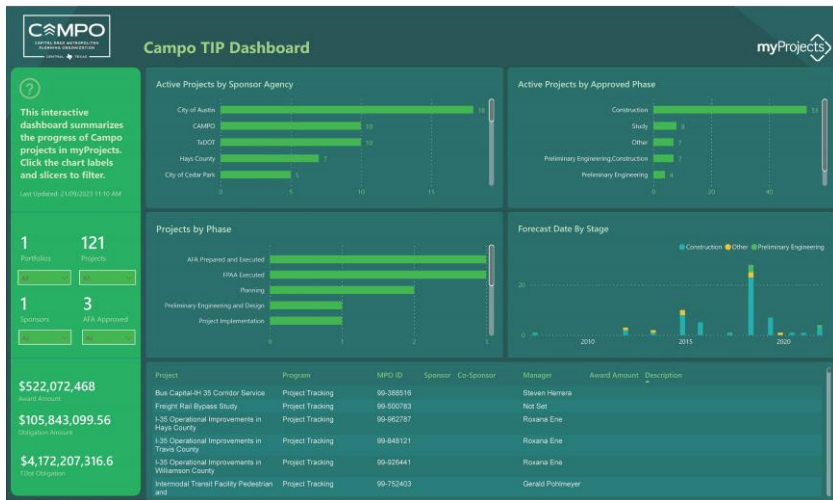
Surface Transportation Block Grant (STBG)

Scheduling and Refunding of Remaining Deferred STBG Projects



CSJ	Sponsor	Project Name	Original Award
0914-04-314	City of Austin	West Rundberg Lane	\$8,800,000
0914-05-194	City of Austin	Lakeline Blvd	\$11,540,000
0914-04-326	Travis County	Pearce Lane	\$22,000,000
0914-04-316	Travis County	Braker Lane North	\$11,737,000





Project Tracking

CAMPO is moving to a new project tracking platform in October called MyProjects, a custom cloud-based project management software that will provide progress reporting, milestone management, and dashboard views.

Prelim Engineering Cancel

Details History

Details

Description: N/A

Phase Status: In Progress

Type: Require Approval

Phase: No

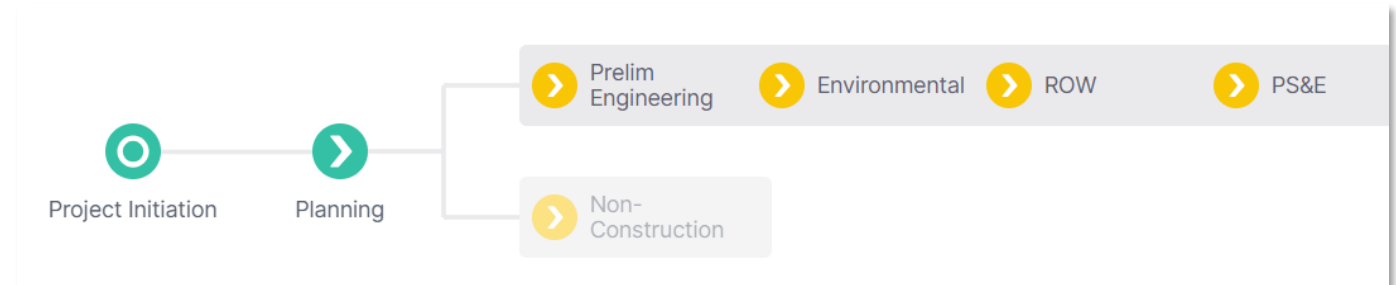
Please include any significant changes since the last update or any additional updates here:

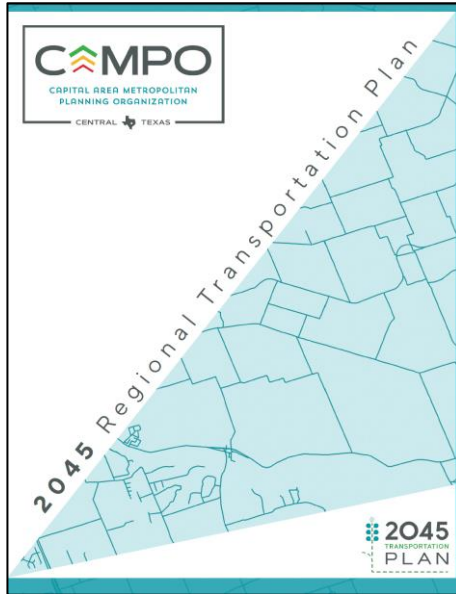
0 / 2000

Checklist

Item	Completed By	Completed Date	Status
+ Preliminary Engineering and Design	James Gledhill	Actual 10/08/2023	Complete
+ Phase Confirmation			

Save





Spring Amendment Cycle and 2025-2028 TIP

The Spring Amendment is the regular opportunity to make changes to the 2045 RTP and 2023-2026 TIP.

The Spring Amendment Cycle will coincide with the development and adoption of the 2025-2028 TIP.

2025-2028 TIP and Spring Amendment Cycle Schedule

Date	Milestone
November 10	Application Cut-Off Date
March/April	Community Outreach
March/April	Technical Advisory Committee – Information/Recommendation
April/May	Transportation Policy Board – Public Hearing/Action

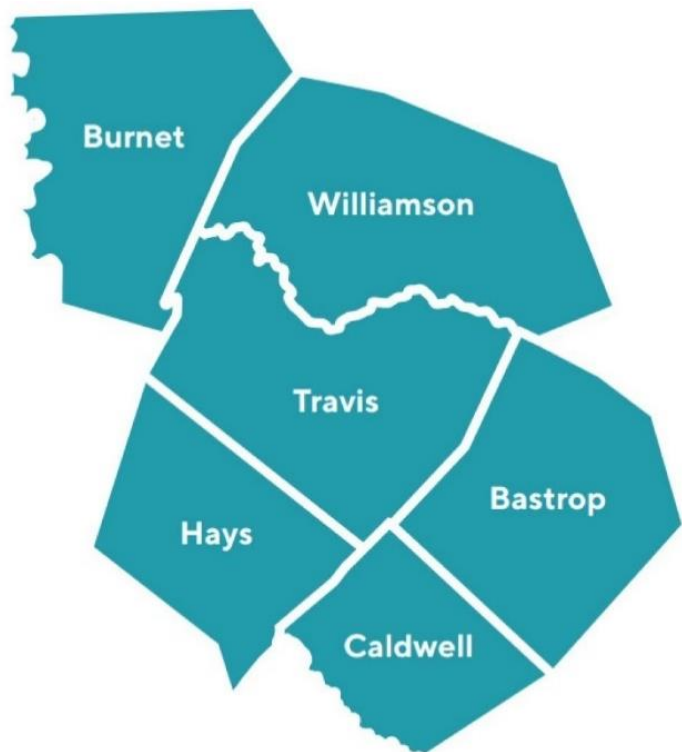
Transportation Improvement Program

2023-2026





Future Funding Opportunities



CAMPO is preparing to initiate a project call in the upcoming calendar year to schedule projects for future funding availability. This funding opportunity will be impacted by the several outstanding factors including:

- The refunding of the deferred projects
- Currently funded projects not demonstrating progress
- Availability of ready projects
- Potential funding availability from other sources
- Statewide administrative code changes

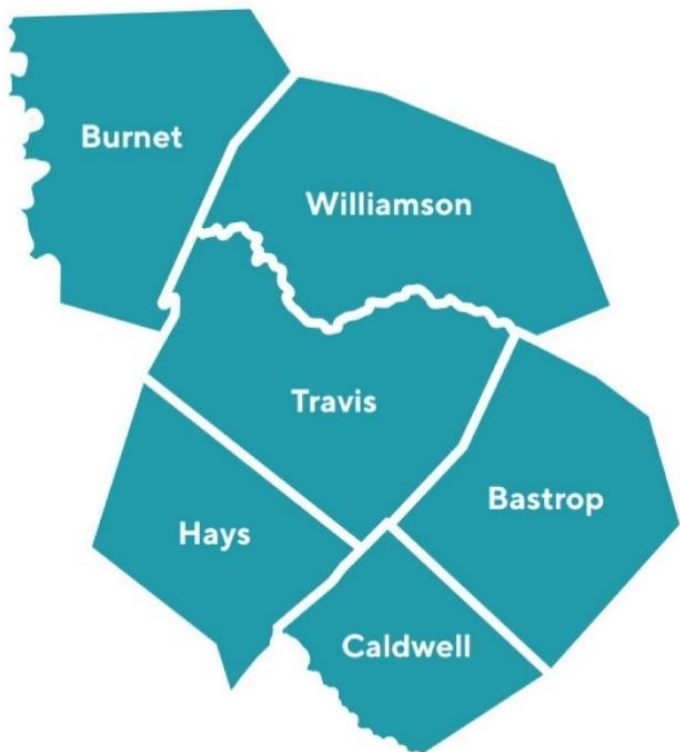


**ITEM 6: DISCUSSIONS ON CATEGORY 7
FEDERAL FUNDING UTILIZATION**





Category 7 (STBG) Funding Utilization



TxDOT is proposing revisions to the Texas Administrative Code regarding utilization rates to help optimize the use of federal funds by MPOs.

These changes include an annual review of Category 5 (CMAQ) and Category 7 (STBG) carryover and incentives to encourage utilization and increased funding flexibility.

This flexibility including a provision to redistribute Category 2 (Mobility) and Category 5 (CMAQ) should an MPO accrue a carryover amount over 200% of the annual apportionment without sufficient cause.



ITEM 7: PRESENTATION ON 2022 STATE OF SAFETY REPORT





State of Safety Report Update



Jeff Kaufman, AICP
Associate Research Scientist
Texas A&M Transportation
Institute



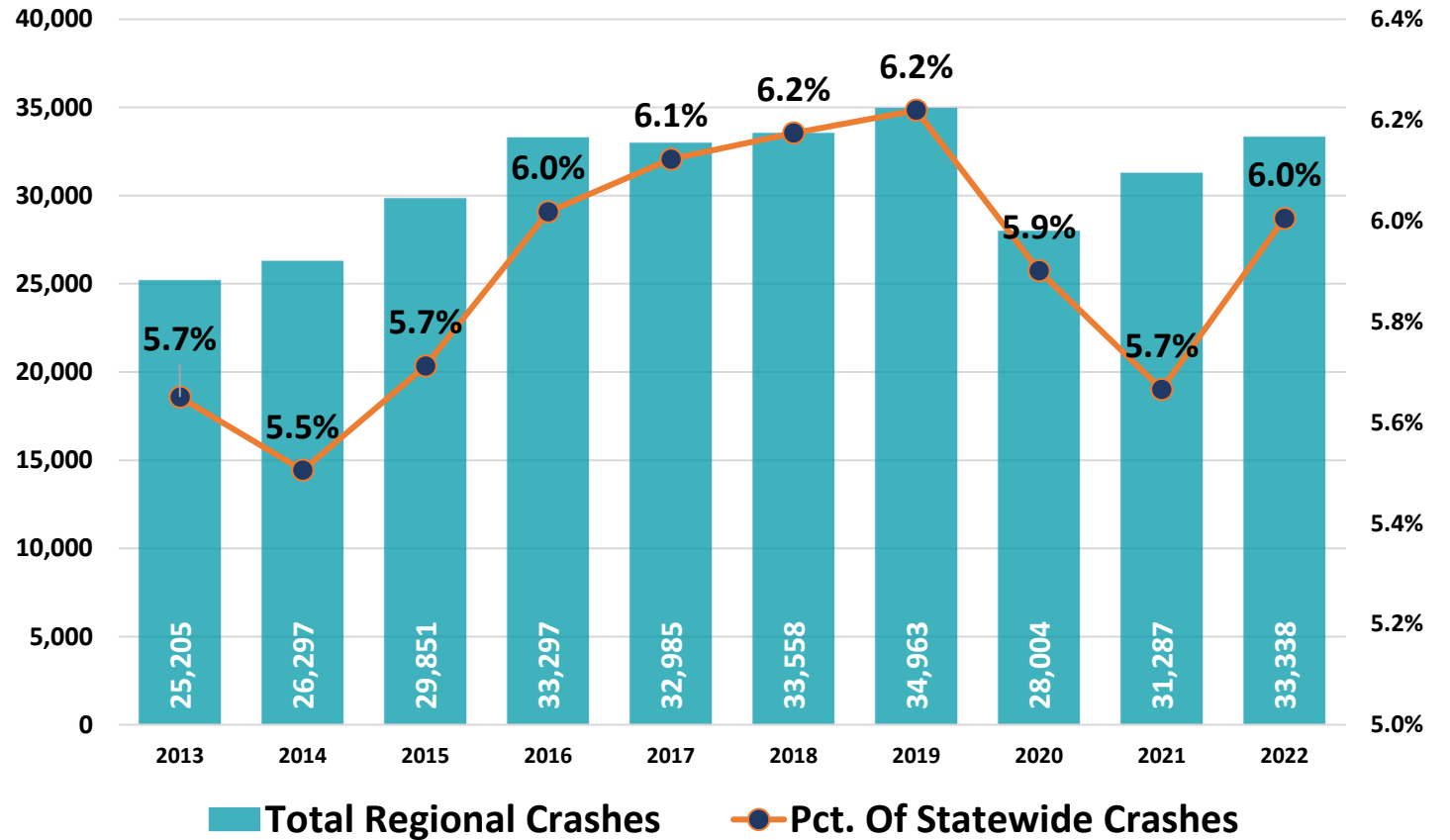
- Update from last year's official report
- TTI reviewed crash data from 2013-2022
- Crash data from crash reports submitted to TxDOT by law enforcement agencies
- Report assessed 16 different areas of safety





Regional Crashes

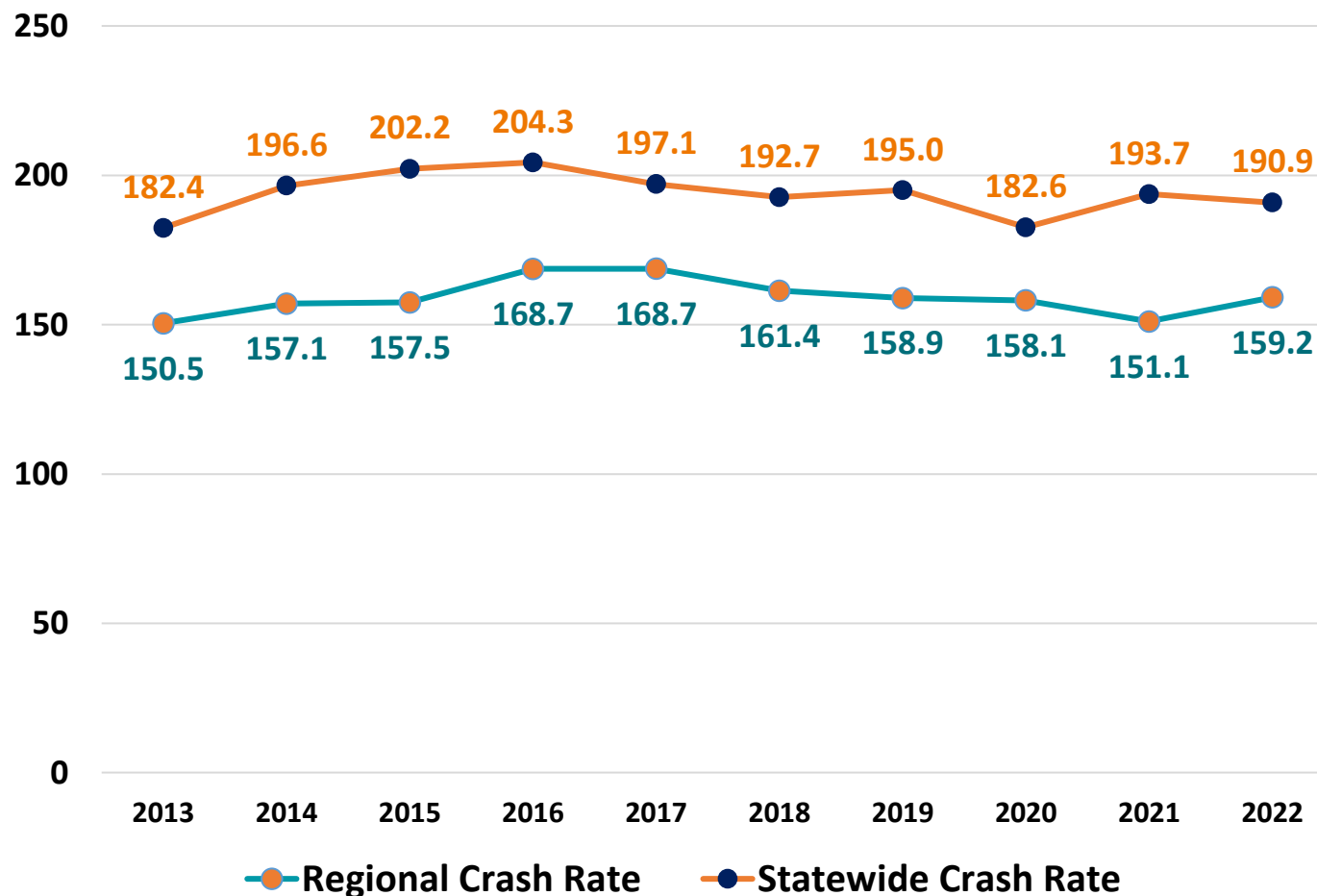
- Regional crashes approaching pre-COVID Levels
- Up 6.6 percent from 2021
- Statewide crashes up only 0.5 percent.





Regional Crashes Rates

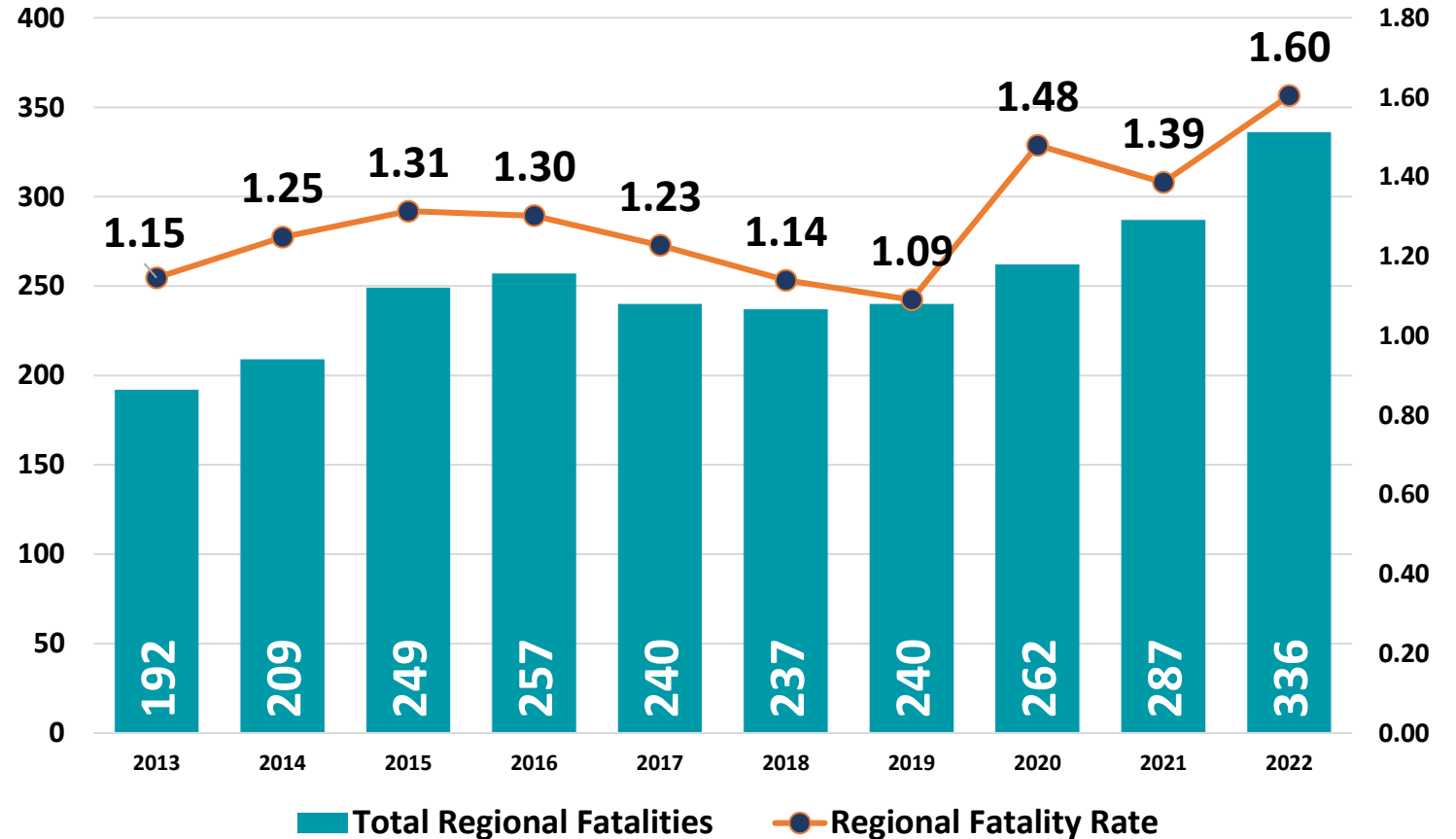
- Per 100 Million Vehicle Miles Traveled (VMT)
- Regional crash rate continues to register below the state's rate





Regional Fatalities and Fatality Rates

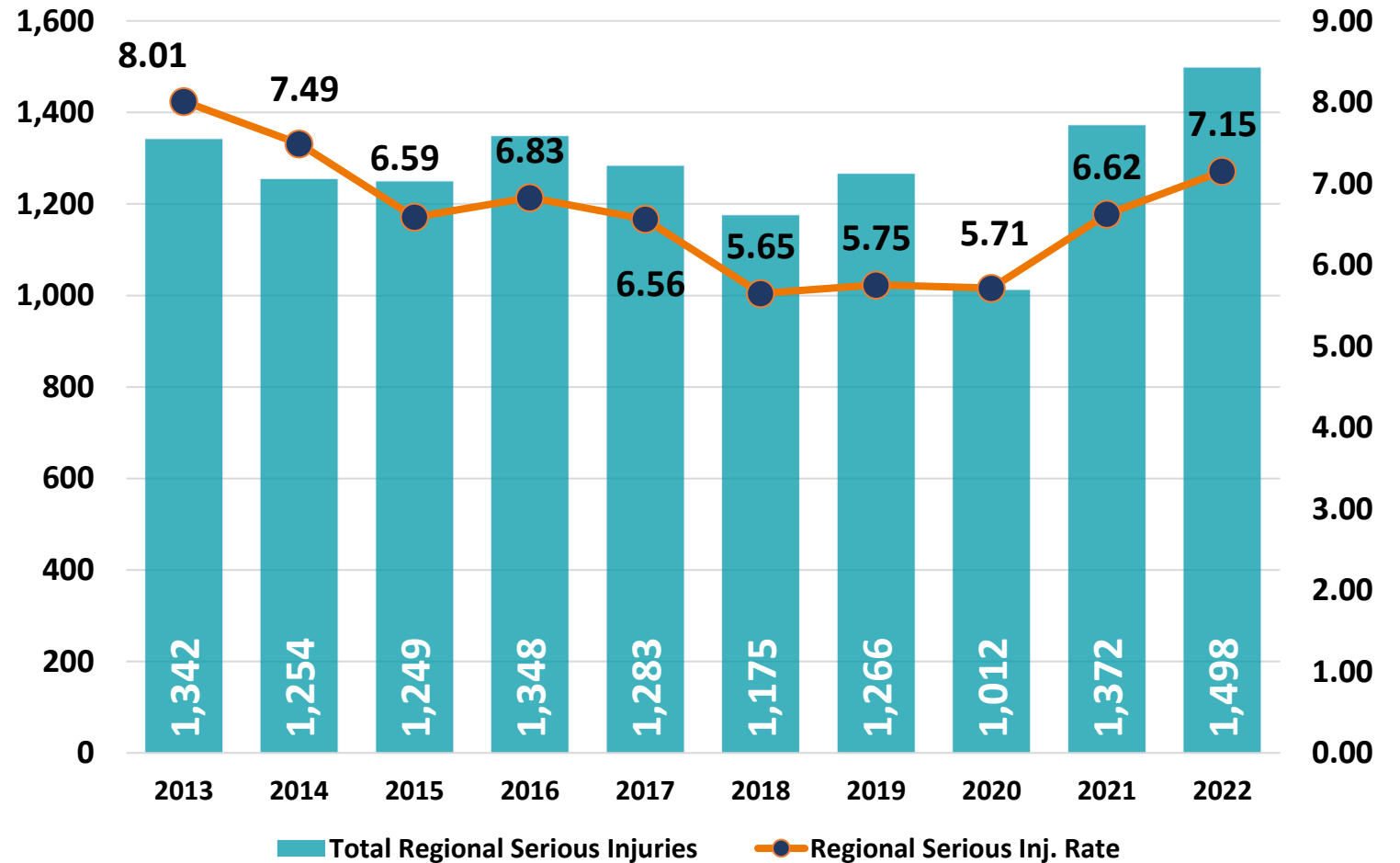
- Regional fatalities at a 20-year high.
- Up 17.1 percent from 2021





Regional Serious Injuries and Injury Rates

- Regional serious injuries at a 20-year high
- Up 9.2 percent over 2021





Bike/Ped Fatality and Serious Injuries

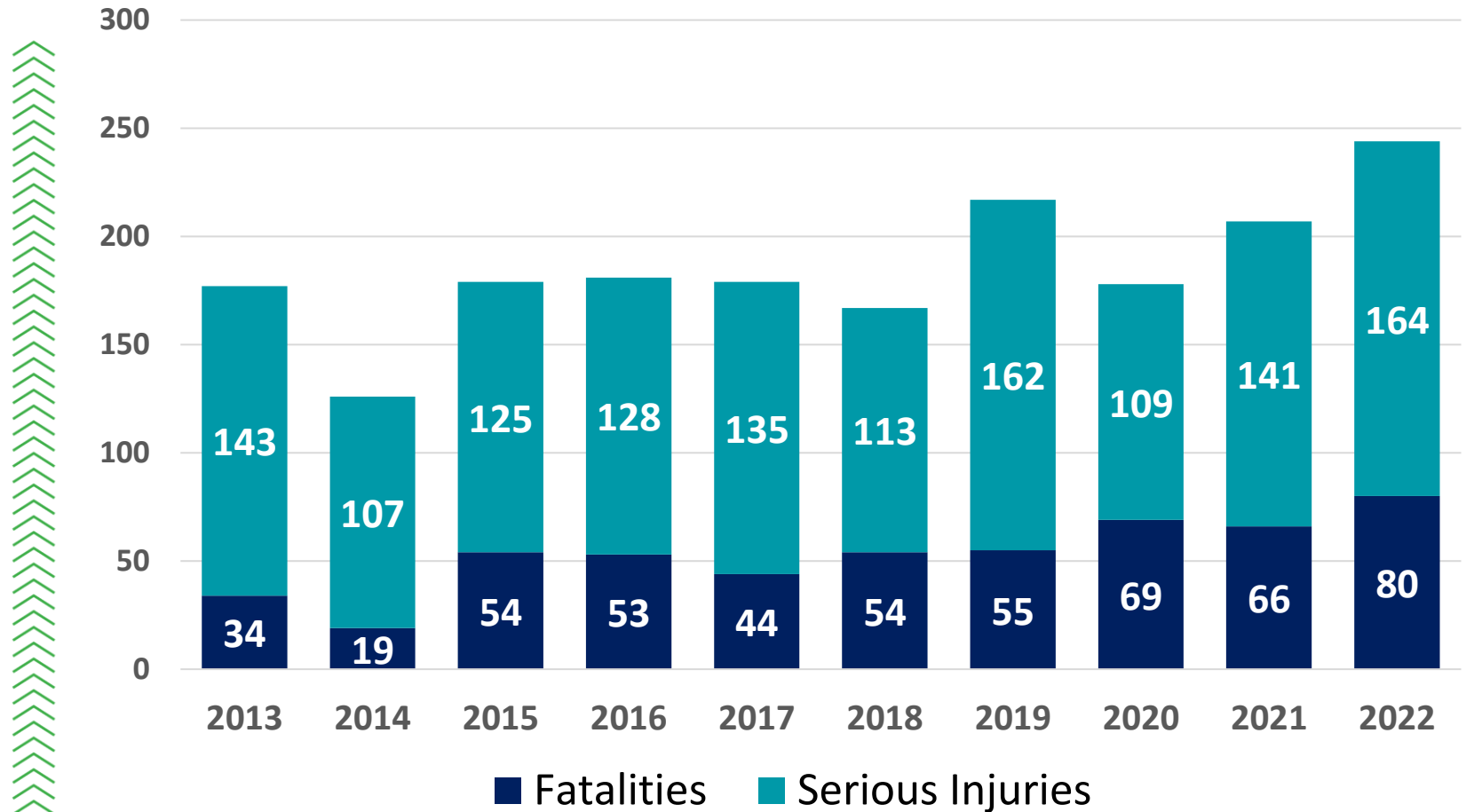
Combined federal performance measure

2022 Fatalities:

- 92.5% Pedestrian
- 7.5% Bicyclists

2022 Serious Injuries:

- 73.6% Pedestrian
- 27.4% Bicyclists





Road to Zero by 2050



CAMPO adopted state performance measures

Targets based on five-year moving averages

As of Sept. 30 per CRIS

- 223 fatalities
- 1,086 serious injuries
- 139 Bike/Ped deaths/injuries

	Year	Fatalities	Fatality Rate (per 10 0 M VM T)	Serious Injuries	Serious Injury Rate (per 10 0 M VM T)	Bike-Ped FataIs/ Injuries
Moving Average	20 13-20 17	229	125	1,295	7.0 6	168
	20 14-20 18	238	124	1,262	6.5 9	166
	20 15-20 19	245	121	1,264	6.2 6	185
	20 16-20 20	247	124	1,217	6.1 0	184
	20 17-20 21	253	126	1,222	6.0 6	190
	20 18-20 22	272	126	1,265	6.1 8	20 3
	20 22	336	1.60	1,498	7.15	244
NearTerm Targets	20 23	245	1.13	1,139	5.5 6	183
	20 24	236	1.0 9	1,0 96	5.3 6	176
	20 25	227	1.0 5	1,0 54	5.1 5	169
	20 26	218	1.0 1	1,0 12	4.9 4	163
	20 27	20 9	0.9 7	970	4.7 4	156
Long Term	20 30	181	0.8 4	844	4.1 2	136
	20 35	136	0.6 3	633	3.0 9	10 2
	20 40	85	0.4 2	441	2.0 2	63
	20 45	42	0.2 1	220	1.0 1	32
	20 50	0	0.0 0	0	0.0 0	0





Safety Focus Areas

Road Departures – Largest factor of fatalities and serious injuries

Alcohol, Speeding, Motorcycles, Unrestrained, and Pedestrians – continued over-representation in fatalities & serious injuries



Safety Focus Area	Crashes	Pct. of all crashes	Fatalities	Pct. of Fatalities	Serious Injuries	Pct. of Injuries
Unsignalized Intersections	8,644	25.9%	57	17.0%	363	24.2%
Distracted Driving	8,473	25.4%	47	14.0%	277	18.5%
Road Departures	6,556	19.7%	96	28.6%	395	26.4%
Signalized Intersections	5,785	17.4%	35	10.4%	244	16.3%
Young Drivers	4,425	13.3%	25	7.4%	181	12.1%
Older Drivers	2,370	7.1%	38	11.3%	131	8.7%
Alcohol-Related	2,274	6.8%	125	37.2%	229	15.3%
Speeding	1,595	4.8%	57	17.0%	191	12.8%
Work Zone	1,434	4.3%	17	5.1%	52	3.5%
Unrestrained Occupants	875	2.6%	72	21.4%	173	11.5%
Large Trucks	825	2.5%	29	8.6%	66	4.4%
Motorcycles	668	2.0%	55	16.4%	193	12.9%
Pedestrians	476	1.4%	74	22.0%	119	7.9%
Bicyclists	297	0.9%	6	1.8%	45	3.0%
Bus Crashes	219	0.7%	2	0.6%	13	0.9%
RR Grade Crossing	56	0.2%	1	0.3%	0	0.0%



**ITEM 8: PRESENTATION ON CONGESTION
MANAGEMENT PROCESS UPDATE**





Congestion Management Process(CMP) Update

Jeff Kaufman, AICP

Associate Research Scientist

Texas A&M Transportation Institute

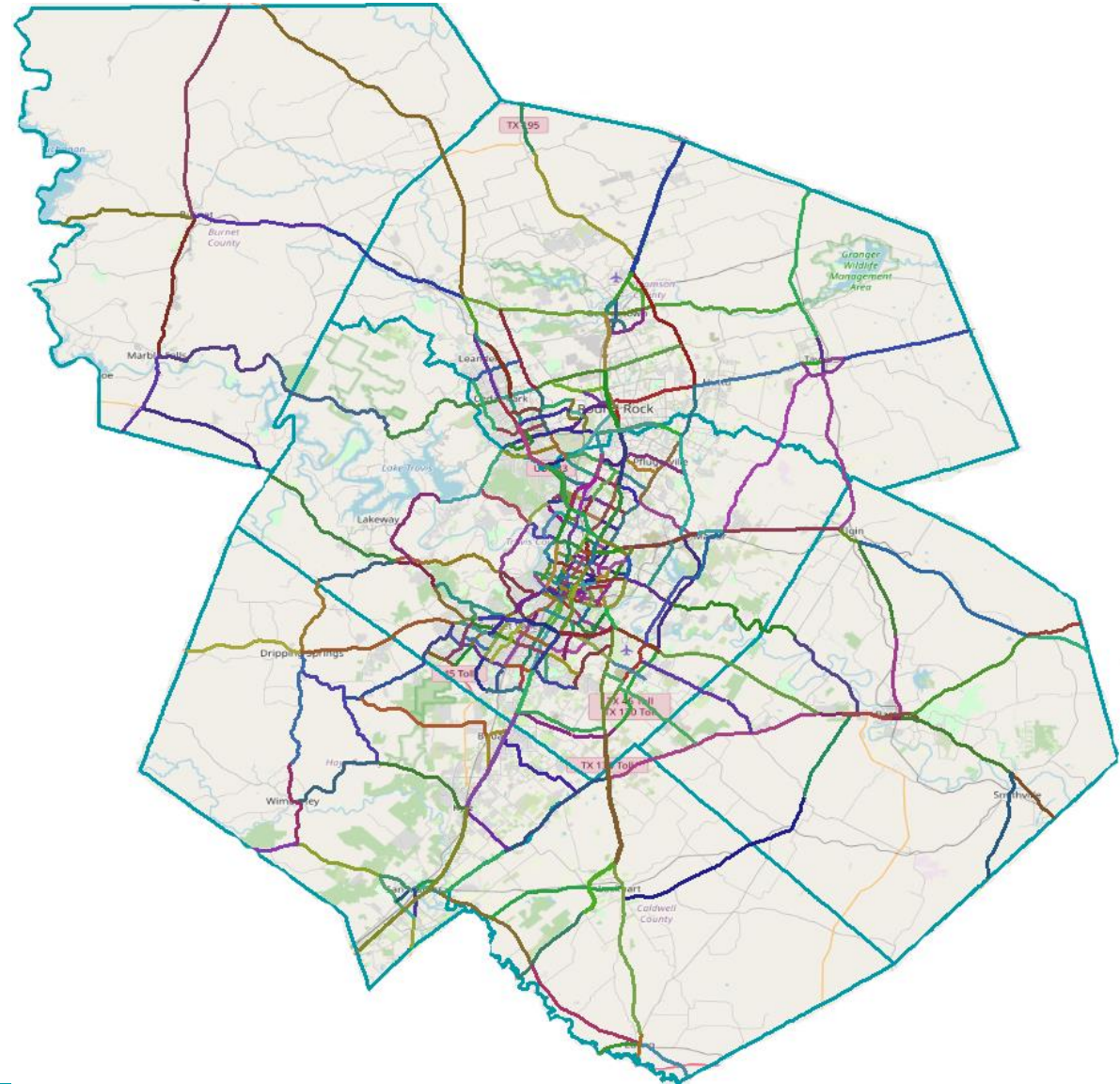
- Federally-required process to establish multimodal congestion management approaches and measure their impact.
- CMP adopted in 2020
 - ❖ Identification of a CMP Network
 - ❖ Established Congestion Performance Measures
 - ❖ Reporting of Congestion Metrics
 - ❖ Identification of Congestion Management Strategies
 - ❖ Before/After Studies of Project Implementation Effectiveness





CMP Network

- Network a representation the transportation system
- Does not need to include all roads but should be a good representation of the system
- Based on availability of traffic and congestion data and staff judgment
- At least 5,000 vehicles/day per TxDOT Roadway Inventory
- System divided into 384 segments for analysis
- Now includes frontage roads





Identified Performance Measures

.....

- Level of Service (Volume/Capacity)
- Travel Time Reliability (Average speeds vs Free Flow)
- Average Speeds by Travel Period
- Transit Availability and Usage
- Crash Rates
- Congestion Costs
- Estimated Emissions
- Future inclusion – Sidewalk/Bike Facilities





Congestion Management Strategies



- CMP identifies congestion management strategies to improve the transportation system's effectiveness
 - ❖ Demand Management (Congestion Pricing)
 - ❖ Operational improvements (Incident Management)
 - ❖ Transit Availability
 - ❖ Bicycle/Pedestrian Facilities
 - ❖ Access Management
 - ❖ Roadway redesign
 - ❖ Intelligent Transportation Systems
- Added Capacity is an option, but should be considered as a last option





Before-After Project Analysis



- CMP requires a periodic assessment of the effectiveness of implemented strategies
- Implemented projects to undergo a before-after analysis
- Have CMP strategies improved the conditions of the facility/system?
- Annual data collection should allow for analysis at the project level
- Annual report on implemented projects and their benefits





Data Dilemma

- INRIX serves as key data source for exercise.
 - ❖ Provides speed/travel time data for determining congestion
- Change in INRIX Data Collection Methods
 - ❖ INRIX initially established using fleet data
 - ❖ 2/3rds of data from fleet vehicles (predominantly trucks)
 - ❖ 2019 – data switched to predominantly passenger vehicles
 - ❖ Passenger vehicles travel faster than trucks
 - ❖ Despite 11.8 percent increase in peak traffic, speeds improved
 - ❖ Inability to distinguish project-related benefits from improvements from methodology changes.
- COVID caused significant reduction in traffic in 2020
 - ❖ Traffic data highly anomalous – reduced traffic/higher speeds
 - ❖ Impossible to assign project benefit





Need for a CMP Reset



- Changes in INRIX data and COVID's impact on traffic have affected the ability to conduct a proper CMP analysis.
- CMP Network has been re-evaluated and re-established with a 2021 baseline based on data availability (in Update Report)
- For 2024 – Conduct 2022 update should be to identify system-wide changes in network performance
- For 2025 – conduct project-level assessment based on 2021 and 2023 data to localize performance improvement



ITEM 9: REPORT ON TRANSPORTATION PLANNING ACTIVITIES



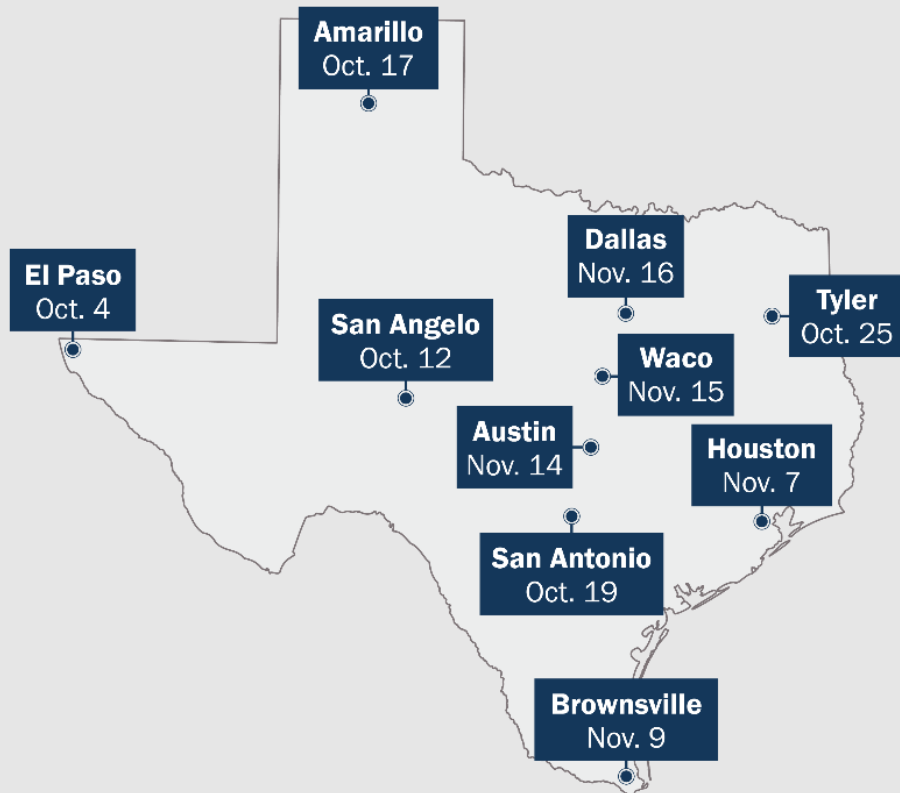


ROUND 1

STATEWIDE IN-PERSON PUBLIC MEETING

LOCATIONS AND DATES

4:30 to 6:30 p.m.



ROUND 1

STATEWIDE VIRTUAL PUBLIC MEETING

WEBSITE



TxDOT.gov | Keywords: "Statewide Active Transportation"

ITEM 10: ANNOUNCEMENTS





Upcoming Meetings



- TPB → November 13, 2023
- TAC → November 27, 2023



Adjournment



C  MPO

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION