



# Technical Advisory Committee Meeting

## May 20, 2024

# ITEM 1: CERTIFICATION OF QUORUM



**ACTION**



## **ITEM 2: APPROVAL OF APRIL 22, 2024 MEETING SUMMARY**





## Recommendation



**Staff requests the TAC approval of the April 22, 2024 meeting summary.**



# Item 3: Discussion and Recommendation on Regional Freight Plan





# Overview



Recommendation  
Categories:

Infrastructure

Technology

Safety

Land Use and Economic  
Development

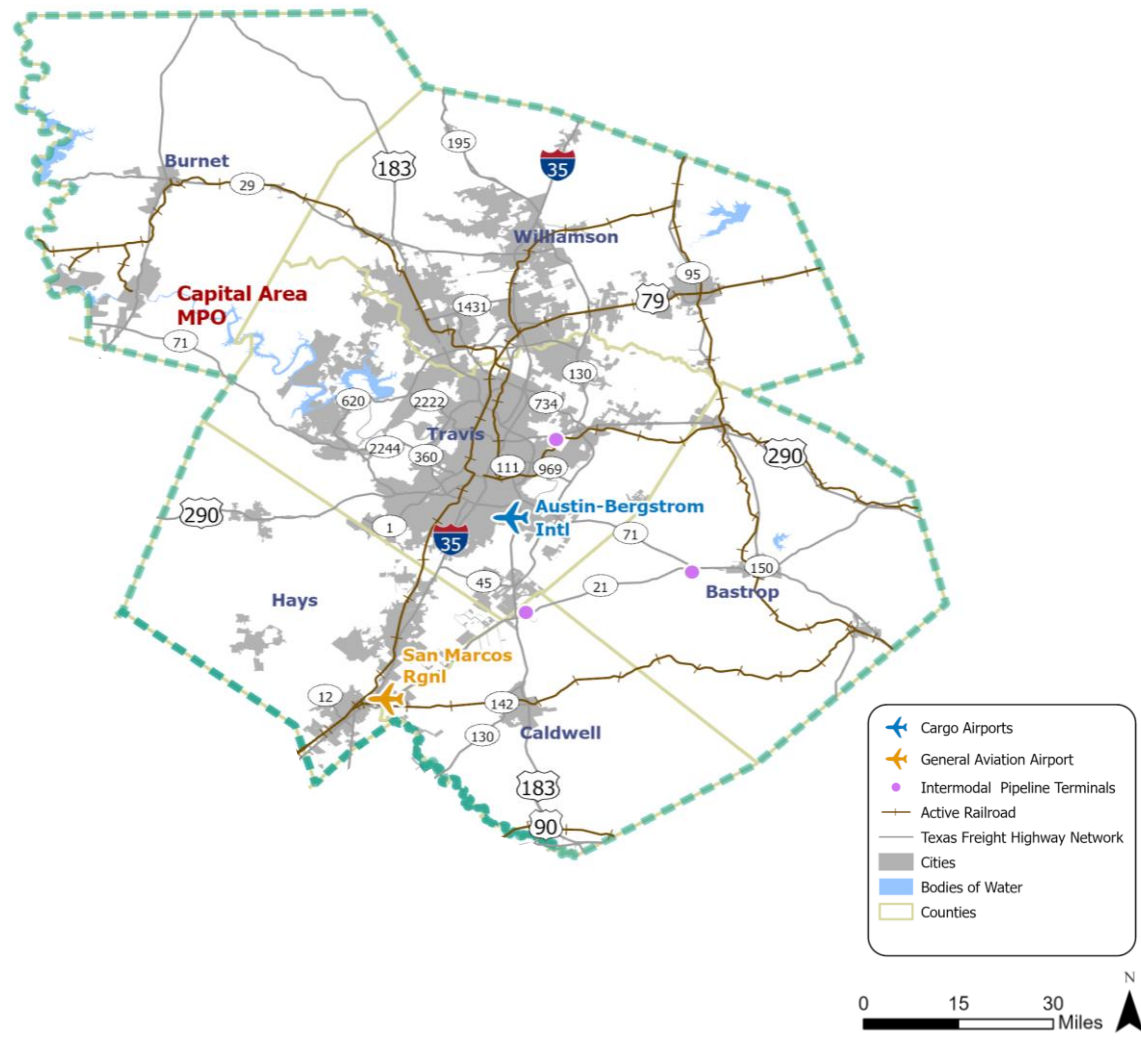


- **Freight Assets**
  - » Non-Highway (Rail, Air, Pipeline)
  - » Highway
  - » Truck Parking
- **E-Commerce**
- **Recommendations**
  - » Short-Term (1-3 years) – 29
  - » Medium-Term (3-5 years) – 34
  - » Long-Term (5-10 years) – 18
- **Project Gap Analysis**





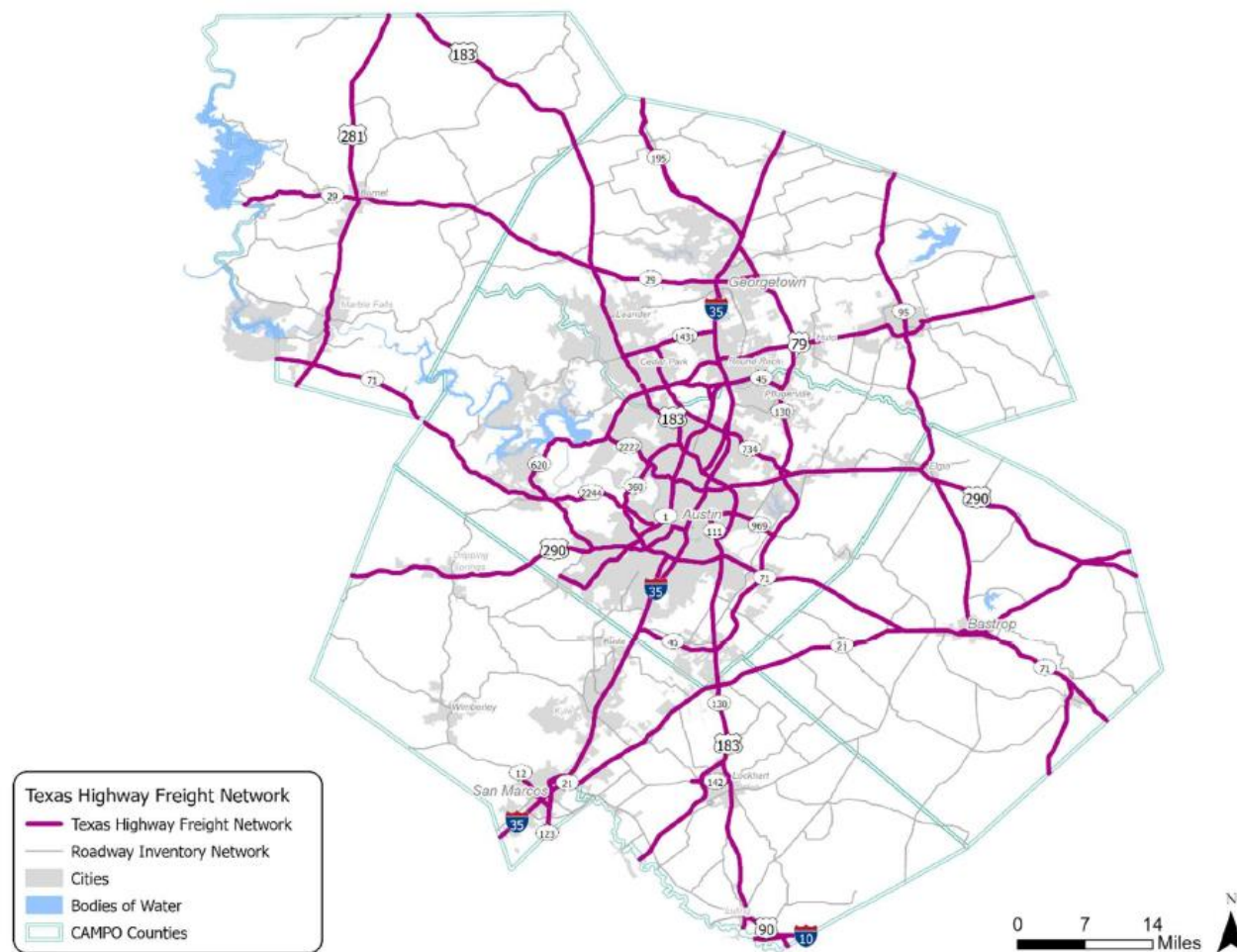
# Freight Assets: Non-Highway







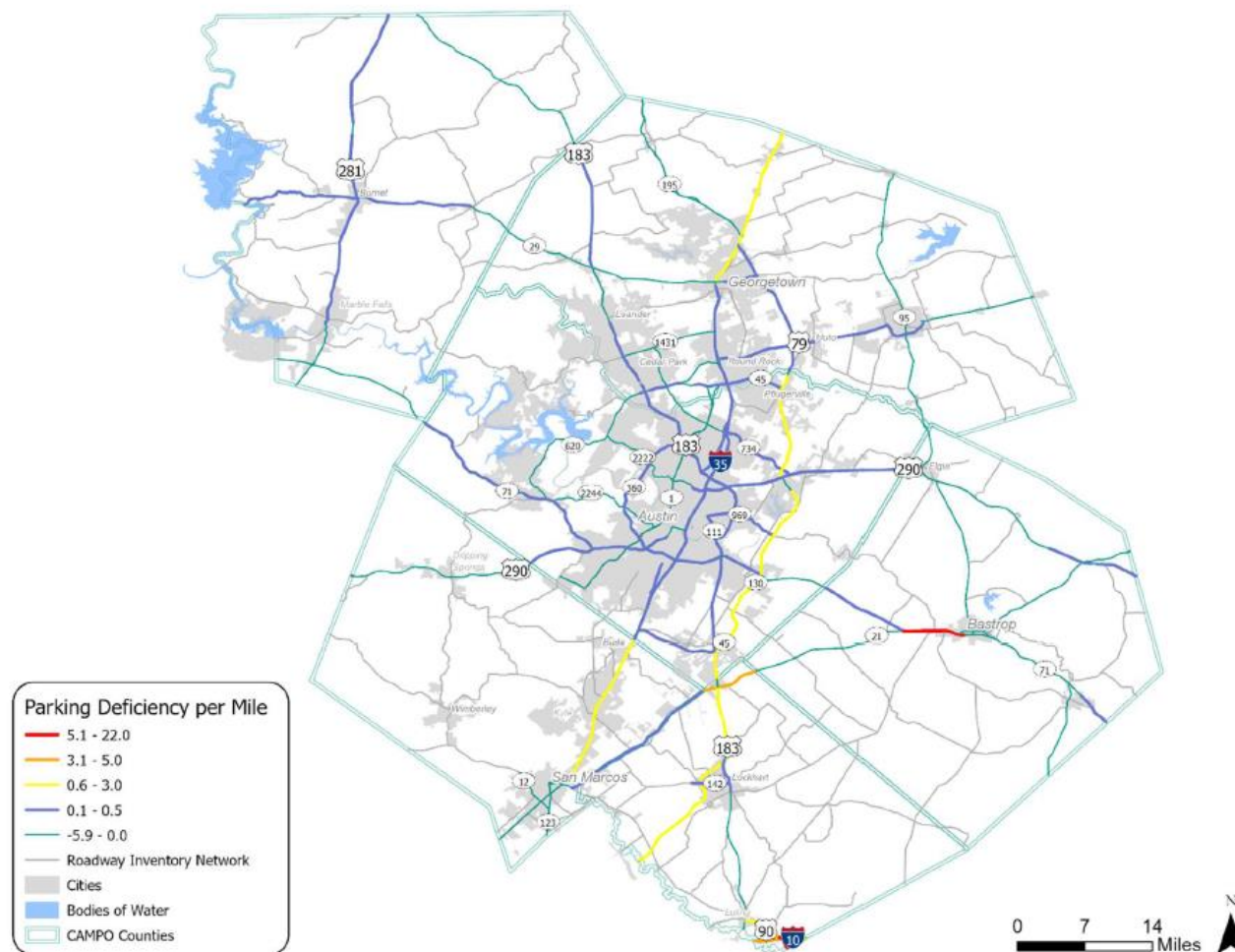
# Freight Assets: Highway





# Truck Parking

No public truck parking locations

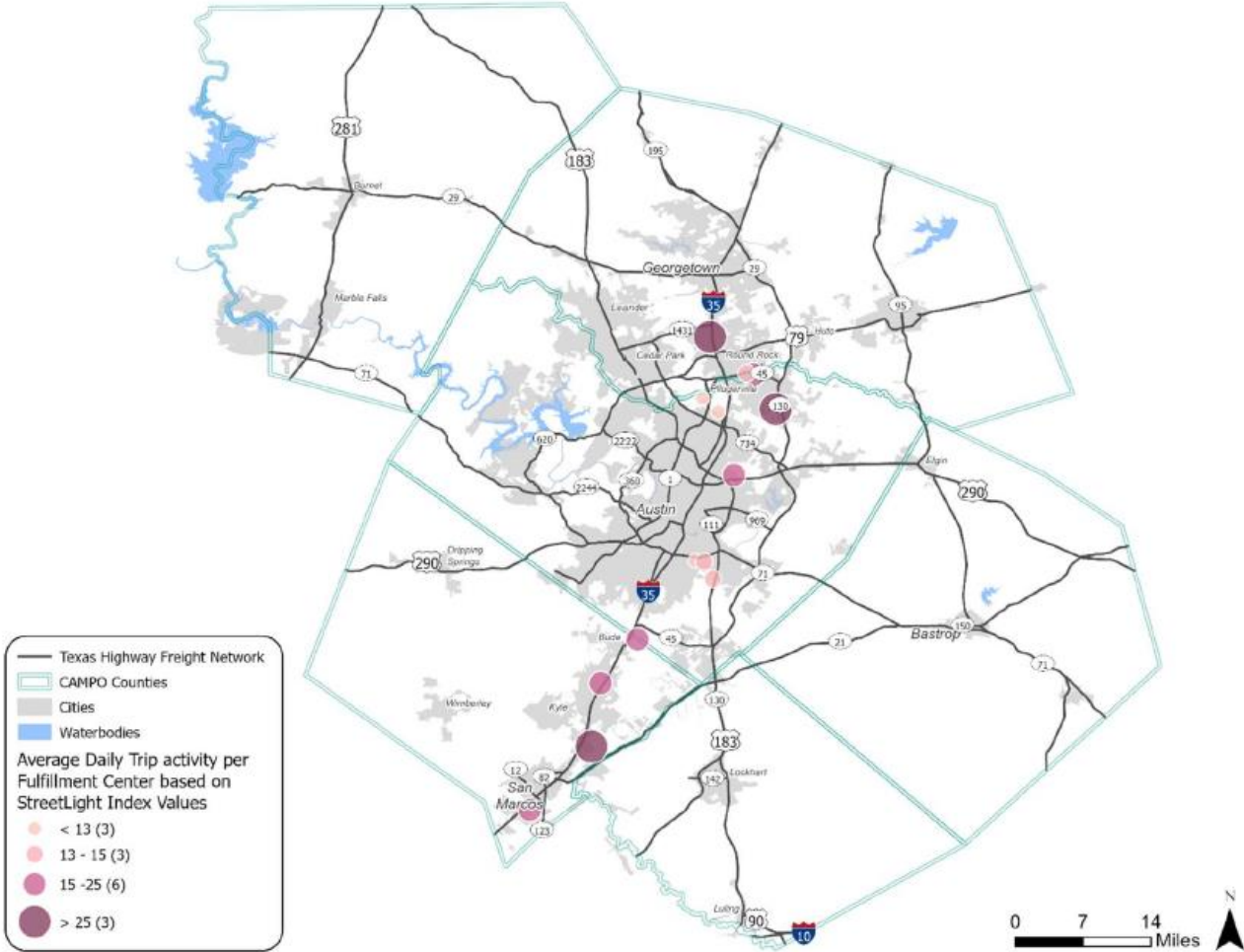




# E-Commerce

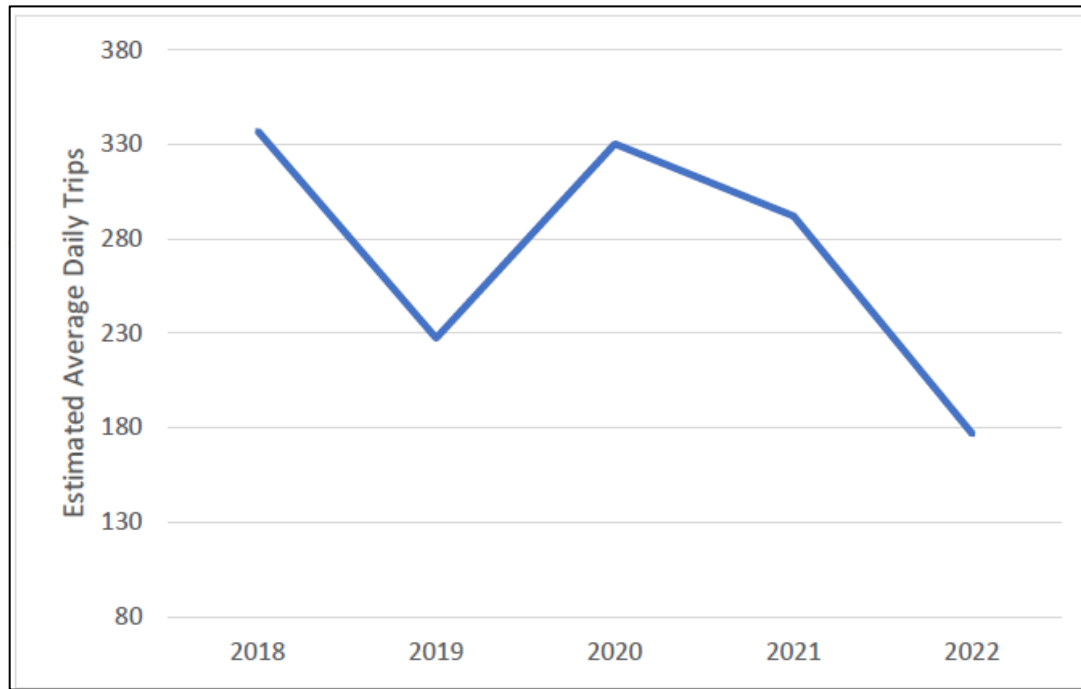


Amazon – 10  
FedEx – 3  
UPS – 2

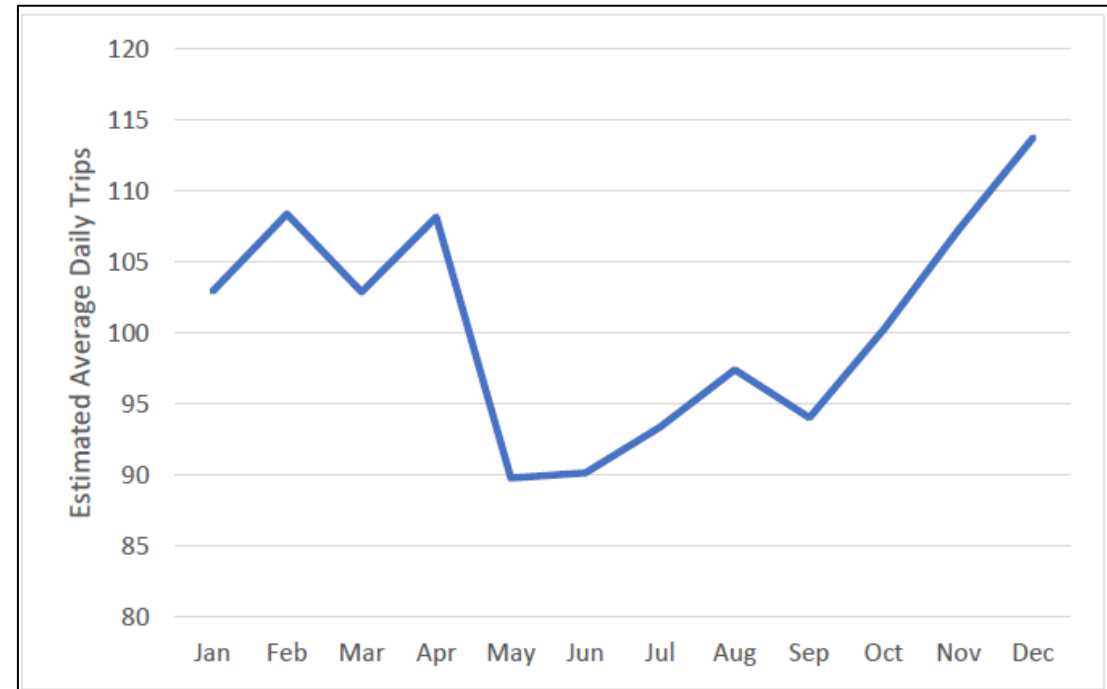




# E-Commerce Trips by Time



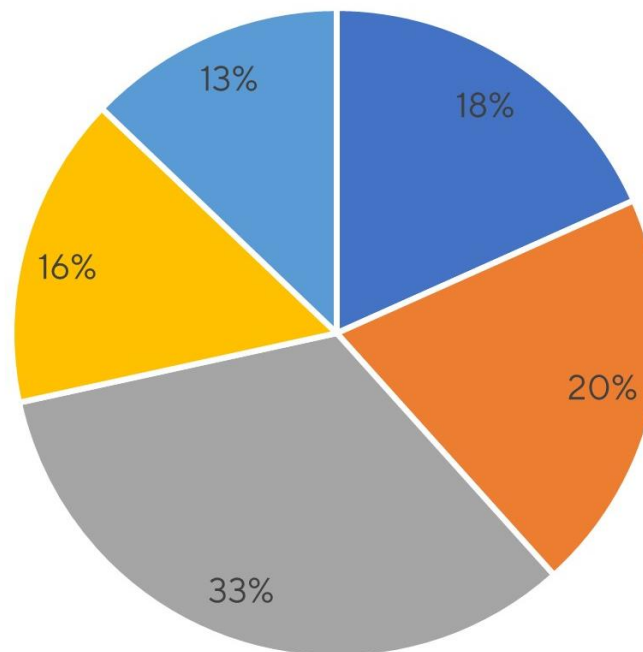
**Trips by Year**



**Trips by Month**



# Trips by Time of Day



- 1: Early AM (12am-6am)
- 2: Peak AM (6am-10am)
- 3: Mid-Day (10am-3pm)
- 4: Peak PM (3pm-7pm)
- 5: Late PM (7pm-12am)





# Infrastructure



- Regional study for truck parking (S)
- Initiate project planning and development with freight focus (M)
- Implement corridor improvements and freight-centric design standards (L)



# Technology



- Evaluate freight network technologies and ITS connection (S)
- Expand deployment of overheight detection systems (M)
- Implement systems that disseminate truck parking information (M)



# Safety



- **Examine technology to increase safety for at-grade rail crossings (S)**
- **Study freight access standards for the region (M)**
- **Deploy ITS to minimize hazards for trucks and other users (L)**





## Land Use and Economic Development



- Regional freight land-use study (S)
- Rail access study (M)
- Support development of an intermodal freight hub (L)



# Project Gap Analysis

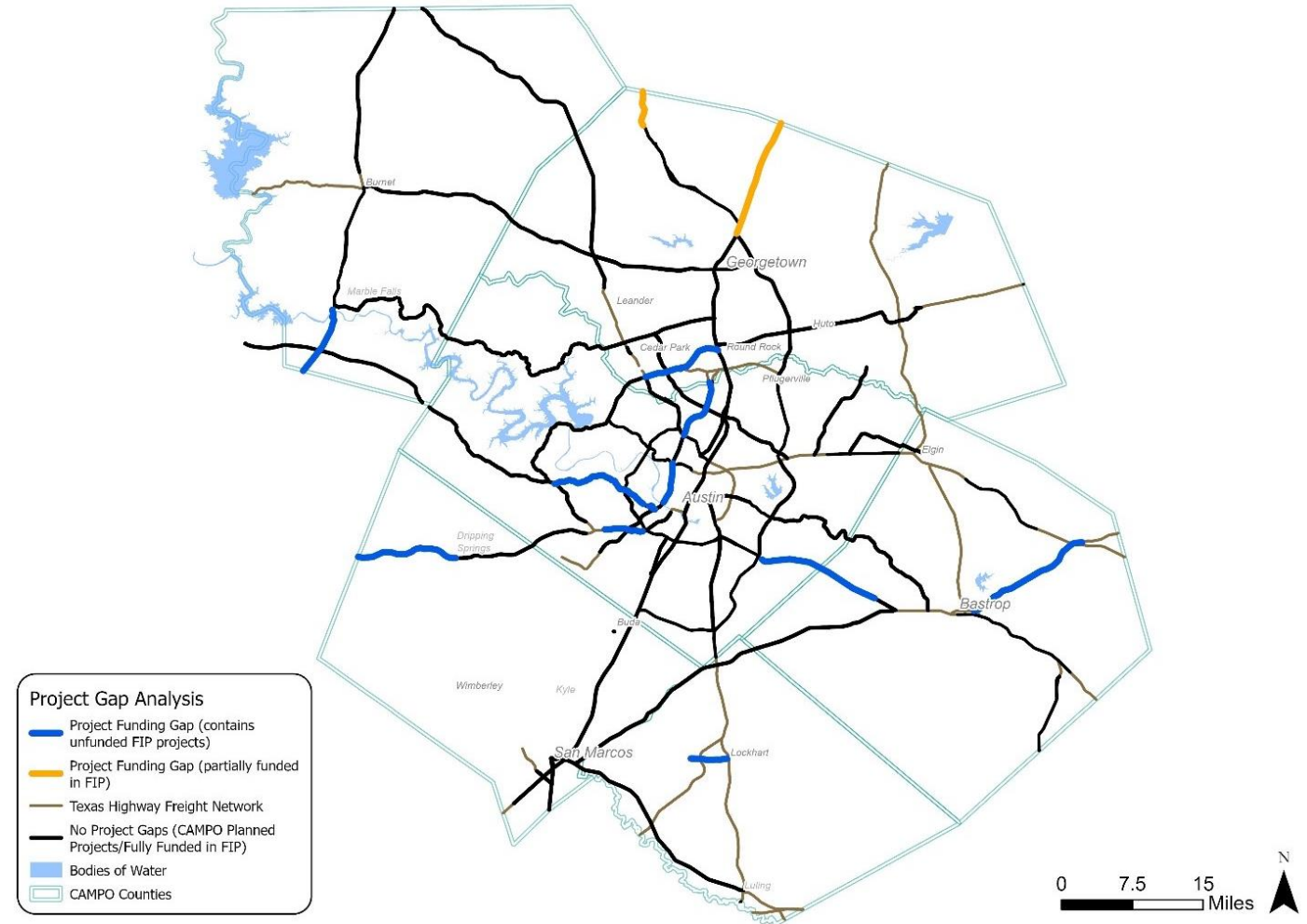


**Unfunded – 81.3 miles**

**Partially Funded – 16.0 miles**

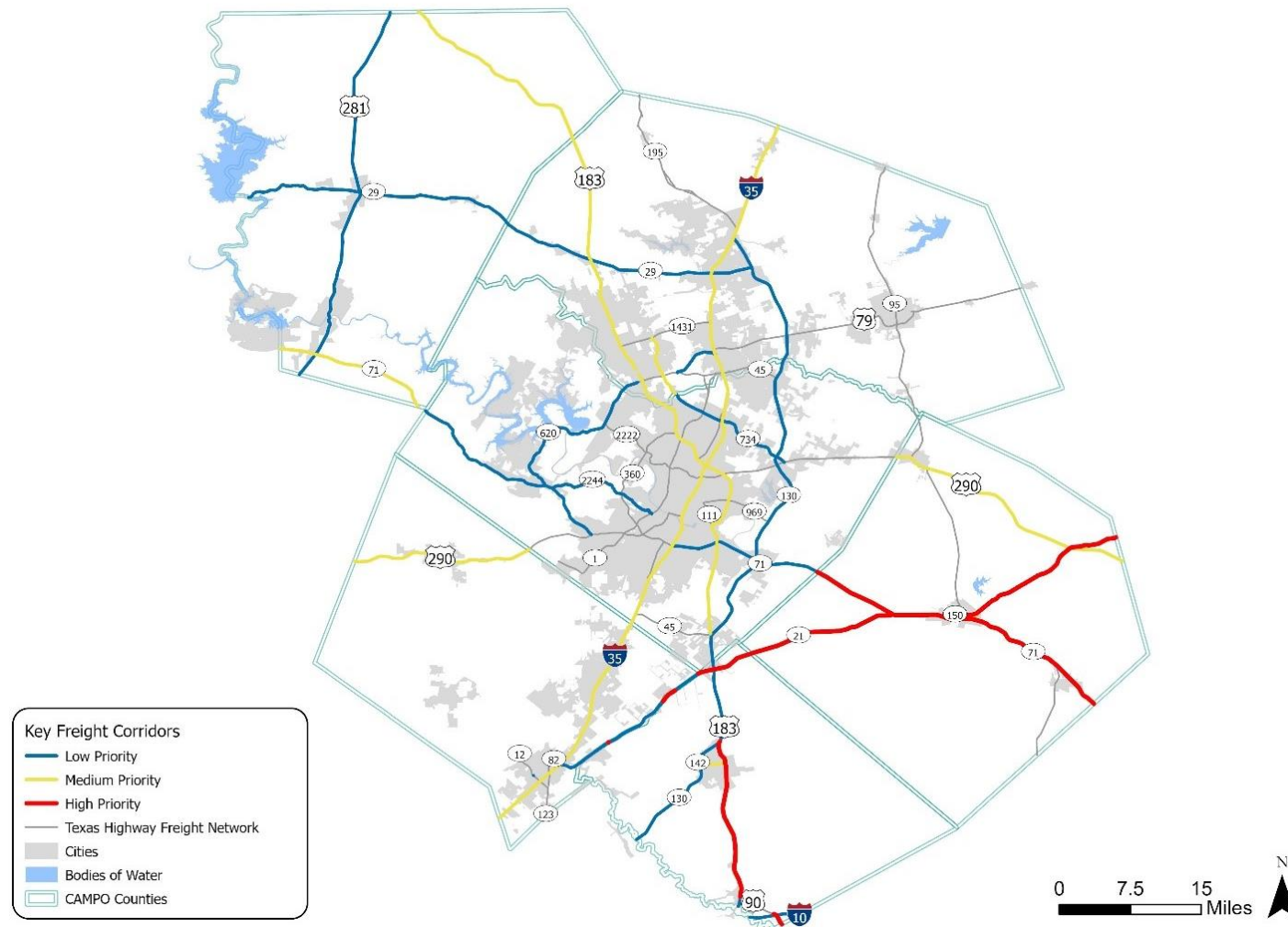
**No Projects – 173.6 miles**

**Funded Projects – 585.1 miles**





# Priority Corridors





## Recommendation



**Staff requests the Technical Advisory Committee make a recommendation to the Transportation Policy Board to adopt the Regional Freight Plan.**



# INFORMATION



## **Item 4: Discussion on 2050 Regional Transportation Plan (RTP) Call for Projects**





## Overview



- CAMPO has begun development of the 2050 Regional Transportation Plan (RTP)
- Previous TAC update – purpose and timeline
- Project Call application intake period for the 2050 RTP to be open from June 17 to August 16 (9 weeks)
- There is no funding directly associated with the RTP Project Call





# Project Sponsor Meetings



- CAMPO staff met with all sponsors of 2045 RTP project listings.
- Meeting outcomes
  - » Explanation of upcoming project call process
  - » Carry-over vs. re-apply
  - » Detailed list of action items for CAMPO/sponsor







# Project Call Guidelines

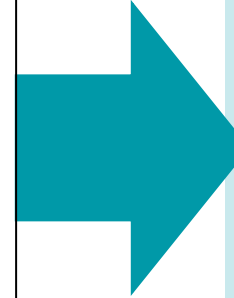


Capital Area Metropolitan Planning Organization

**2050 Regional Transportation Plan  
Project Call**  
(there is no funding available for this call)

DRAFT Project Submittal Instructions  
And  
Evaluation Criteria

Spring 2024



- Submittal Process
- Application Workbook
- Regional Significance
- Project Information
- Goals & Objectives;  
Project Selection  
Criteria
- Appendices/Resources





# Submittal Process and Application Workbook

- Project Call documents resources will be hosted on the CAMPO website
- Minor addition to project information form – describe regional significance for each project

Project Number	Project Information																
	Project Type	Is this a Grouped Project?	If Grouped Project, what category?	County(s)	If Multiple Counties, please list	Roadway/ Facility Name	Limits (From)	Limits (To)	Limits (At)	Description (Short)	Estimated Project Cost (year of expenditure)	Funding Source(s)	Explain Combination of Sources	Let Year	Existing Facility? (Yes, No, or Both)	Current Functional Classification	Anticipated Functional Classi
1	Roadway	No		Bastrop		New Bridge, Lovers Lane, Shiloh Road	SH 71	FM 20		Construction of new bridge across the Colorado River between Lovers lane and 304, with upgrade to Shiloh between 304 and FM 20	\$18,694,237	Federal		2030	Both	Local	Minor Arterial
2	Roadway	No		Bastrop		New Road	FM 535 2.27 Miles east of Wolf Lane	SH 71 0.28 Miles west of SH 304		Construct a new arterial road connecting SH 71 to Pearce Lane/FM 535	\$19,195,503	Federal		2035	No	Local	Minor Arterial
3	Roadway	No		Bastrop		New Bridge, Colorado Drive	1704 at FM 969	SH 71		Extension of FM 1704 (new County facility) south of FM 969, construction of bridge over Colorado River, upgrade Colorado Drive to an Arterial from bridge to SH 71	\$52,375,994	Federal		2040	Both	Local	Minor Arterial
4	Roadway	No		Bastrop		Old Lexington Road/ FM3000	0.365 Miles West of Racoon Road	FM 696		Realign Old Lexington Rd. and upgrade to minor arterial to address safety/visibility concerns; extend Old Lexington Rd. to FM 696 to the east	\$10,622,127	Federal		2045	Both	Collector	Minor Arterial





## Goals & Objectives



- Reviewed 2045 RTP goals and objectives for alignment with:
  - » Federal Planning Factors
  - » 2021 Planning Emphasis Areas
  - » IIJA Planning Focus Areas
- Previous goals & objectives were largely in alignment; only minor changes suggested





# Goals & Objectives

2021 Planning  
Emphasis  
Areas: *Resilient  
Future*

2050 Regional Transportation Plan Goals and Objectives	
Goals	Objectives
Safety	<b>A. Crash Reduction</b> – Reduce severity and number of crashes for all modes.
	<b>B. Vision Zero</b> - Support local government and transit agencies reaching vision zero metrics.
Mobility	<b>C. Connectivity</b> – Reduce network gaps to add connectivity, eliminate bottlenecks, <u>create system redundancy</u> , and enhance seamless use across all modes.
	<b>D. Reliability</b> - Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM).
	<b>E. Travel Choices</b> – Offer time-competitive, accessible and integrated transportation options across the region.
	<b>F. Implementation</b> – Plan and deliver networks for all transportation modes, with reduced project delivery delays.
	<b>G. Regional Coordination</b> - Continue interagency collaboration between transportation planning, implementation, and development entities.
Stewardship	<b>H. System Preservation</b> – Use operations, ITS, and optimization techniques to expand the useful lifecycle of the multimodal system elements.
	<b>I. Fiscal Constraint</b> - Strategically prioritize fiscally constrained investments to maximize benefits to the region.
	<b>J. Public Health</b> - Improve public health outcomes through air and water quality protection and active mobility.
	<b>K. Natural Environment</b> - Develop transportation designs that <u>promote system resiliency by</u> avoid <u>ing</u> , <del>minimizes</del> <u>-minimizing</u> , and <del>mitigates</del> <u>-mitigating</u> negative impacts to water and air quality, as well as habitat.



# Goals & Objectives

Federal Planning Factors: *Travel and Tourism*

IIJA Planning Focus Areas – *housing agency coordination and technology*

2050 Regional Transportation Plan Goals and Objectives	
Goals	Objectives
Economy	<b>L. Economic Development</b> – Enhance economic development potential by increasing opportunities to live, work, and play in proximity <u>for residents and visitors</u> .
	<b>M. Value of Time</b> – Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
Equity	<b>N. Access to Opportunity</b> - Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, <u>education</u> and services.
	<b>O. Impact on Human Environment</b> – Promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.
	<b>P. Valuing Communities</b> – Align system functionality with evolving character and design that is respectful to the community, <u>housing</u> , and environment for current and future generations.
Innovation	<b>Q. Technology</b> – Leverage technological advances to increase efficiency of travel across all modes and for users of the network.
	<b>R. Flexibility</b> – Develop a system that is adaptable and flexible to changing needs, <u>and</u> conditions, <u>and emerging technologies</u> .



# Appendices & Resources



To be made available in coming weeks

- GIS map package and online viewer
- Cost estimation tool for roadway extension and capacity improvement projects (optional to use)
- Index of resources by project selection criteria

Roadway Projects						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map Location	Data Type Requested
Safety	C. G. J.	10	Does the project connect to or creates new hurricane or wildfire evacuation routes? (Yes/No)	CAMPO Map Package	N/A	Shapefile/Map and Narrative
	A. B.	10	The project addresses additional safety issues These include crash rates and included features (lighting, rumble strips, etc.)	<a href="#">TxDOT Crash Query Tool</a> <a href="#">CAMPO CRIS Regional Dashboard</a>	P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous Corridors Map P. 55 (Regional Arterials Concept Inventory): Average Emergency Response Time Service Goal P. 56 (Regional Arterials Concept Inventory): Redundancy/Emergency Management Policy Summary Table	Shapefile/Map and Narrative





## Next Steps



- Project call workshop to be held during last week of May or first week of June
- Project Call application intake period to be open from June 17 to August 16 (9 weeks)\*

\* Tentative and subject to change



# ITEM 5: PRESENTATION ON BICYCLE AND PEDESTRIAN FACILITIES INVENTORY UPDATE







## Bicycle and Pedestrian Facilities Inventory Update



- Unconstrained network was a key product of the 2045 Regional Active Transportation Plan (RATP)
- Updating is important to ensuring up to date for the 2050 RTP
- Reached out last year and now would like TAC to review their own jurisdiction on online map viewer



## Bicycle and Pedestrian Facilities Inventory Update

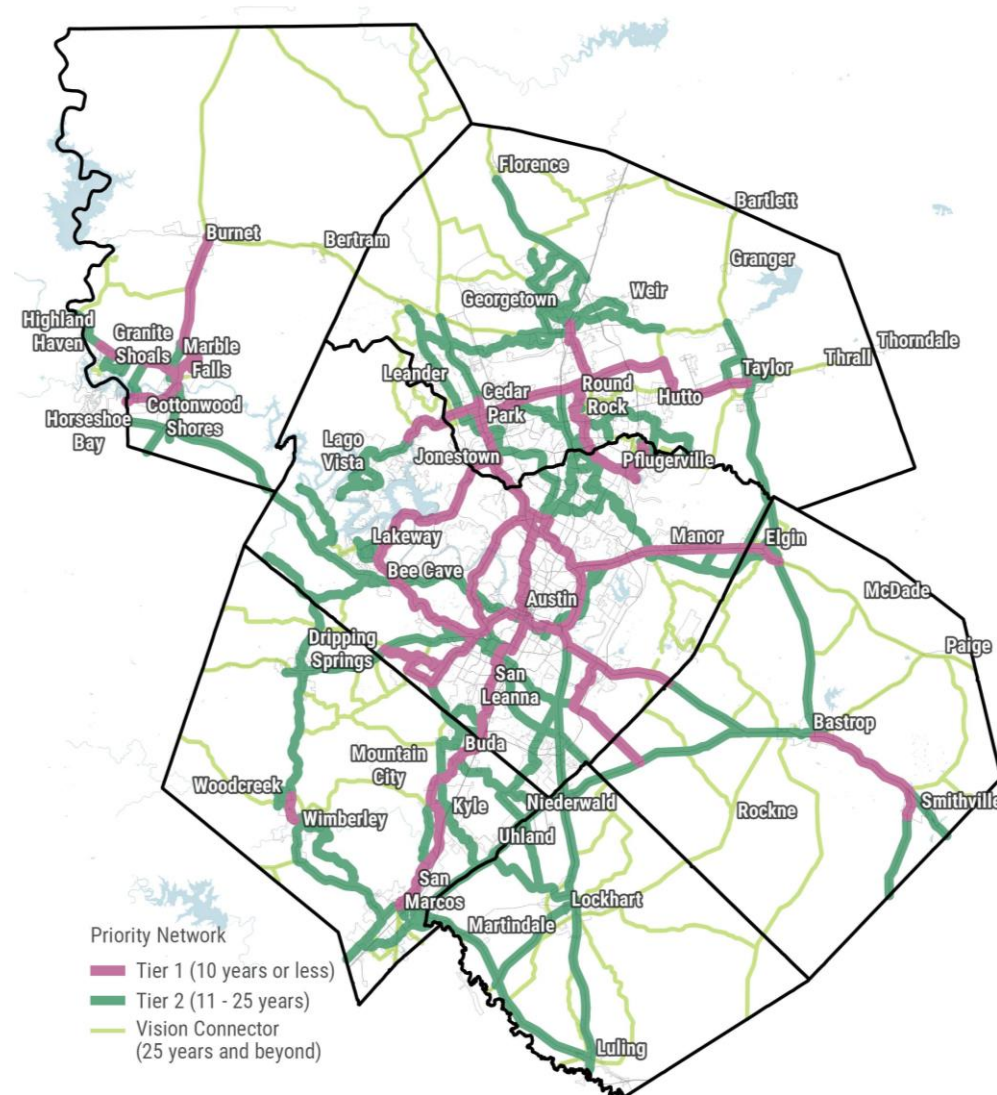


- Simplified facility types to make data coherent and legible at regional level
- Some locations (many off-street trails) show duplicative or near-duplicative segments. Your review will help us assess if any truly duplicative segments should be removed



# 2045 Priority Network

High priority regional routes that connect population centers to high demand locations throughout the region.





## Bicycle and Pedestrian Facilities Inventory Update



- Analyzed Tier 1 and Tier 2 segments now identified as having an existing facility on or adjacent to the updated inventory
- Now show an additional 87 miles of existing Priority Network facilities since 2017



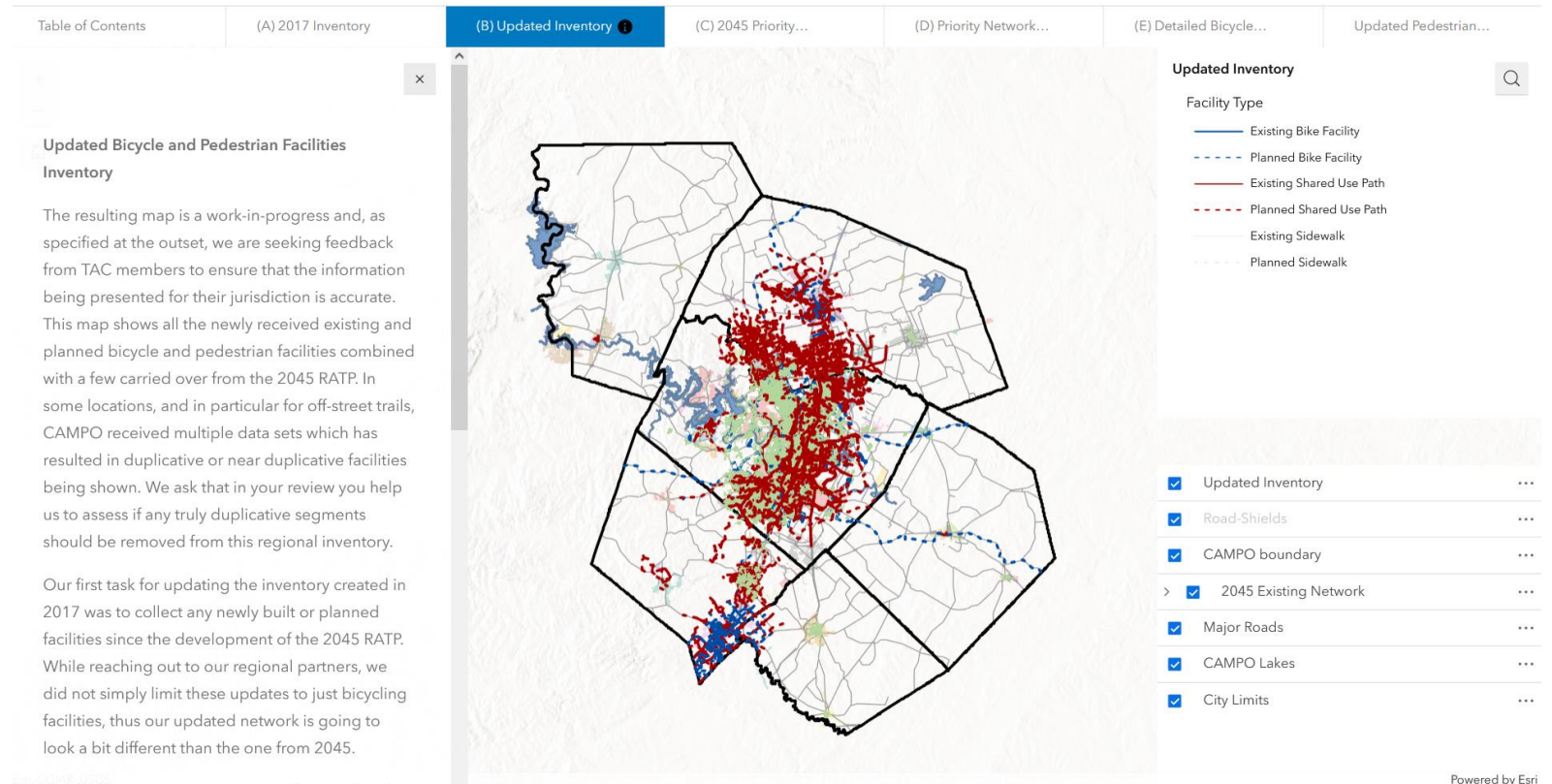
# Online Map Viewer

## Table of Contents

- A – 2017 Bicycle and Pedestrian Facilities Inventory
- B – Updated Bicycle and Pedestrian Facilities Inventory
- C – 2045 Priority Network
- D – Priority Network Status
- E – Detailed Bicycle Facilities
- F – Detailed Pedestrian Facilities

## • Viewer

### Bicycle and Pedestrian Facilities Inventory Update





# Review Process



- Make note of inconsistencies or errors within your own jurisdiction
- Send your feedback to CAMPO staff by Friday, June 7
- Questions



## ITEM 6: REPORT ON TRANSPORTATION PLANNING ACTIVITIES



## ITEM 7: ANNOUNCEMENTS







## Upcoming Meetings



- TPB → August 12, 2024
- TAC → June 24, 2024



# Adjournment



CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION