



# Technical Advisory Committee Meeting

## January 27, 2025

# ITEM 1: CERTIFICATION OF QUORUM



**ACTION**



## ITEM 2: APPROVAL OF NOVEMBER 18, 2024 MEETING SUMMARY





## Recommendation



**Staff requests the TAC approval of the November 18, 2024 meeting summary.**



**INFORMATION**



## ITEM 3: DISCUSSION AND UPDATE ON 2026-2029 PROJECT CALL





## Step 1 – Eligibility

Determines that a project meets the federal funding program requirements

## Step 2 – Readiness

Determines that a project can complete all required milestones and be implemented as scheduled

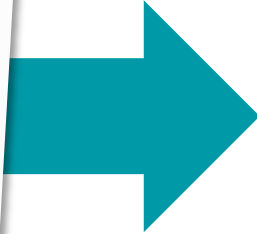
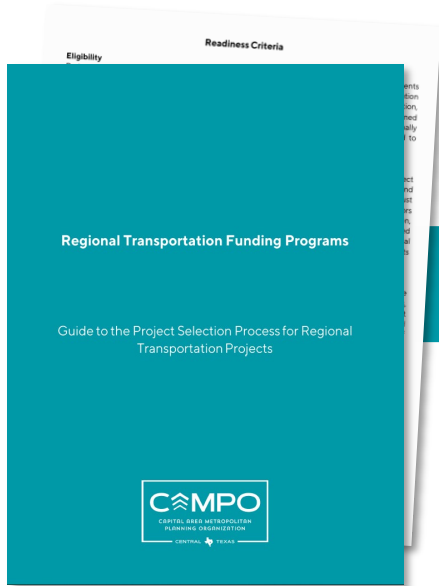
## Step 3 – Evaluation

Determines the regional value of a project and how well it meets the goals/objectives of the TPB

## Step 4 – Recommendation

Recommends project based on evaluation results, ranking, and funding availability





Readiness Assessment					
Application ID		Program			
Agency		Funding Request			
Project Title		Phase			
Project Type		Fiscal Year			
Review Checklist					
Category	Measure	Yes	No	N/A	Review Comment
Eligibility	Sponsor is eligible to receive federal funding through the TASA or CRP program.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Project scope is eligible for federal funding through the TASA or CRP program.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Project location is eligible for federal funding through the TASA or CRP program.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Management	The sponsor has identified key personnel that will be responsible for managing the project.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	The sponsor has identified the project manager responsible for day-to-day implementation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	The sponsor has identified a qualified person certified through the LGIP course that will serve as the Responsible Person in Charge (RPG).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	The sponsor has provided a current LGIP Certification or proof of enrollment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	The sponsor has identified additional individuals that will support project management including an individual that can step into direct management if necessary.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	The identified staff have demonstrated relevant experience in project management.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Scope	The local government risk assessment does not indicate any areas of potential concern.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Schedule	A detailed, comprehensive, and itemized project scope was provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Location	A clear, detailed project development schedule was provided and included all required activities to be accomplished on or before the project start year.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cost Estimate	The project location was provided in detail including the county, municipality, primary facilities, limits, or area of impact within the region.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	The application included a detailed, line item, and accurate cost estimate and budget that has been developed by a professional engineer (consultation or planning professional from construction).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

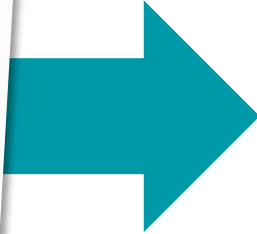
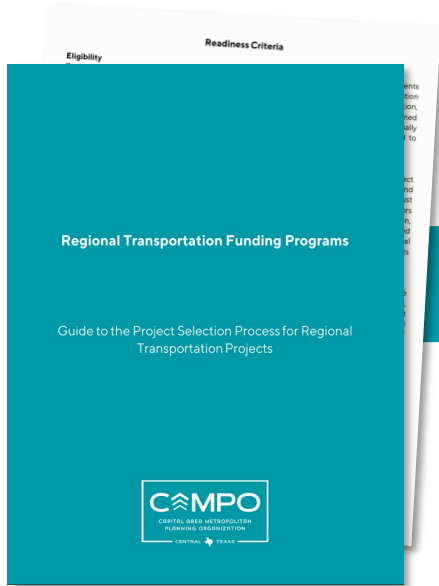
## Readiness Assessment Report

Sponsors will receive a *Readiness Assessment Report* for each project. The report is pulled directly from the project call materials and will provide:

- In-depth section by section review (see example)
- Readiness determination
- Review Summary
- Recommendations (if applicable)

Sponsors will be able to request a debrief to discuss the results of the readiness assessment in the following weeks after release.

Category	Measure	Yes	No	N/A	Review Comment
Eligibility	Sponsor is eligible to receive federal funding through the TASA or CRP program.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Project scope is eligible for federal funding through the TASA or CRP program.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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Schedule	A detailed, comprehensive, and itemized project action plan was provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Location	A clear, detailed project development schedule was provided and included all required activities to be successfully set on the project final year.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cost Estimate	The project location was provided in detail including the county, municipality, primary facilities, limits, or area of impact within the region.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	The application included a detailed, line item, and accurate cost estimate and budget that has been developed by a professional engineer (construction) or planning professional (non-construction).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Assessment Findings

Staff is continuing to conduct the readiness assessment reports with an expected completion of mid-February for release to sponsors.

Not all project reviewed have been determined to be ready, with the most common issues identified in the following sections:

- Project Budget/Cost-Estimate
- Funding Requirements
- Scope
- Schedule
- Management

Category	Measure	Yes	No	N/A	Review Comment
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# ITEM 4: PRESENTATION ON DRAFT 2050 REGIONAL TRANSPORTATION PLAN (RTP)





## Overview



- **Presentation on the DRAFT 2050 RTP**
- **Previous TAC updates –**
  - » Purpose and timeline
  - » Summary of project call and received projects
  - » Review of revenue estimation methodology and findings
- **This update – summary of plan contents, process, and how to provide feedback**





# Overview: Plan Chapters



- Purpose and Goals
- Trends and Needs
- Fiscal Constraint
- Project List Development
- Travel Demand Model Results
- Public Involvement
- Performance Measures and 2050 Policies





# Goals & Objectives

## Part 1 of 2

Used to shape  
prioritization of federal  
funds (project call  
evaluation)



Goals	Objectives
Safety	<b>A. Crash Reduction</b> – Reduce severity and number of crashes for all modes.
	<b>B. TxDOT Road to Zero</b> – Support local government and transit agencies reaching TxDOT Road to Zero metrics.
Mobility	<b>C. Connectivity</b> – Reduce network gaps to add connectivity, eliminate bottlenecks, create system redundancy, 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.
Stewardship	<b>G. Regional Coordination</b> – Continue inter-agency collaboration between transportation planning, implementation, and development entities.
	<b>H. System Preservation</b> – Use operations, ITS, and optimization techniques to expand the useful life cycle 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 promote system resiliency by avoiding, minimizing, and mitigating negative impacts on water and air quality, as well as habitat.



# Goals & Objectives



## Part 2 of 2

Used to shape  
prioritization of federal  
funds (project call  
evaluation)



Goals	Objectives
Economy	<b>L. Economic Development</b> – Enhance economic development potential by increasing opportunities to live, work, and play in proximity for residents and visitors.
	<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, education, and services.
	<b>O. Impact on Human Environment</b> – Promote transportation investments that have positive impacts and avoid, minimize and mitigate negative impacts on vulnerable populations.
	<b>P. Valuing Communities</b> – Align system functionality with evolving character and design that is respectful to the community, housing, and environment for current and future generations.
Innovation	<b>Q. Technology</b> – Leverage technological advances to increase the 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, conditions, and emerging technologies.





# Trends and Needs



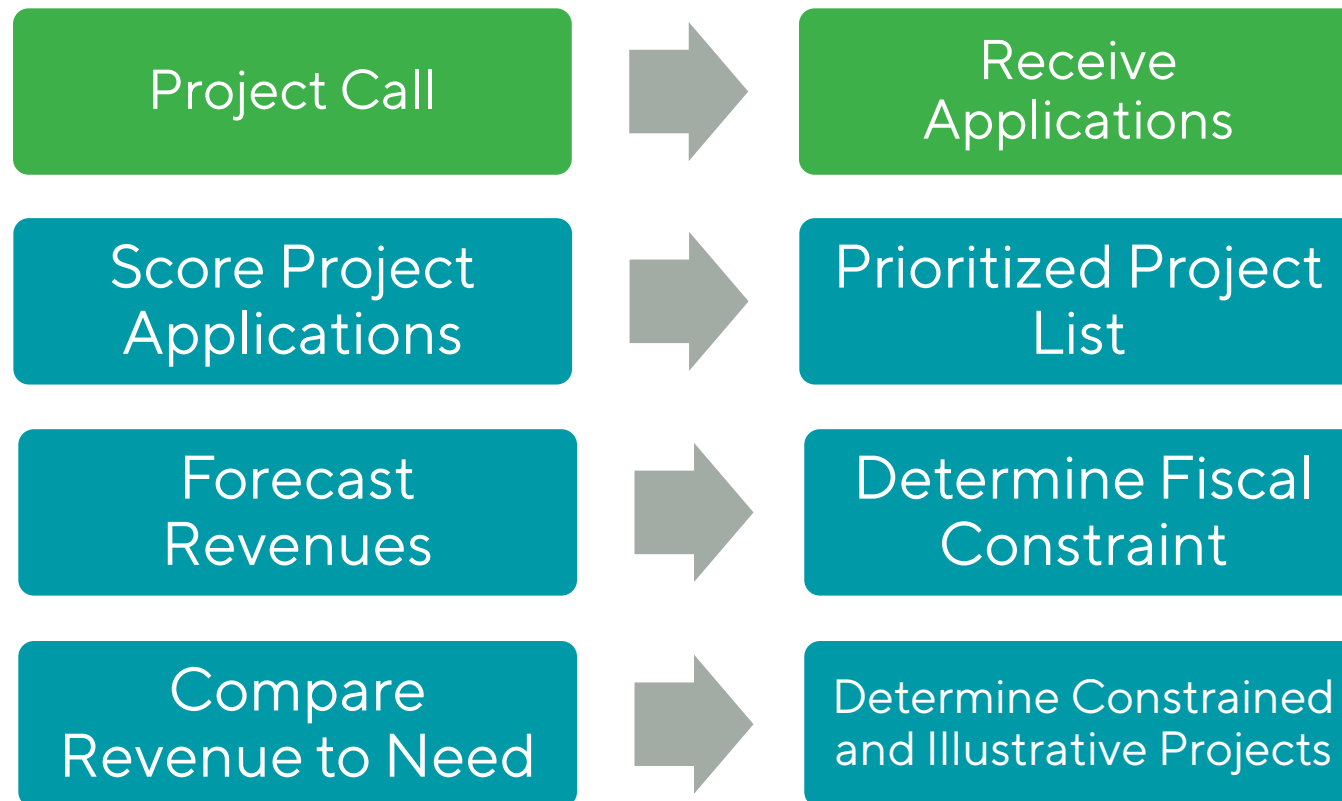
- **Demographic Trends** – population and employment expected to double by 2050
- **Emerging Technologies** – trends, benefits, and challenges for various transportation technologies
- **System Performance** – congestion management, active transportation, public transit
- **Environmental Considerations** – Title VI compliance, air quality, public health
- **Safety Considerations** – pedestrian, bicyclist, and vehicle crash trends
- **Unconstrained Needs** – completed regional plans/studies







## The Process to a Fiscally- Constrained Project List







# Fiscal Constraint Overview

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Receive project applications from local agencies



Score project applications and determine prioritized project list



Compare priorities to available revenue



Determine constrained versus illustrative project lists

Forecast revenues and determine fiscal limit





# The Project Call

Over 1000 project  
submittals

27 jurisdictions and  
agencies submitted,  
including TxDOT

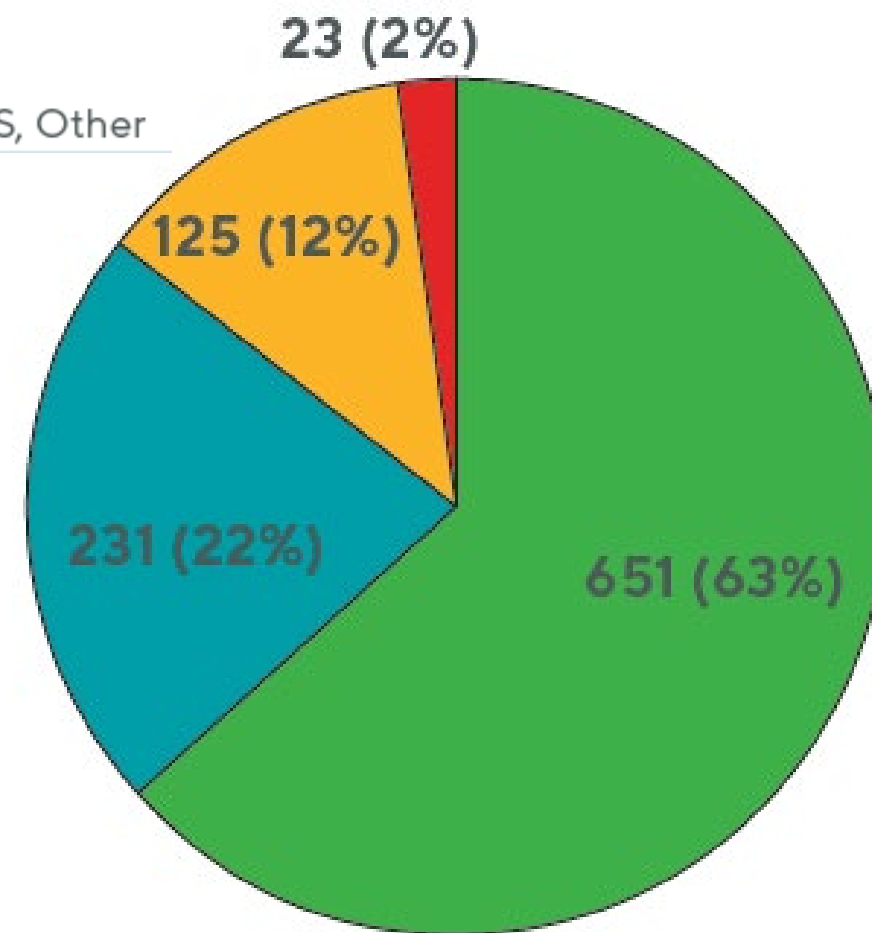
## Project Submittals

Roadway

Active

Transit

TDM, ITS, Other





## Arriving at Fiscal Constraint

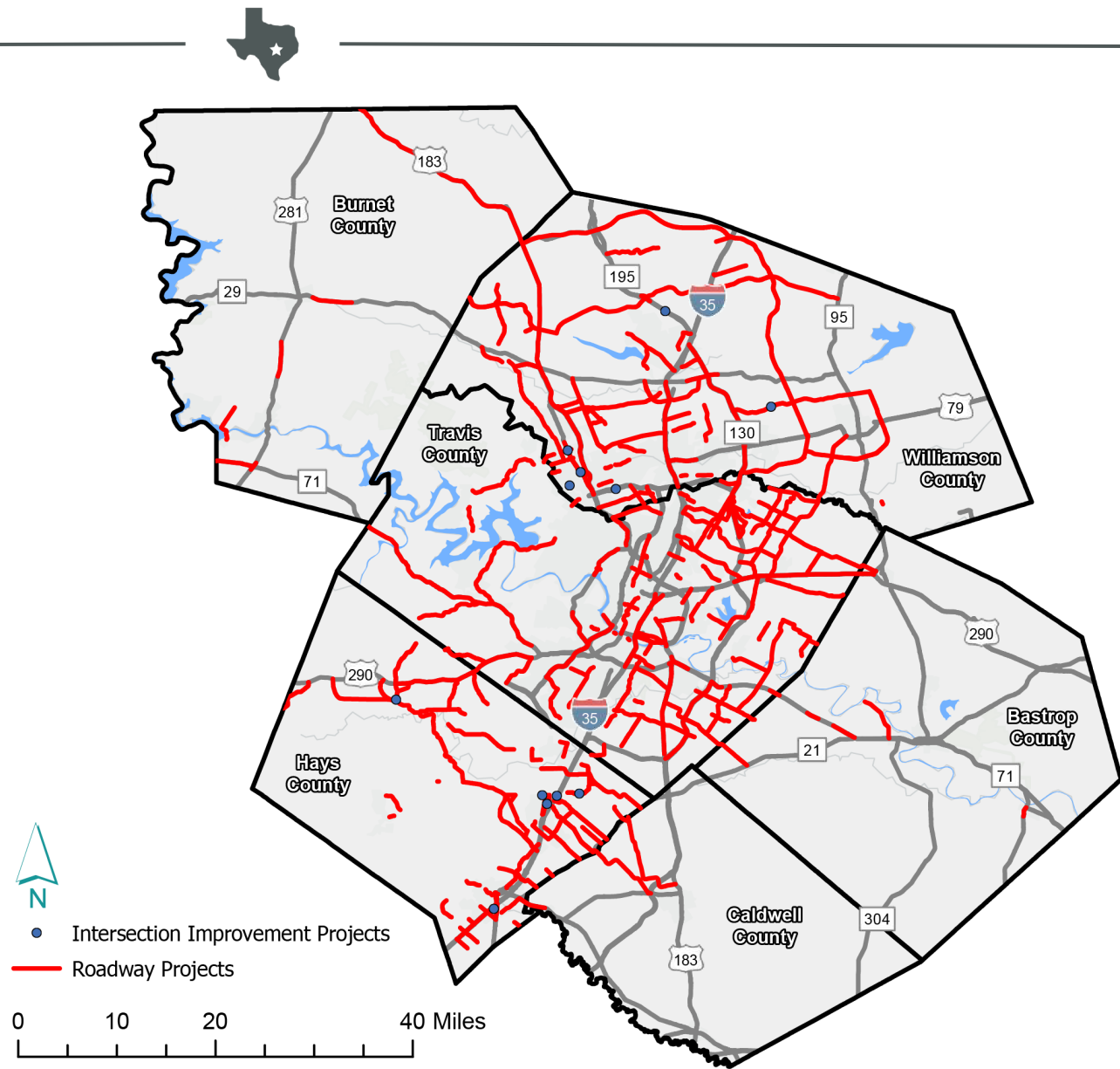


- Include projects previously approved in the TIP timeframe
- Include projects submitted as locally funded
- Rank remaining projects for federal/state funding prioritization based on their MPO-reviewed score

# Constrained Roadway Projects

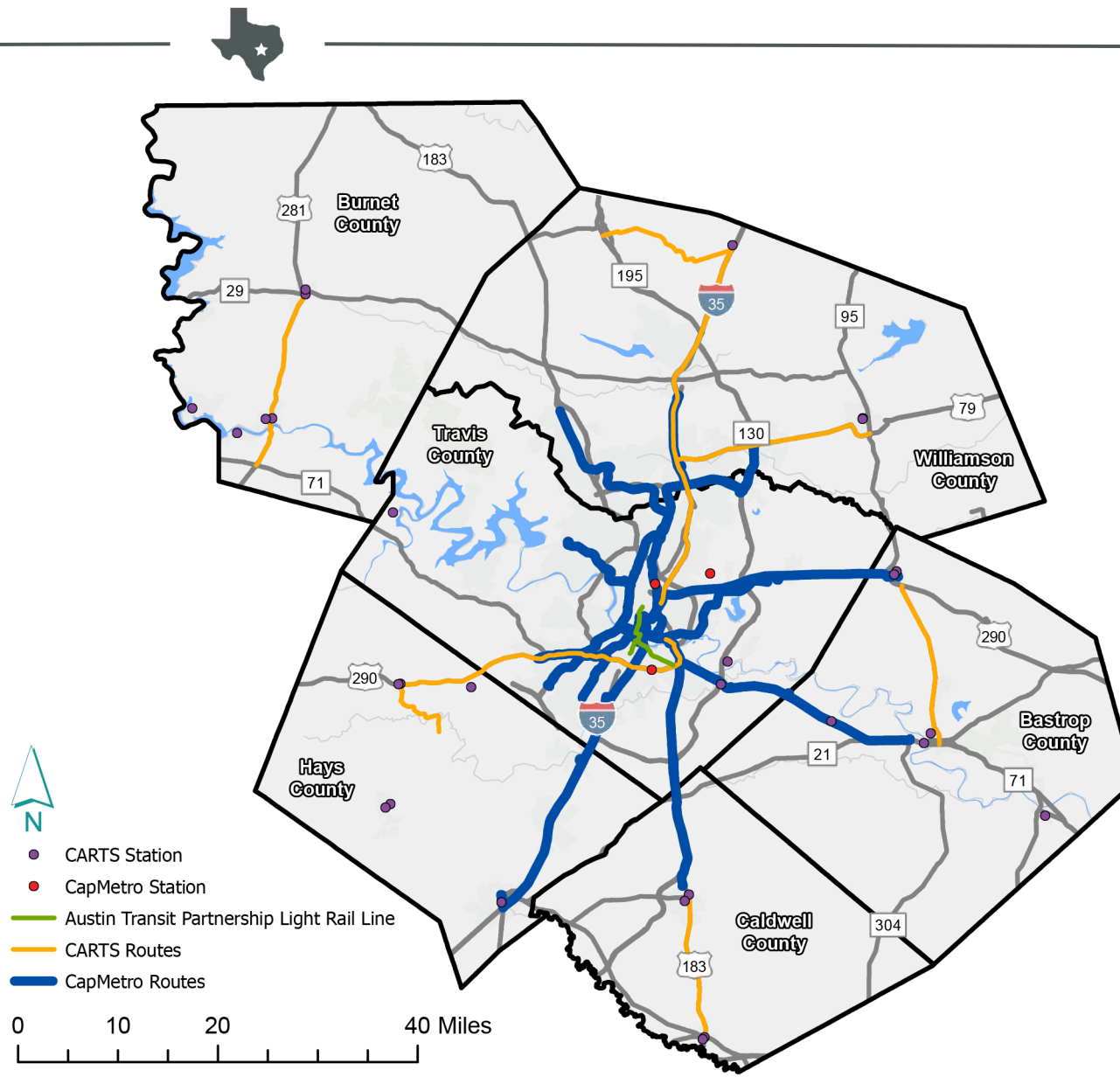
326 projects

2/3 locally funded;  
1/3 state and federal



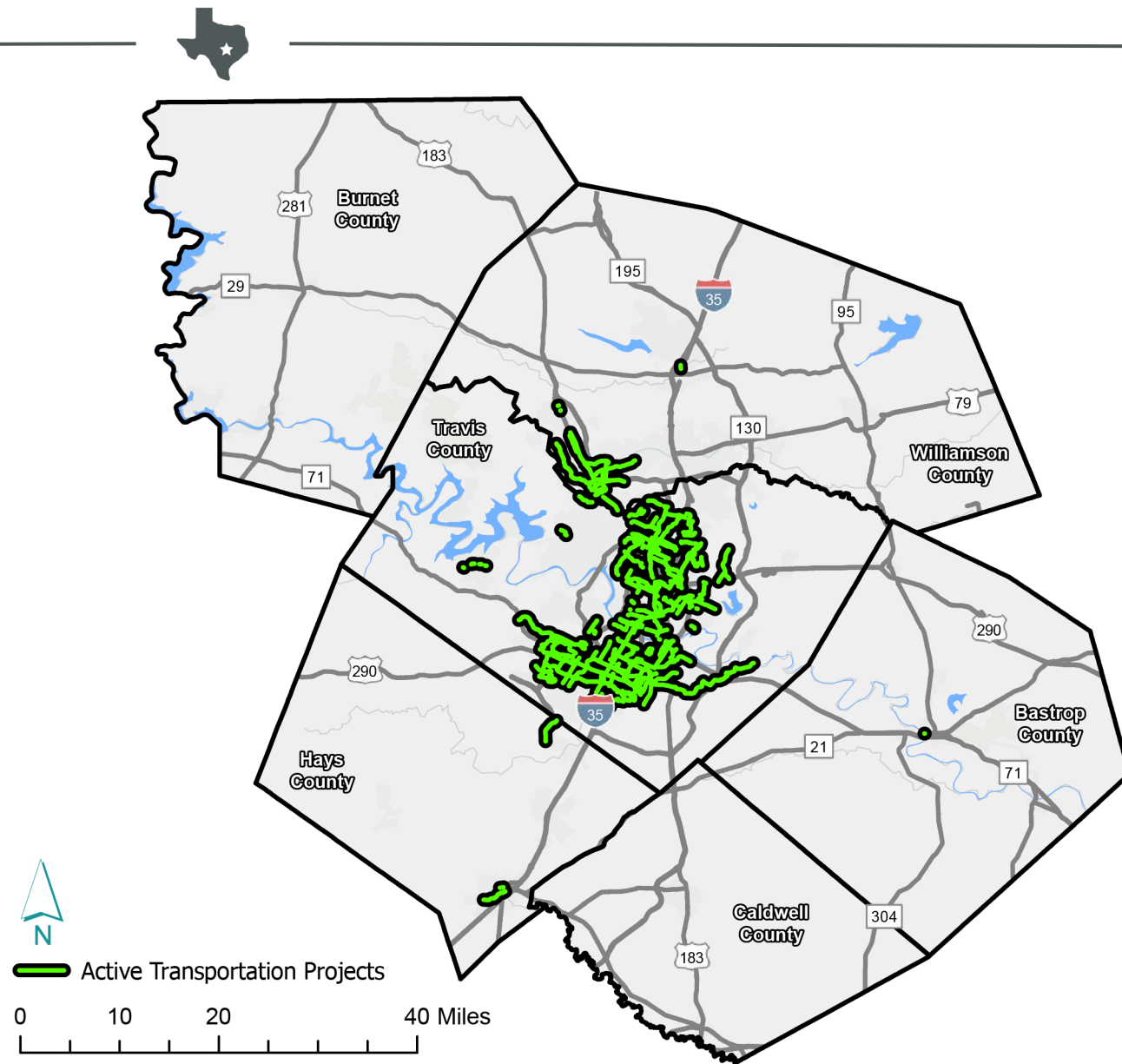
# Constrained Transit Projects

108 projects



# Constrained Active Projects

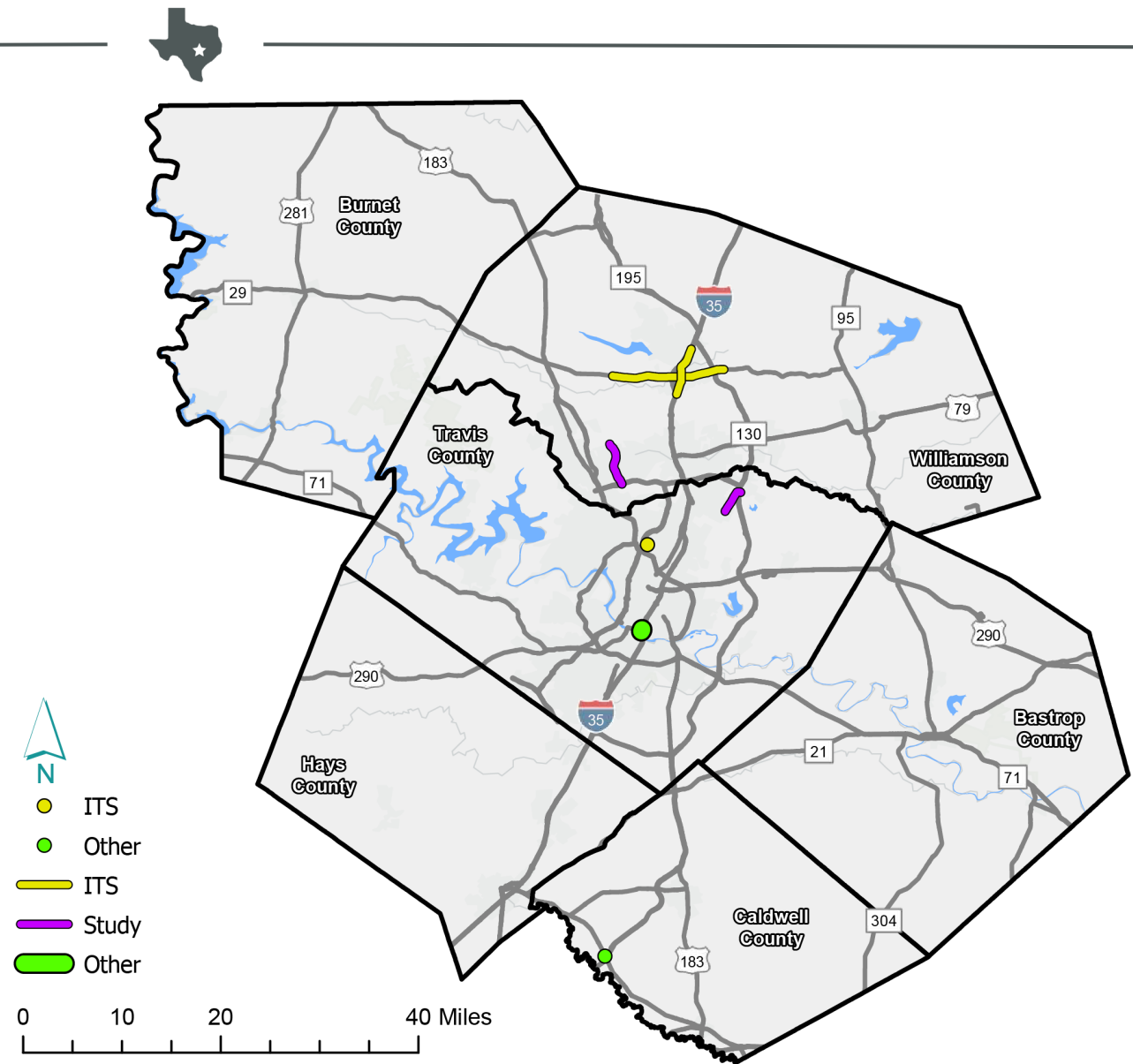
146 projects





# ITS, Studies, and Other projects

7 ITS projects  
8 Studies  
2 Other

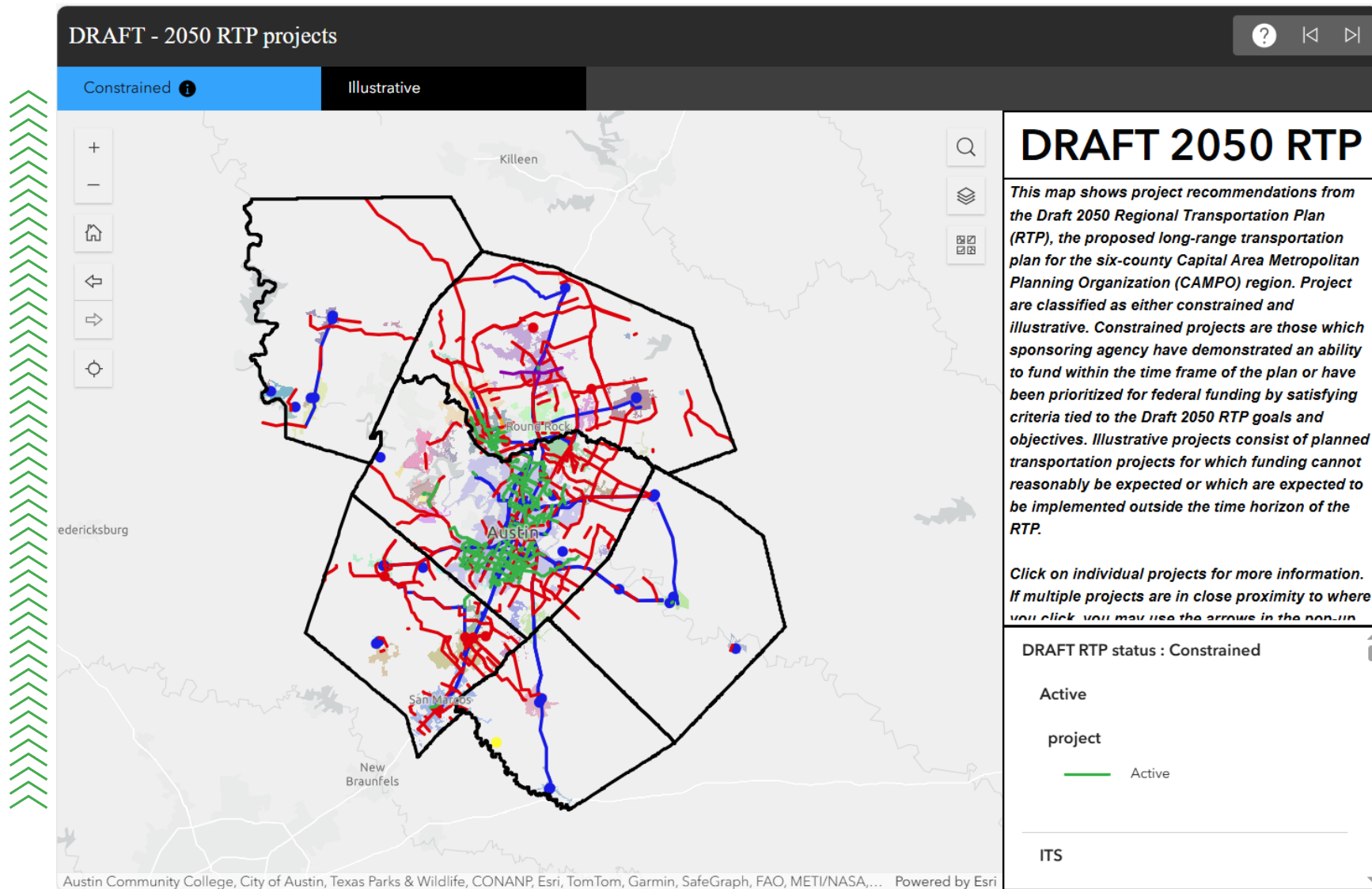




# Draft Project Web Map – Overview

## DRAFT - 2050 RTP projects

<https://campotexas.maps.arcgis.com/apps/instance/portfolio/index.html?appid=7cd2c7c7da0b4f239b0c85f34f5bff5c>





# Draft Project Web Map – Layer Visibility

## DRAFT - 2050 RTP projects

<https://campotexas.maps.arcgis.com/apps/instance/portfolio/index.html?appid=7cd2c7c7da0b4f239b0c85f34f5bff5c>

**DRAFT - 2050 RTP projects**

Constrained **i** Illustrative

Layers

Layer Legend

CAMPO Region

▼ DRAFT RTP status : Constrained

> Active

> ITS

> Other

> Roadway

> Study

> Transit

City Limits

**DRAFT 2050 RTP**

This map shows project recommendations from the Draft 2050 Regional Transportation Plan (RTP), the proposed long-range transportation plan for the six-county Capital Area Metropolitan Planning Organization (CAMPO) region. Project are classified as either constrained and illustrative. Constrained projects are those which sponsoring agency have demonstrated an ability to fund within the time frame of the plan or have been prioritized for federal funding by satisfying criteria tied to the Draft 2050 RTP goals and objectives. Illustrative projects consist of planned transportation projects for which funding cannot reasonably be expected or which are expected to be implemented outside the time horizon of the RTP.

Click on individual projects for more information. If multiple projects are in close proximity to where you click, you may use the arrows in the non-...

**DRAFT RTP status : Constrained**

Transit

points

● Transit

project

— Transit



# Draft Project Web Map – Layer Visibility

## DRAFT - 2050 RTP projects

<https://campotexas.maps.arcgis.com/apps/instance/portfolio/index.html?appid=7cd2c7c7da0b4f239b0c85f34f5bff5c>

**DRAFT - 2050 RTP projects**

Constrained ⓘ Illustrative

**DRAFT 2050 RTP**

This map shows project recommendations from the Draft 2050 Regional Transportation Plan (RTP), the proposed long-range transportation plan for the six-county Capital Area Metropolitan Planning Organization (CAMPO) region. Project are classified as either constrained and illustrative. Constrained projects are those which sponsoring agency have demonstrated an ability to fund within the time frame of the plan or have been prioritized for federal funding by satisfying criteria tied to the Draft 2050 RTP goals and objectives. Illustrative projects consist of planned transportation projects for which funding cannot reasonably be expected or which are expected to be implemented outside the time horizon of the RTP.

Click on individual projects for more information. If multiple projects are in close proximity to where you click, you may use the arrows in the pop-up.

**DRAFT RTP status : Constrained**

Roadway

points

● Roadway

project

— Roadway

FID	325
MPO ID	51-00191-00
Project Type	Roadway
Sponsor	TxDOT
Co Sponsor	
County	Travis



## Travel Demand Modeling

.....

2020, 2050 No Build,  
and 2050 Build results



- With projected growth, travel demand is expected to more than double, to **22 million person-trips** per day by 2050.
- Reduced investment in transportation services results in worsening travel congestion to **more than twice** the current levels.
- Identified improvements represent a reduction of more than **28 million vehicle miles of travel** per day compared to "No Build."
- VMT per person increases by 20% under "No Build" but stays the **same as existing** under "Build" conditions.



# Title VI Analysis

.....  
Requirements and  
Vulnerable Population  
Definitions

- Using Title VI to consider protected classes and,
- Additional consideration of Vulnerable Populations
  - » Includes minorities, low income, seniors, persons with disabilities, zero-car households, and persons with limited English proficiency





# Title VI Analysis

.....  
Comparing Impacts on  
Vulnerable Populations  
to the General  
Population



- **By vehicle:**
  - » Vulnerable populations experience a slightly shorter trip length and travel time
- **By transit:**
  - » Vulnerable populations experience a roughly equivalent walk length and slightly shorter walk time
  - » Vulnerable populations experience a slightly shorter transit length and time in 2020, and a slightly longer transit length and time in 2050



## Next Steps

.....  
Send all comments  
and questions by  
**March 14** to

[William.Lisska@campotexas.org](mailto:William.Lisska@campotexas.org)

- **January 27 | TAC** – Draft Plan (information)
- **February 10 | TPB** – Draft Plan (information)
- **February to April** – Second round of public outreach
- **March 14** – deadline for TAC feedback
- **March 24 | TAC** – Final Plan (information)
- **April 14 | TPB** – Final Plan (information)
- **April 28 | TAC** – Final Plan (recommendation)
- **May 12 | TPB** – Final Plan (action)

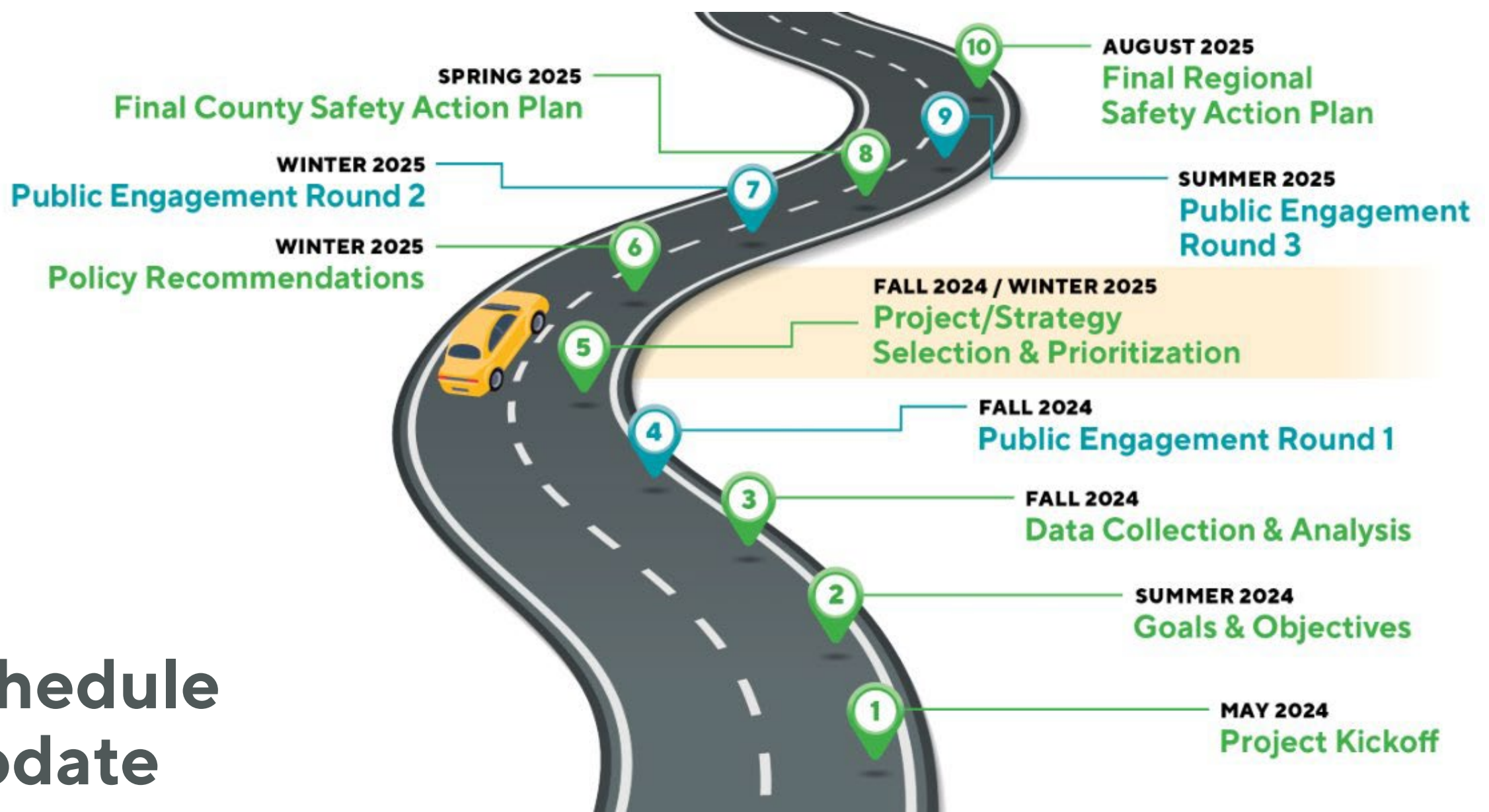




## ITEM 5: UPDATE ON CAMPO REGIONAL SAFETY ACTION PLAN (RSAP)



# Schedule Update





# Safety Needs Assessment



- Crash Data Analysis
  - » Hot Spots – High Injury Network (HIN)
  - » Systemic – Crash Type and Contributors
- Public Engagement
  - » Community input provides value on the perceived needs and concerns of road users



# Safety Analysis

## Example: Williamson County Crash Proportions by Emphasis Area

Top Emphasis Areas	Fatal & Serious Injury Crashes	Proportion of Fatal & Serious Injury Crashes
Dark Conditions	529	42%
Intersection Related	520	41%
Roadway/Lane Departures	432	34%
Speed Related	355	28%
Young Driver Involved (15-20)	227	18%
Older Driver Involved (65+)	202	16%
No Seatbelt/Child Car Seat	190	15%
Alcohol/Drug Related	174	14%
Distracted Driving	139	11%
Pedestrians/Bicyclists	129	10%

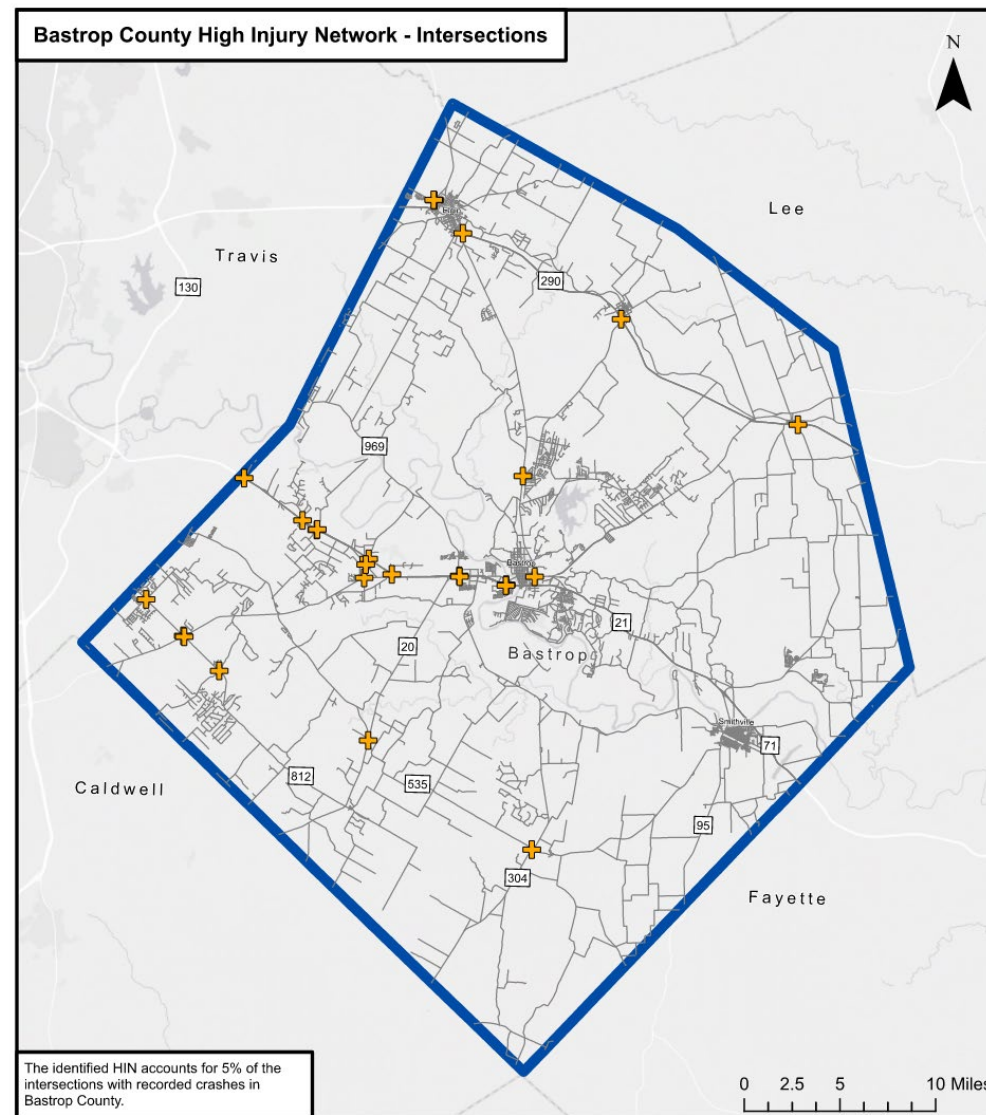
**Note:** Crashes are not mutually exclusive; a single crash can be classified under multiple categories. For example, a crash may be both a roadway departure and speed-related if it involves both factors.





# Safety Analysis

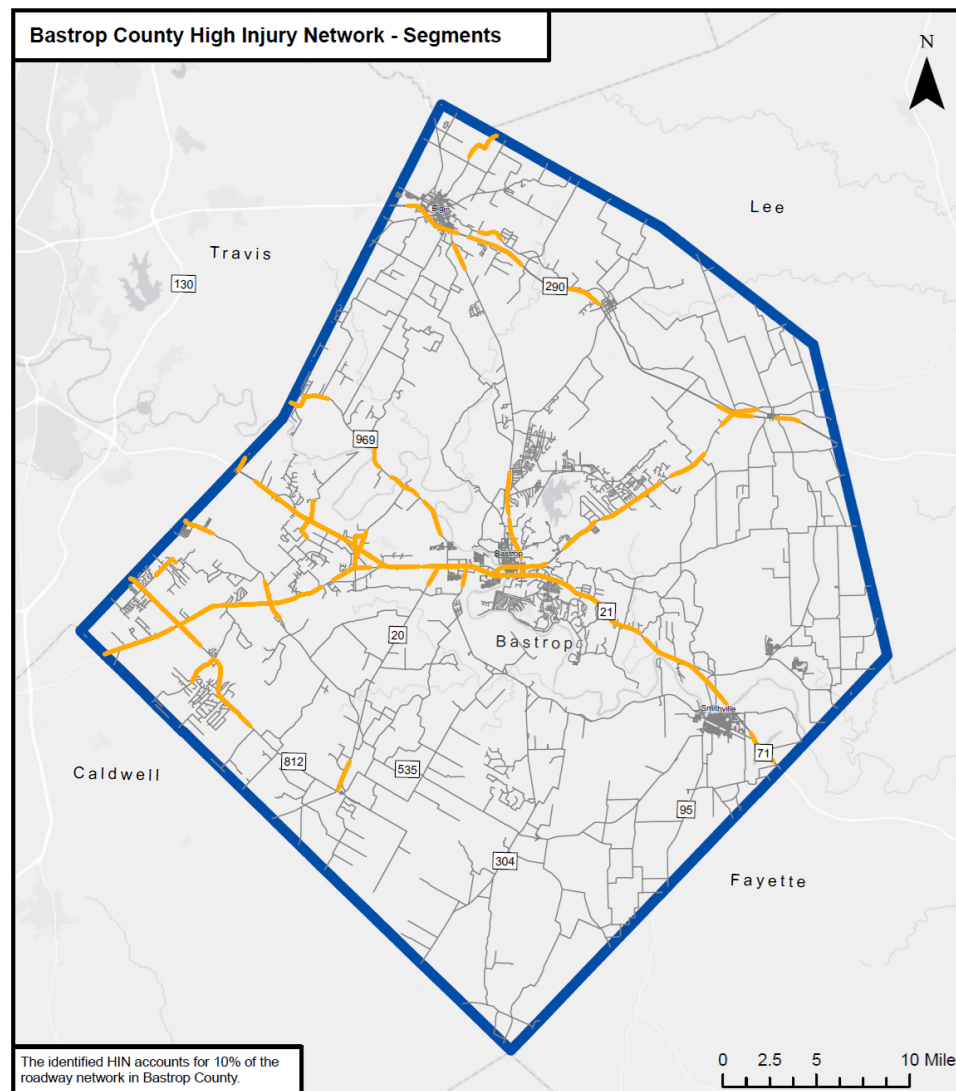
## Example: Bastrop County High Injury Intersections





# Safety Analysis

## Example: Bastrop County High Injury Segments







# Recommending Safety Improvements

## County-level Improvements and Prioritization

- Connecting improvements to safety needs
  - » Locations exhibiting crash frequency and severity
  - » Contributing factors
- Confirm potential improvements with Task Forces, then share ideas with public
  - » Keep recommendations flexible for local implementation, but some assumptions to better measure impact
- Developing prioritization criteria for infrastructural improvements in partnership with County-level Task Forces
  - » Crash Reduction Potential
  - » Project Cost
  - » Vulnerable Road User Benefits
  - » Equity Benefits
  - » Readiness
- Behavioral strategies (enforcement, education)





## Candidate Safety Improvements in Lockhart area

### COR-4: SH 130 near Rolling Ridge Road

#### Short term:

- Assess ponding where superelevation transitions from outside to normal crown
- Install highly permeable asphalt if warranted

### COR-2: US 183 at SH 130 Interchange

#### Short term:

- Remove option for 2 lane exit w/downstream merge for SH 130 North
- Change to single lane exits - one for SH 130 North & one for US 183 North
- Replace existing cantilever sign with overhead sign bridge & new guide signing

### COR-12: FM 672 between US 183 & Bastrop Co. Line

#### Short term:

- Curve treatments

#### Medium term:

- Widen to 12' lanes & 10' shoulders
- Milled centerline & edgeline rumble strips
- Safety edge
- Improve clearzone

### COR-11: FM 20 between US 183 & Bastrop Co. Line

### COR-13: FM 86 between US 183 & Bastrop Co. Line

#### Medium term:

- Widen to 12' lanes & 10' shoulders
- Milled centerline & edgeline rumble strips
- Safety edge
- Improve clearzone

#### Legend

- Focus Corridors
- ✕ HIN Intersections Included in Focus Corridors
- ✕ Focus Intersection
- ▭ Caldwell County





## Next Steps

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### TAC

- Provide feedback from County-Level Task Force inputs, review of draft plans.

### Project Team

- Complete County-level Safety Action Plans
- Regional crash analysis, policy assessment

## ITEM 6: REPORT ON TRANSPORTATION PLANNING ACTIVITIES



## ITEM 7: ANNOUNCEMENTS





## Upcoming Meetings



- TPB → February 10, 2025
- TAC → February 24, 2025

# Adjournment