TECHNICAL ADVISORY COMMITTEE MEETING
via Microsoft Teams
Monday, February 23, 2026
2:00 p.m.

Livestream at: www.campotexas.org

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members
.....Ms. Emily Barron, Chair

ACTION:

2. Election of Officers for Technical Advisory Committee (TAC) Chair and Vice Chair
.....Mr. Chad McKeown, CAMPO
Mr. McKeown will seek TAC approval of the candidates for the TAC officers positions.

3. Approval of October 27, 2025 Meeting Summary ..... Mr. Chad McKeown, CAMPO
Mr. McKeown will seek TAC approval of the October 27, 2025 meeting summary.

INFORMATION:

4. Discussion on 2026 Federal Performance Measure Targets ..... Mr. Nirav Ved, CAMPO
Mr. Ved will present the 2026 performance measure targets updates.

5. Discussion on Construction Partnership Program ..... Mr. Nirav Ved, CAMPO
Mr. Ved will provide an overview of the Construction Partnership Program, a multi-agency effort to ensure construction and closure coordination occurs among agencies and with the traveling public during a period of large construction projects in the region.

6. Update on Regional Transit Coordination Committee (RTCC) ..... Ms. Simone Serhan, CAMPO
Ms. Serhan will provide an overview of CAMPO's RTCC, including activities related to an ongoing update of the RTCC's guiding document, the Regional Transit Coordinated Transportation Plan for Public Transit and Health/Human Services.

7. Update on Interchange Bottlenecks Study ..... Mr. Will Lisska, CAMPO
Mr. Lisska and CAMPO's consultant HDR will brief the TAC on improvement concepts recommended for four prioritized intersection/interchange locations.

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 737-229-0896 at least three (3) business days prior to the meeting to arrange for assistance.

8. Discussion on Braker Lane North Funding and Scope Change .....Mr. Ryan Collins, CAMPO
   Mr. Collins will present the recommended option for the Braker Lane North project.

9. Update on 2028-2031 Call for Projects..... Mr. Ryan Collins, CAMPO
   Mr. Collins will provide an update on the 2028-2031 Call for Projects.

10. Briefing on Integrated Infrastructure Consortium Concept ..... Mr. Ashby Johnson, CAMPO
    Mr. Johnson will provide an overview of a conceptual program to improve project implementation by lowering risks thereby potentially lowering costs.

11. Report on Transportation Planning Activities

12. TAC Chair Announcements
    - March 9, 2026 TPB Meeting – Canceled
    - Next TPB Meeting – April 13, 2026, 2:00 p.m.
    - Next TAC Meeting – March 23, 2026, 2:00 p.m.

13. Adjournment

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for assistance.

Date:	February 23, 2026
Continued From:	N/A
Action Requested:	Approval

To:	Technical Advisory Committee
From:	Mr. Chad McKeown, Deputy Executive Director
Agenda Item:	2
Subject:	Election of Officers for Technical Advisory Committee (TAC) Chair and Vice-Chair

RECOMMENDATION

Staff recommends that the Technical Advisory Committee approve the TAC Nominating Committee's recommendation for Chair and Vice-Chair.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is for the Technical Advisory Committee to vote on the recommendations for the positions of Chair and Vice-Chair.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Per the Technical Advisory Committee bylaws: "The Technical Advisory Committee shall elect a Chair and a Vice-Chair, each to serve for a term of one year. Elections shall be held at the first meeting of each calendar year. The current Chair shall appoint a nominating committee of three (3) members prior to the first meeting of each calendar year for the purpose of bringing before the TAC a slate of officers for consideration. In the event the Chair is unable to serve the entire term of office, the Vice-Chair shall succeed to the office of Chair and the new Chair shall appoint a committee member to serve as Vice-Chair for the remainder of the term. This appointment shall be subject to approval by the majority of the TAC present at the next called meeting."

TAC Chair, Ms. Emily Barron, AICP appointed a TAC Nominating Committee to deliberate and recommend candidates for the 2026 officer positions. Appointments to the Committee were as follows:

1. Mr. Shaun Condor, City of San Marcos
2. Mr. Brian Kuhn, City of Round Rock
3. Mr. Charlie Watts, Travis County

The TAC Nominating Committee will present its recommendations for Chair and Vice-Chair at the February meeting.

SUPPORTING DOCUMENTS

None.

Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting
CTRMA Board Room, Third Floor
3300 N. IH-35, Austin, TX 78705
Meeting Minutes
October 27, 2025 – 2:00 p.m.

Livestream at: www.campotexas.org

1. Certification of Quorum ..... Ms. Emily Barron, Chair

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:02 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate/ Attended By
1.	Lila Valencia	City of Austin	Y	
2.	Cole Kitten	City of Austin	N	
3.	Richard Mendoza, P.E.	City of Austin	Y	
4.	Randall Skinner	City of Cedar Park	Y	
5.	Lua Saluone	City of Georgetown	Y	
6.	Mike Trimble	City of Kyle	Y	via Microsoft Teams
7.	Ann Weis	City of Leander	Y	via Microsoft Teams
8.	Emily Barron, Chair	City of Pflugerville	Y	
9.	Brian Kuhn	City of Round Rock	Y	
10.	Shaun Condor, P.E.	City of San Marcos	Y	via Microsoft Teams

11.	Aimee Robertson	Bastrop County	Y	via Microsoft Teams
12.	Alondria Macias	Bastrop County (Smaller Cities)	N	
13.	Greg Haley, P.E.	Burnet County	Y	via Microsoft Teams
14.	Russell Sander	Burnet County (Smaller Cities)	Y	via Microsoft Teams
15.	Will Conley	Caldwell County	Y	via Microsoft Teams
16.	David Fowler	Caldwell County (Smaller Cities)	Y	
17.	Vacant	Hays County	-	
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	via Microsoft Teams
19.	Charlie Watts	Travis County	Y	via Microsoft Teams
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	via Microsoft Teams
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Matt Rector	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins via Microsoft Teams
24.	Mike Sexton, P.E.	CTRMA	N	Oscar Solis, P.E.
25.	Sharmila Mukherjee	Capital Metro	N	Jacob Calhoun
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

2. Approval of September 22, 2025 Meeting Summary

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the September 22, 2025 meeting summary, as presented.

Mr. Bob Daigh, P.E. moved for approval of the September 22, 2025 meeting summary, as presented.

Mr. Jacob Calhoun seconded the motion.

Mr. Richard Mendoza, P.E. was not attendance for the September 22, 2025 TAC meeting and abstained from voting to approve the September 22, 2025 meeting summary.

The motion prevailed.

3. Discussion and Recommendation on Amendments to the 2025-2028 Transportation Improvement Program (TIP) and 2050 Regional Transportation Plan (RTP)

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who informed the Committee that the Fall amendment cycle was presented to the Transportation Policy Board as an information item and in a public hearing at its September meeting. Mr. Collins reported that the Fall amendment cycle was also presented as an information item to the TAC at its September meeting, as well.

Mr. Collins provided a brief overview of the Fall amendment process, highlighted the Fall amendment schedule, and discussed the amendments received for the 2025-2028 TIP and 2050 RTP.

Ms. Doise Miers, CAMPO Community Outreach Manager later summarized the public outreach effort for the Fall amendment cycle. Ms. Miers reported that the public comment period for the Fall amendment cycle opened on September 2, 2025 and closed on October 17, 2025. Ms. Miers noted that the public comment period was extended from October 10, 2025 to October 17, 2025 due to amendment requests received from the Austin Transit Partnership mid-way through the public comment period.

Ms. Miers further reported that public outreach for the Fall amendment cycle included six (6) in-person open houses, online open house with commenting accepted online, by mail, and phone. Ms. Miers added that nineteen (19) comments were received and provided a summary of the comments received.

Mr. Collins concluded the presentation with a request for a recommendation for Transportation Policy Board approval of the proposed amendments to the 2025-2028 TIP and 2050 RTP, as presented. A brief question and answer followed.

The Chair entertained a motion for approval of a recommendation for Transportation Policy Board approval of the proposed amendments to the 2025-2028 TIP and 2050 RTP, as presented.

Mr. Bob Daigh, P.E. moved for approval of a recommendation for Transportation Policy Board approval of the proposed amendments to the 2025-2028 TIP and 2050 RTP, as presented.

Mr. Brian Kuhn seconded the motion.

4. Discussion and Recommendation on Final Draft Regional Safety Action Plan (RSAP)

The Chair recognized Mr. Nicholas Samuel, CAMPO Senior Regional Planner who thanked everyone who took part in the planning effort of the RSAP. Mr. Samuel also thanked members of the Safety Task Force for their effort and participation.

Mr. Samuel reported that the purpose of the RSAP is to address issues of roadway fatality and serious injury in the region. Mr. Samuel also highlighted the vision, goals, and outcomes, and implementation of the RSAP.

Mr. Samuel later informed the Committee that he was made aware of one (1) minor error in the draft document on October 22, 2025, referring to the City of Cedar Park's resolution for plan adoption. Mr. Samuel noted that CAMPO staff will make the revision and forward an updated final draft RSAP to the TAC before presenting it to the Transportation Policy Board for approval. The presentation was concluded with a request for TAC recommendation for approval for adoption of the RSAP by the Transportation Policy Board.

The Chair recognized Ms. Aimee Robertson (Bastrop County) who called attention to pages 120 and 121 of the final draft document, which note a few Bastrop County projects with recommended improvements that include the addition and installation of rumble strips. Ms. Robertson informed the Committee that Mr. Samuel was previously informed that Bastrop County would like the addition and installation of rumble strips, specifically removed as part of the recommended improvements for those Bastrop County road projects in advance of presenting the final draft RSAP to the Transportation Policy Board for approval.

Mr. Samuel informed Ms. Robertson that he would make the noted amendment, as requested.

A brief question and answer with comments followed.

Mr. Richard Mendoza, P.E. thanked CAMPO staff for their work on the CAMPO RSAP and noted that the City of Austin's Vision Zero Program supports the CAMPO RSAP and appreciates CAMPO's leadership in this area.

Mr. Mendoza also thanked the TxDOT-Austin District for its participation in the 10-year celebration of the City of Austin's Vision Zero Program which seeks the same outcome of the TxDOT Road to Zero Program.

The Chair entertained a motion for approval of a recommendation to adopt the CAMPO RSAP with the noted City of Cedar Park and Bastrop County revisions.

Mr. Richard Mendoza, P.E. moved for approval of a recommendation to adopt the CAMPO RSAP with the noted City of Cedar Park and Bastrop County revisions.

Ms. Angela Kennedy seconded the motion.

The motion prevailed unanimously.

5. Discussion and Approval of Transportation Demand Management (TDM) Subcommittee Nomination

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who recalled that the TAC voted to approve the TAC TDM Subcommittee nominations presented last month. Mr. Ved informed the Committee that an additional nomination was received from the TxDOT-Austin District following that meeting. Mr. Ved identified Ms. Megan Dutton, Director of Special Project Advancement as the TxDOT-Austin District representative nominated to serve on the TAC TDM Subcommittee. The presentation was concluded with a request to approve the nomination of Ms. Megan Dutton as the TxDOT-Austin District representative to serve on the TAC TDM Subcommittee. No questions or comments followed.

The Chair entertained a motion to approve the nomination of Ms. Megan Dutton as the TxDOT-Austin District representative to serve on the TAC TDM Subcommittee.

Mr. Bob Daigh, P.E. moved to approve the nomination of Ms. Megan Dutton as the TxDOT-Austin District representative to serve on the TAC TDM Subcommittee.

Mr. Jacob Calhoun seconded the motion.

6. Discussion on Transportation Project Progress

The Chair recognized Mr. Ryan Collins who provided a brief introduction of Ms. Christine Tremblay as a new member of the CAMPO team and presenter of the Transportation Project Progress, to date.

Ms. Tremblay informed the Committee that she is undergoing a comprehensive review of various projects in the region. Ms. Tremblay briefly summarized the purpose and outcomes of the project progress review process. Ms. Tremblay also highlighted and discussed the project progress of twenty-two (22) active projects. The presentation concluded with photos and the progress of highlighted sponsor, the City of Buda and its FM 2001 Project to construct a 10' wide multi-use path.

Mr. Collins later provided additional comments regarding specific projects included in project progress overview. Mr. Collins informed the Committee that the "My Projects" reporting system is currently inaccessible to external users as it is undergoing development changes. Mr. Collins further reported that the reporting system will be accessible again at the beginning of the year. A brief question and answer followed.

7. Update on CAMPO Project Readiness Program

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who introduced Mr. Eric Busker of BGE, Inc., CAMPO's General Engineering Consultant as presenter of the update on the CAMPO Project Readiness Program.

Mr. Busker provided a refresher on the inception of the CAMPO Project Readiness Program. Mr. Busker reported that upon creation of the Project Readiness Program, CAMPO and TxDOT worked closely to identify nine (9) regionally significant corridors to be included as part of the program. Mr. Busker added that a Prioritization Subcommittee of the TAC was later created to provide assistance with those regionally significant corridors.

Mr. Busker later provided detailed updates on three (3) corridor projects currently directly overseen by CAMPO as follows:

1. FM 973 – US 290 to US 79
2. FM 734 – 1431 to Loop 1 (MoPac)
3. FM 969 SH 130to SH 71/SH 21

The update was concluded with next steps, and a brief question and answer with comments.

8. Report on Transportation Planning Activities

The Chair also recognized Mr. Ashby Johnson, CAMPO Executive Director who reported that there will be an election of officers for the Transportation Policy Board in January 2026 and noted that the current Chair, Commissioner Cynthia Long (Williamson County) will not serve again as an officer but will remain on the Transportation Policy Board through December 2026. Mr. Johnson further reported that the current Vice Chair, Council Member Rudy Metayer (City of Pflugerville) will be standing for election of Chair, Mayor Josh Schroeder (City of Georgetown) has expressed interest in the Vice Chair position, and Commissioner Edward Theriot (Caldwell County) has expressed interest in the Secretary position.

Mr. Johnson concluded in reporting that a groundbreaking ceremony was held last month for the SH 183A Frontage Roads Projects and a groundbreaking ceremony will be held for SH 71 and Tucker Hill Lane -on October 28, 2025.

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who reported that a request for appointments to the 2026 TAC membership for Primary Members and Alternates was sent to the Transportation Policy Board, TAC, and regional Transportation agencies. Mr. McKeown reminded TAC members that the deadline for appointments is December 15, 2025.

9. TAC Chair Announcements

The Chair thanked CAMPO staff for their efforts in coordinating October 27, 2025 hybrid meeting.

The Chair also announced that the next Transportation Policy Board Meeting will be held November 10, 2025 at 2:00 p.m. and the next Technical Advisory Committee Meeting will be held on November 17, 2025 at 2:00 p.m.

10. Adjournment

The October 27, 2025 meeting of the Technical Advisory Committee was adjourned at 2:43 p.m.

Date:	February 23, 2026
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	4
Subject:	Discussion on 2026 Federal Performance Measure Target Updates

RECOMMENDATION

None, this item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

As part of the performance-based transportation planning process, the Transportation Policy Board (TPB) has adopted performance targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) as well as Transit Asset Management (TAM) and Transit Safety. As part of this process, the TPB must adopt PM1, TAM, and Transit Safety annually. PM2 and PM3 are adopted in response to TxDOT's target updates which typically occur every two years.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance targets in key areas. On an annual basis, the TPB adopts updated performance measure targets included in the Performance Measure Report, which are then incorporated into the programming and planning processes.

SUPPORTING DOCUMENTS

Attachment A – *2026 Performance Measure Report*

Performance Measure Report

2026

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

Background

To provide more transparency in the selection and prioritization of surface transportation projects, federal legislation requires a performance-based planning process framework in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance measure targets.

The U.S. Department of Transportation (USDOT) developed performance measures in seven key goal areas identified in federal transportation legislation. State departments of transportation and metropolitan planning organizations must set performance measure targets in these key areas as part of a larger performance measure planning system that creates an outcome driven approach.

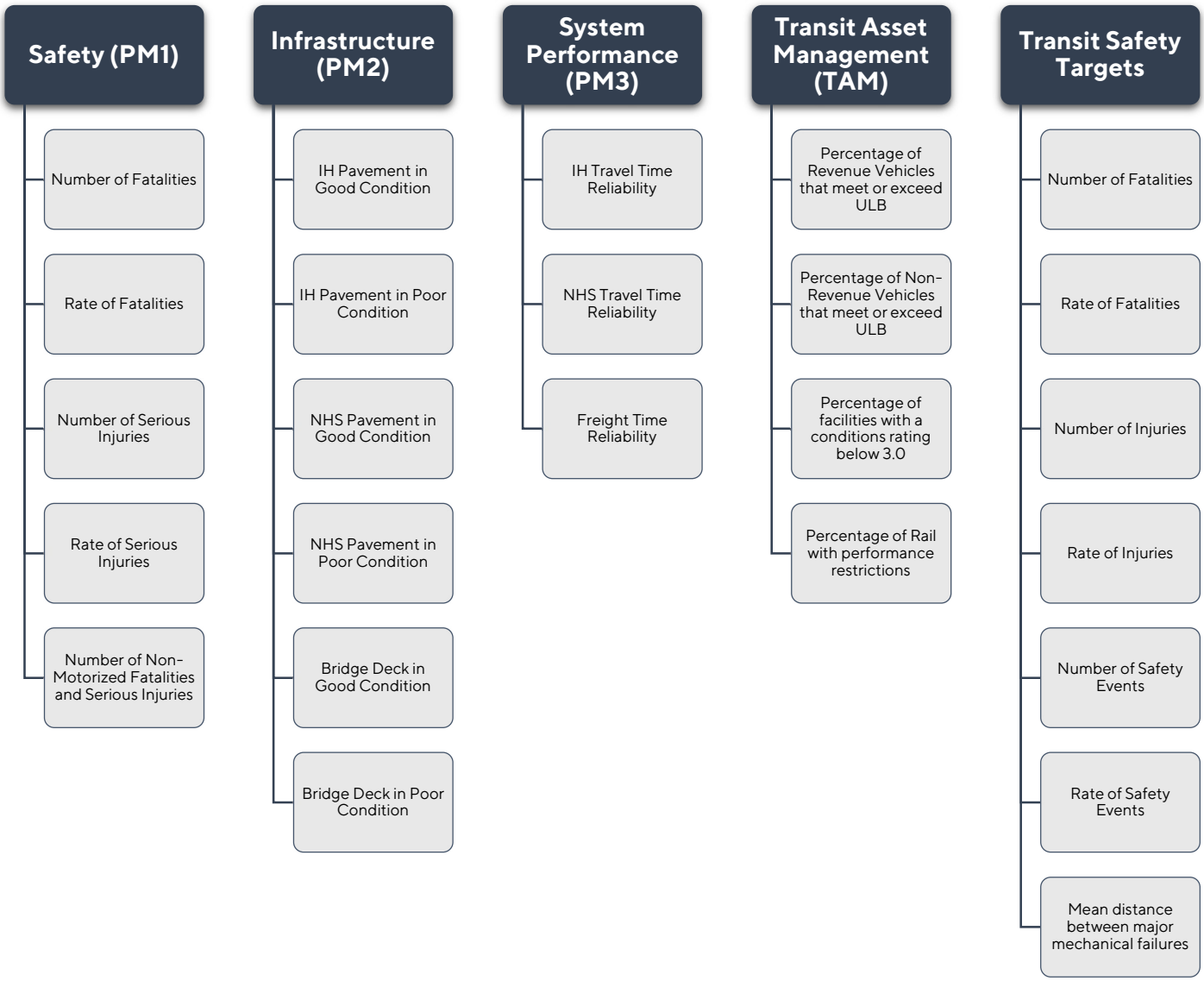
- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

Transportation performance management is an iterative process that helps guide the planning process by providing directional goals for the plans and programs, but also provides a feed-back mechanism in which to measure success. To achieve the federal goals, states and MPOs jointly develop performance measures and targets with which to guide the transportation development process.

The Transportation Policy Board adopts the Performance Measure Report and updated performance measure targets on an annual basis. These targets are then incorporated into the programming and planning processes of the Transportation Improvement Program, Regional Transportation Plan, and other planning activities.

Summary

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). Part of the performance-based planning process requires the adoption of performance targets in key areas including Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) for on-system facilities as well as Transit Asset Management (TAM) and Transit Safety.



Safety Performance Measures (PM1)

The Transportation Policy Board currently supports the state's efforts and has adopted the Safety targets set by the Texas Department of Transportation (TxDOT). The table below details the statewide safety numbers which are supported by the priorities of the Transportation Policy Board and project investment. Targets are set annually, both at the state and local level, and are adjusted based on the previous year's safety information and policy changes.

Safety (PM1)	Current Target	2026 Target	5 Year Rolling Average Target
Number of Fatalities	3,046	4,506	3,693
Rate of Fatalities	1.14	1.44	1.35
Number of Serious Injuries	17,062	18,884	18,383
Rate of Serious Injuries	6.39	6.30	6.78
Number of Non-Motorized Fatalities and Serious Injuries	2,357	2,802	2,490

Please note, in addition to the calendar year targets, TxDOT sets a rolling 5-year target for each of the performance measures that is adjusted every year based on the actual safety data available from the previous year. These 5-year average targets represent the overarching safety goals set forth by the Texas Transportation Commission, namely a specific percentage reduction over the 5-year period. The new calendar year targets are calculated each year to support the rolling 5-year average targets. Because the calendar year targets are the actual targets needed for the current year to achieve the rolling 5-year average, the Transportation Policy Board adopts the calendar year targets.

Pavement and Bridge Conditions (PM2)

The Transportation Policy Board evaluates the general condition of the regional transportation system by establishing minimum condition standards and setting targets conditions for pavement and bridges. The Transportation Policy Board currently supports the state's efforts and has adopted the Pavement and Bridge Performance Measures (PM2) targets set by the Texas Department of Transportation. Please refer to CAMPO's performance measure dashboards for more information on regional performance.

Infrastructure (PM2)	Current Target	Baseline	2-Year Target	4-Year Target
IH Pavement in Good Condition	66.5%	64.5%	63.9%	63.6%
IH Pavement in Poor Condition	.2%	.1%	.2%	.2%
NHS Pavement in Good Condition	54.1%	49.2%	48.5%	47.6%
NHS Pavement in Poor Condition	14.2%	1.1%	1.5%	1.5%
Bridge Deck in Good Condition	50.4%	49.2%	48.5%	47.6%
Bridge Deck in Poor Condition	1.5%	1.1%	1.5%	2.5%

Please note, in updating this year's performance measure targets for PM2, the Texas Department of Transportation (TxDOT) has set 2 and 4-year targets for 2022 through 2025. These targets were set utilizing the most recent data available (baseline) regarding performance metrics.

System and Freight Performance (PM3)

The Transportation Policy Board has prioritized addressing congestion in the region by establishing system performance measures and setting targets for travel time reliability. The Transportation Policy Board currently supports the state's efforts and adopted the System and Freight Performance targets set by the Texas Department of Transportation. Please refer to CAMPO's performance measure dashboards for more information on regional performance.

System Performance (PM3)	Current Target	Baseline	2-Year Target	4-Year Target
IH Travel Time Reliability	70.0%	84.6%	70%	70%
NHS Travel Time Reliability	70.0%	90.3%	70%	70%
Freight Time Reliability	1.76%	1.39	1.55	1.55

Please note, in updating this year's performance measure targets for PM3, the Texas Department of Transportation (TxDOT) has set 2 and 4-year targets for 2022 through 2025. These targets were set utilizing the most recent data available (baseline) regarding performance metrics.

Transit Asset Management (TAM)

Direct recipients of federal funds from the Federal Transit Agency (FTA), must comply with the FAST Act by adopting Transit Asset Management (TAM) performance measures and targets. These direct recipients, including Capital Metro and the City of Round Rock, must develop a Transit Asset Management (TAM) Plan with performance measure goals related to capital assets. In addition to the plan, the transit agencies must set annual performance measure targets for asset classes that they manage.

Transit Asset Management (TAM)	Current Target	2026 Target
Percentage of Revenue Vehicles that meet or exceed ULB	<15%	<18%
Percentage of Non- Revenue Vehicles that meet or exceed ULB	<15%	<18%
Percentage of facilities with a conditions rating below 3.0	<15%	<15%
Percentage of Rail with performance restrictions	0%	0%

Note that regional transit providers approach Transit Asset Management target setting differently; whereas some providers set specific targets for their asset classes, others set a more generalized range in their Transit Asset Management Plans. Because of this, CAMPO adopts an overall range that is inclusive of both the agency specific targets and set ranges across providers.

Transit Safety Targets

Direct recipients of 5307 federal funding from the Federal Transit Agency (FTA), must comply with the federal regulations by adopting a Public Transportation Agency Safety Plan (PTASP) which includes transit safety targets that are adopted annually by the agency and the Transportation Policy Board. These direct recipients, including Capital Metro, the City of Round Rock and the City of San Marcos. Please note that rate targets are weighted averages between the providers, whereas specific number targets are the combined targets of the recipients.

Transit Safety Targets	Current Targets	2026 Targets
Number of Fatalities	0	1
Rate of Fatalities	0	0
Number of Injuries	65	44
Rate of Injuries	0.35	.34
Number of Safety Events	85	108
Rate of Safety Events	0.195	0.195
Mean distance between major mechanical failures	17,200	17,200

Performance Measure Resources

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. While target setting provides those critical benchmarks to measure success, it is the actionable investment decisions that directly impact the region. With that in mind, CAMPO has prioritized performance management in its investment strategies, planning activities, and has also developed digital tools to help provide real-time information and in-depth analysis regarding performance.

Transportation Performance Management Resources	
Project Selection Criteria	Project selection process that included a significant focus on the prioritization of projects that provide significant safety benefits, specifically in a project's ability to directly reduce fatalities and serious injuries.
Performance Measure Dashboards	Comprehensive digital dashboards that provide the most up-to-date regional performance information. The dashboard provides users with the ability to do in-depth analyses on safety, performance, and pavement/bridge conditions
Planning Activities	CAMPO's planning activities from the Regional Transportation Plan and Transportation Improvement Program to the numerous regional and local studies include transportation performance management as an integral part of the planning process. Examples include: • Regional Transportation Plan • Transportation Improvement Program • Regional Safety Plan • Regional Freight Study • Regional Bottlenecks/Interchange Study • Mobile Emission Reduction Plan • Local Studies

Appendix A – Federal Performance Measure Fact Sheets

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at http://safety.fhwa.dot.gov/hsip/shsp/.

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would …	If an MPO establishes its own HSIP target, the MPO would…
■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets	■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.

Pavement
Performance Measures

TPM
HOW WE GET THERE

Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR 5886) a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures
✓ % of Interstate pavements in Good condition
✓ % of Interstate pavements in Poor condition
✓ % of non-Interstate NHS pavements in Good condition
✓ % of non-Interstate NHS pavements in Poor condition

About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

Penalty Provisions

If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

Target Setting

State DOTs:

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.

Pavement
Performance Measures

TPM
HOW WE GET THERE

Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4-year performance period begins.
May 20, 2018	State DOT targets must be established.
January 1, 2018	State DOTs collect data for Interstate pavements that conform to the final rule (IRI, Rutting, Cracking %, Faulting, and Inventory).
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support state target or establish separate quantifiable target.
October 1, 2018	Baseline Performance Period Report for 1st Performance Period due. State DOTs report 4-year targets for Interstate and 2-year and 4-year targets for non-Interstate NHS; etc.
April 15, 2019, and each April 15 thereafter	State DOTs submit first Interstate data that conform to the final rule.
January 1, 2020	State DOTs collect data for non-Interstate NHS pavements that conform to the final rules.
October 1, 2020	Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
June 15, 2021, and each June 15 thereafter	State DOTs submit non-Interstate NHS data that conform to the final rule.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1st Performance Period due. State DOTs reports 4-year condition/performance; progress toward achieving 4-year targets, etc. Baseline Performance Period Report for 2nd Performance Period due. State DOTs report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline condition; etc.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.

BRIDGE
PERFORMANCE MEASURES

TPM
HOW WE GET THERE

Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal* Register (82 FR5886) a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures
✓ % of NHS bridges by deck area classified as in Good condition
✓ % of NHS bridges by deck area classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.

BRIDGE
PERFORMANCE MEASURES

TPM
HOW WE GET THERE

Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4- year performance period begins.
May 20, 2018	Initial 2- and 4-year targets established.
October 1, 2018	Baseline Performance Period Report for the 1st Performance Period due. State DOTs report 2-year and 4-year targets; etc.
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support State target or establish separate quantifiable target.
October 1, 2020	Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1st performance period due. State DOTs report 4-year condition/ performance; progress toward achieving 4-year targets; etc. Baseline report due for 2nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc.

Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs' totals.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.

NHS Travel Time Reliability Measures

WHAT: Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the *Federal Register* [82 FR 5970 (January 18, 2017)].

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

WHEN: Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018.** Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020.** For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022.**

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

Note: The FHWA is preparing guidance on how all rules should be implemented.

Freight Reliability Measure

WHAT: Measurement of travel time reliability on the Interstate System (Truck Travel Time Reliability (TTTR) Index). Read the final rule in the *Federal Register* [82 FR 5970 (January 18, 2017)].

WHO: State DOTs and MPOs.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including freight movement on the Interstate. The measure considers factors that are unique to this industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts to the system in planning for on-time arrivals. [23 CFR 490.607]

WHEN: State DOTs must establish 2- and 4-year targets by **May 20, 2018.** Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Freight movement will be assessed by the TTTR Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

State DOTs and MPOs will have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS) as data set includes truck travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer.

Note: The FHWA is preparing guidance on how all rules should be implemented.

FTA
FEDERAL TRANSIT ADMINISTRATION

TRANSIT ASSET MANAGEMENT

TAM Performance Measures

Background

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

Performance Measures

Rolling Stock: The percentage of revenue vehicles (by asset class) that have met or exceeded the useful life benchmark (ULB).

Equipment: The percentage of non-revenue service vehicles (by asset class) that have met or exceeded the ULB.

Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. Condition assessments must be no more than four years old.

Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

Resources:

- ULB Cheat Sheet
- Facility Performance Measure Guidebook.
- Infrastructure Performance Measure Guidebook.
- Narrative report template

Data To Be Reported to the National Transit Database (NTD)

Rolling Stock: The NTD lists 26 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

Equipment: Only 3 classes of non-revenue service vehicles are collected and used for target setting: 1) automobiles, 2) trucks and other rubber tire vehicles, and 3) other steel wheel vehicles.

Useful Life Benchmark (ULB): Default ULBs represent maximum useful life for rolling stock and equipment based on the TERM model. Agencies can choose to use the FTA provided default ULB OR to customize based on analysis of their data.

Facilities: Four types of facilities are reported to NTD; they are combined to two categories for target setting: 1) Administrative and Maintenance and 2) Passenger and Parking.

Infrastructure: The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.

BRT and Ferry are NTD fixed guideway modes but are not included in TAM performance measures and targets.

TAM Performance Metrics: Agencies report data on current year performance and targets for the next fiscal year through the NTD Asset Inventory Module (AIM).

TAM Narrative Report: Agencies submit this report to the NTD annually. The report describes conditions in the prior year that impacted target attainment.

For more details visit
www.transit.dot.gov/TAM
or email TAM@dot.gov

TERM Scale: Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

What You Need to Know About Establishing Targets

Include:

- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measures.
- Only vehicles that are part of the active fleet.

Group Plans:

- Only one unified target per asset class.
- Sponsors may choose to develop more than one Group Plan.

MPOs:

- MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider(s) establish their targets.
- Coordinate with transit providers.

Example Target Calculations

Rolling Stock and Equipment: Each target is based on the agency's fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year's target. The performance metric calculation does not include emergency contingency vehicles.

Rolling Stock	Over the road bus (BU)	10	5	14 years		
		15	13	14 years	0%	60%
	Cutaway bus (CU)	19	8	10 years		
		5	12	10 years	21%	21%
	Mini Van (MV)	5	5	8 years	0%	0%
	Van (VN)	1	10	8 years		
		2	5	8 years	67%	67%
Equipment	Auto (AO)	5	4	8 years	0%	0%

This example assumes no new vehicle purchases in the calculation of targets for FY22, therefore the FY22 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the appropriate classes and asset types associated with the modes reported.

Safety Performance Targets Fact Sheet

Overview

The Public Transportation Agency Safety Plan (PTASP) regulation at 49 CFR § 673.11(a)(3) states that an Agency Safety Plan must include performance targets based on the safety performance measures established in the National Public Transportation Safety Plan. This fact sheet contains guidance on how to determine safety performance targets (SPTs) to meet that requirement. [1]

Setting Targets

Generally, an agency sets SPTs for each mode that represent its goals for the upcoming year (calendar, fiscal, or National Transit Database [NTD] reporting year). These goals could maintain current safety performance levels or aim to improve upon current safety performance. The Federal Transit Administration (FTA) has not specified how transit providers must set their targets nor established a required methodology.

You may choose to set your targets based on the safety data reported for each mode to the NTD in the past year or an average of the data (per mode) you reported over a certain number of years. You may consider benchmarking peer agencies or transit industry averages based on data reported to the NTD (see resources section for a link to the NTD time-series data).

Fatality Target

For the fatality safety performance measure, FTA uses the NTD definition of fatality (death confirmed within 30 days) and excludes trespassing and suicide-related fatalities. This means that although you may have to report a trespassing fatality to the NTD, you would exclude that trespassing fatality from your fatality performance target.

Injury Target

For the injury safety performance measure, FTA uses the NTD definition of injury (harm to a person requiring immediate medical attention away from the scene). FTA uses injuries reported on both the NTD S&S-40 (major) and S&S-50 (non-major) forms and excludes injuries resulting from assaults and other crimes (security events). This means you may have to report a crime-

[1] The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.

related injury to the NTD, but you would exclude that injury from your injury performance target.

Safety Event Target

For the safety event performance measure, FTA uses all *safety* events meeting an NTD major event threshold (events reported on the S&S-40 form). For this measure, FTA includes only major *safety* events and excludes major *security* events (both of which are reported to the NTD). This means you may have to report a major security event to the NTD, but you would exclude that security event from your safety events performance target.

System Reliability Target

The system reliability target is expressed in miles and is the mean (average) distance between major mechanical failures. The NTD defines a major mechanical system failure as "a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns." NTD Full Reporters report major mechanical failures to the NTD on the Maintenance Performance form (R-20). To calculate the mean distance between failures for a transit mode, you divide total vehicle revenue miles (VRM) by the total number of failures.

> Agency B, which operates 45 fixed-route Vehicles Operated in Annual Maximum Service (VOMs), reported 2,560,000 total VRM and 250 major mechanical failures in the past year.
>
> VRM / failures = SPT
> 2,560,000 / 250 = 10,240 miles

Data for NTD Reduced Reporters

Reduced Reporters report the total annual number of fatalities and injuries that occur in their systems, the total number of reportable events, and their annual VRM.[2] You can use this information to support the development of SPTs for fatalities, injuries, and safety events. As noted above, when you develop SPTs for fatalities, you will exclude trespassing and suicide-related fatalities; for injuries, you will exclude injuries resulting from assaults and other crimes (security events).

Reduced Reporters are not required to report major mechanical failures to the NTD. To set the system reliability performance target, you may, for example, review vehicle maintenance records to determine the number of major mechanical failures experienced in the prior year or the average of major mechanical failures over a certain number of years.

[2] Reduced reporters receive or benefit from Section 5307 funding, operate 30 vehicles or less across all modes and types of service, and do not operate fixed guideway and/or high intensity busway.

Resources

- Safety Performance Targets Guide provides information to help transit agencies develop SPTs based on the safety performance measures in FTA's National Public Transportation Safety Plan. See, for example, the section "Strategies for Establishing SPTs."
- PTASP Safety Performance Targets Webinar Presentation (February 4, 2020) reviews the requirements for SPTs in the PTASP regulation.
- The most recent *NTD Safety and Security Policy Manual* lists the major reporting thresholds for rail and non-rail modes. For more information on NTD reporting, see the most recent *NTD Reporting Policy Manual* or *NTD Reduced Reporting Manual*. See the full list of NTD manuals here.
- NTD Glossary includes definitions for reporting fatalities, injuries, safety events, and major mechanical system failures to the NTD and lists the NTD forms on which they are reported.
- NTD Safety & Security Major-Only Time Series Data includes data on events, injuries, and fatalities reported in previous years to the NTD by Full Reporters.
- NTD Safety & Security Quick Reference Guides define reportable Safety & Security events and identify reporting thresholds for rail and non-rail modes reporting to the NTD.

Date:	February 23, 2026
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	5
Subject:	Discussion on Construction Partnership Program

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

Over the coming years, travelers within the CAMPO region may encounter challenges due to concurrent construction on multiple generational projects including the IH-35 Capital Express and Project Connect. CAMPO staff will present an overview of how regional agencies have partnered together under the aegis of the Construction Partnership Program to mitigate the challenges of multiple transportation construction projects occurring at the same time in the core of the region.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Over the next ten years, over 35 significant construction projects representing more than $20 billion in infrastructure investment will occur in this region. Starting in January 2023, regional agencies partnered together to prioritize safety, the reduction in community impacts, maintenance of mobility, and communication with the traveling public through the creation of the Construction Partnership Program. The tools developed to implement these priorities include a construction data platform, work zone management tool, the CTXGO mobility app, and mirroring website.

SUPPORTING DOCUMENTS

N/A

Date:	February 23, 2026
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Ms. Simone Serhan, Regional Planner
Agenda Item:	6
Subject:	Update on Regional Transit Coordination Committee (RTCC)

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Regional Transit Coordination Committee (RTCC) provides support and guidance for regional transportation and health and human service agencies that provide transportation primarily for aging populations and people with mobility difficulties. This is a forum comprised of key staff from regional transportation providers that meet on a quarterly basis. The RTCC aids in collaboration efforts, transit options, and funding opportunities. Collaborative efforts of the RTCC allow local agencies to form partnerships, make informed decisions when making new transportation plans, share ideas on mobility options, and learn about services available in the region.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The RTCC collaborates with regional partners within a 10-county region. This area includes the six counties that make up CAMPO plus Blanco, Fayette, Lee, and Llano Counties. The functions of the RTCC include:

(1) Initiating conversations between transit providers, health and human services providers, schools, and veteran services.
(2) Identifying gaps in transportation access to health and human service resources
(3) Selecting programs and projects for 5310 funding and aiding in accessing other funding opportunities
(4) Creating a list of senior and specialized transportation services throughout the region

The RTCC is working to update the 5-Year Regionally Coordinated Transportation and Health and Human Services Plan. This plan outlines strategies for the RTCC that aid in creating more informed transit options, defines goals, highlights transportation opportunities, and guides members on making informed transportation plan updates. This work is being completed under a grant from TxDOT PTN. The RTCC is also creating a single source document that provides the region with service area information for all regional transportation providers.

SUPPORTING DOCUMENTS

Attachment A – *2022 Capital Area RTCC Regionally Coordinated Transportation Plan*

Date:	February, 23 2026
Continued From:	August, 25 2026
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. William Lisska, Regional Planning Manager
Agenda Item:	7
Subject:	Update on Interchange Bottlenecks Study

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO is currently developing the Interchange Bottlenecks Study, which includes an analysis of major freeway interchange and major arterial intersection locations throughout the six-county region and the identification of multimodal mobility and safety improvement concepts for a short list of prioritized locations. CAMPO, in coordination with agency staff, developed near-term and long-term conceptual improvements for four interchange locations identified through the prioritization analysis.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The purpose of the Interchange Bottlenecks Study is for CAMPO to assist regional partners in the identification of bottlenecks at freeway interchanges and major arterial intersections across the six-county region. There are two primary tasks to the Study:

(1) Identifying and prioritizing which freeway interchange and major arterial intersection locations throughout the CAMPO region need mobility and safety improvements the most based on a planning-level screening analysis,
(2) Selecting and developing planning-level improvement concepts at up to four prioritized locations

CAMPO and its consultants, HDR, completed the first task by developing a draft list of the top 15 interchanges and major arterial intersections in need of improvement, based on screening criteria related to traffic operations, built environment, safety, and economic/demographic factors. The project team then met with TxDOT and local agency representatives to determine which locations are part of an active project development process. Based on the prioritization analysis and agency coordination, four locations were advanced into planning level concept development:

(1) SH 71 (E Ben White Boulevard) at East Riverside Drive
(2) SL 1 (MoPac Expressway) at FM 734 (Parmer Lane)
(3) IH 35 at SH 80 (East Hopkins Street)
(4) IH 35 at RM 12 (Wonder World Drive)

The prioritization methodology and resulting short list of locations were presented to the TAC on August 25, 2025.

The four prioritized locations underwent additional traffic operations and crash analysis to identify specific needs and develop near-term and long-term mobility and safety improvements, incorporating input from state and local agency staff. The project team met with agency staff (TxDOT, City of Austin, and City of San Marcos) in December and January to present the preliminary conceptual improvements. The project team then revised the concepts according to their feedback. A report describing the process and findings of the Interchange Bottlenecks Study will be completed this spring.

SUPPORTING DOCUMENTS

None

Date:	February 23, 2026
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	8
Subject:	Discussion on Braker Lane North Funding and Scope Change

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Braker Lane North design project sponsored by Travis County is currently under discussion with the City of Austin (COA), CAMPO, and the TxDOT-Austin District to determine the appropriate path forward regarding changes to the project that have impacted its scope and feasibility.

This project, currently sponsored by Travis County, was awarded 100% engineering and design in 2011. Following City of Austin annexation within the project limits, the city and Travis County are recommending 60% design at COA standards, as opposed to 100% design at County standards. Because this is a scope change from the original 100% design deliverables, the Transportation Policy Board must approve the change. Below are the available options for the TPB to consider:

Option	Description
A	Approve scope change to 60% at COA design standards
B	Approve scope change to 30% at County design standards and close out.
C	No scope change. 100% at County design standards as originally awarded.
D	Project cancellation. Funding is reimbursed to CAMPO.

FINANCIAL IMPACT

Projects awarded funding by the Transportation Policy Board must adhere to certain financial policies and procedures including demonstrating continual progress and adherences to the originally awarded scope as provided in the application. Any project in potential violation of the progress policy, or proposing a significant change in scope, must be presented to the Transportation Policy Board for discussion and potential action.

BACKGROUND AND DISCUSSION

This project was originally awarded jointly to the City of Austin and Travis County in 2011. For a high-level summary of the project history, please see the timeline below:

Item	Date
STBG Project Award - Travis County ($560,000) for 100% Design	December 12, 2011

STBG Project Award - City of Austin ($480,000) for 100% Design	December 12, 2011
City of Austin Award Transferred to Travis County	February 14, 2014
City Annexation Ordinance No. 20141120-119	November 20, 2014
Interlocal Agreement between City of Austin and Travis County	February 12, 2015
Advanced Funding Agreement – Travis County	July 15, 2015
Interlocal Agreement between City of Austin and Travis County	November 2024
30% Design Status Achieved at County Standards	December 2025

SUPPORTING DOCUMENTS

Attachment A – *COA Letter of Commitment*
Attachment B – *Schedule*

P.O. Box 1088
Austin, TX 78767

January 20, 2026

Ashby Johnson
Executive Director
Capital Area Metropolitan Planning Organization
8303 N. MoPac Expy., Suite A-210
Austin, Texas 78766

Re: Letter of Commitment for CSJ 0914-04-316 Travis County Braker Lane North Extension Project

Dear Mr. Johnson,

I am writing on behalf of the Austin Transportation and Public Works Department (ATPW) in support of continuation of the Braker Lane North Extension Project lead by Travis County's Transportation and Natural Resources Department. As you may be aware, the City of Austin (COA) recently annexed a large portion of Travis County in this region which accounts for approximately 75% of the project limits within COA's Full Purpose Jurisdiction. This project is a collaborative effort on behalf of both City and County to meet the City of Austin's Design Criteria.

The COA is currently completing construction on its own CAMPO funded East Braker Lane Extension project which will be fully operatable by June 2026. Travis County's Braker Lane extension project continues the City's CAMPO funded project to achieve the east-west continuous four (4) lane divided goal from our Austin Strategy Mobility Strategy (ASMP)'s vision and CAMPO's 2050 RTP long-range plan goal.

The CAMPO funding, if it were to remain, would be used to continue to develop the project to a 60% design milestone. Upon 60% design completion, COA ATPW would continue the work by evaluating the design for constraints, conflicts, and remaining risks. Travis County advancement of the project to 60% will allow COA to continue the design with the expected right of way and drainage requirements. COA is committed to continuing the project development process with right of way acquisition, continuing design, and identifying potential construction funding sources.

Lastly, COA will continue its partnership with Travis County through the next milestone to guide the design to efficiently meet the COA's Design Criteria. Travis County has the COA ATPW full support

for this effort and we thank you for your consideration of this project to help both agencies' goals for long-term planning in this area.

Sincerely,

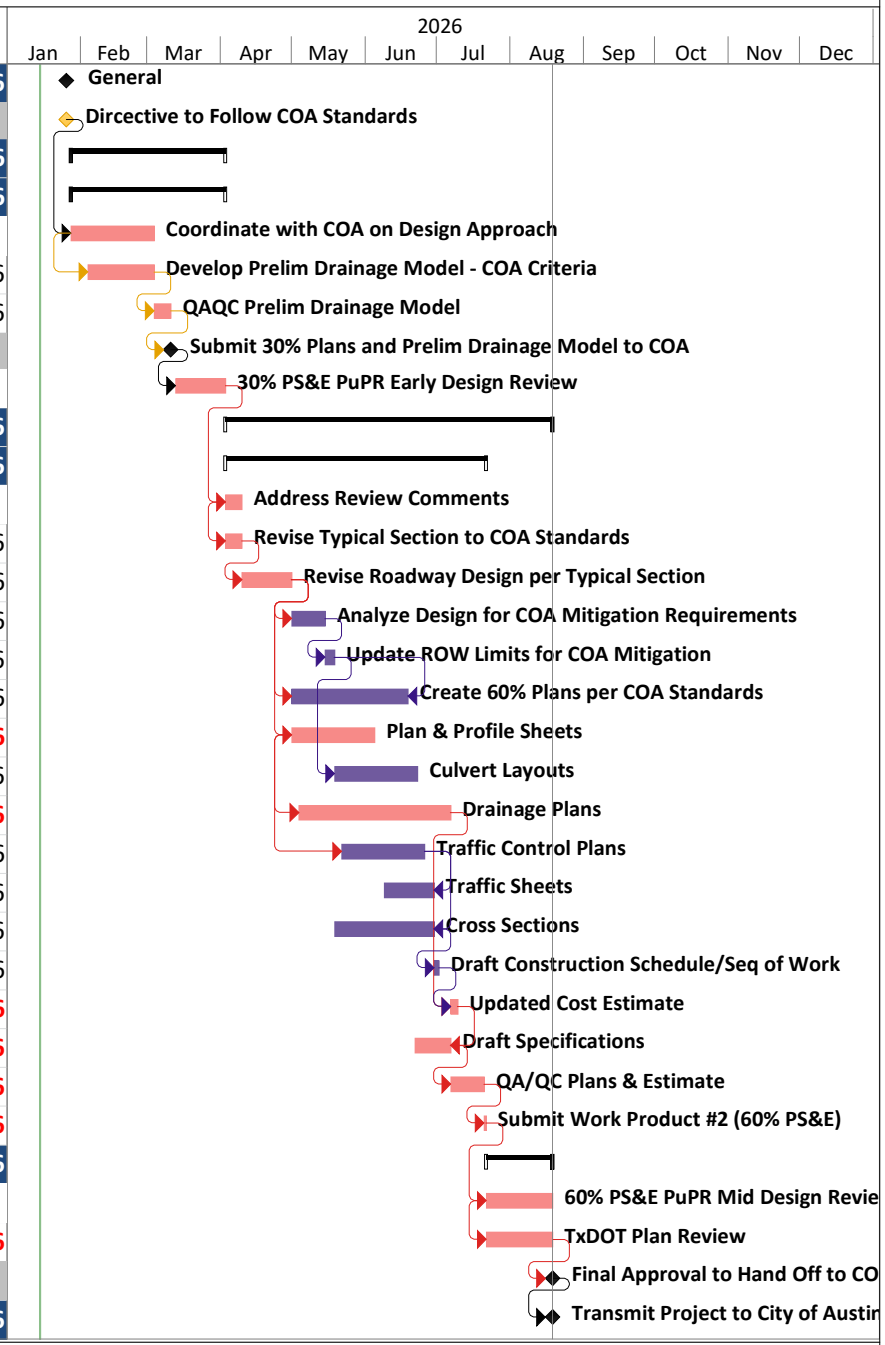
Richard Mendoza, P.E.
Director
Austin Transportation and Public Works

TRAVIS COUNTY, PRECINCT 1
BRAKER LANE NORTH ROADWAY EXTENSION

PROJECT SCHEDULE
CSJ 0914-04-280 / 0914-04-316

CONTRACT NO. 4400002753

ID	Task Name	Duration	Start	Finish
1	**General**	**0 days**	**Mon 1/26/26**	**Mon 1/26/26**
2				
3	**Work Product #1 Preliminary Engineering**	**65 days**	**Wed 1/28/26**	**Thu 4/2/26**
4	**30% PS&E City of Austin Standards**	**47 days**	**Wed 1/28/26**	**Thu 4/2/26**
5				
6	Develop Prelim Drainage Model - COA Criteria	20 days	Wed 2/4/26	Tue 3/3/26
7	QAQC Prelim Drainage Model	5 days	Wed 3/4/26	Tue 3/10/26
8				
9				
10	**Work Product #2 (60% PS&E)**	**138 days**	**Fri 4/3/26**	**Tue 8/18/26**
11	**60% PS&E**	**110 days**	**Fri 4/3/26**	**Tue 7/21/26**
12				
13	Revise Typical Section to COA Standards	5 days	Fri 4/3/26	Thu 4/9/26
14	Revise Roadway Design per Typical Section	15 days	Fri 4/10/26	Thu 4/30/26
15	Analyze Design for COA Mitigation Requirements	10 days	Fri 5/1/26	Thu 5/14/26
16	Update ROW Limits for COA Mitigation	2 days	Fri 5/15/26	Mon 5/18/26
17	Create 60% Plans per COA Standards	30 days	Fri 5/1/26	Thu 6/18/26
18	**Plan & Profile Sheets**	**20 days**	**Fri 5/1/26**	**Thu 6/4/26**
19	Culvert Layouts	20 days	Tue 5/19/26	Mon 6/22/26
20	**Drainage Plans**	**40 days**	**Mon 5/4/26**	**Mon 7/6/26**
21	Traffic Control Plans	20 days	Fri 5/22/26	Thu 6/25/26
22	Traffic Sheets	15 days	Tue 6/9/26	Mon 6/29/26
23	Cross Sections	25 days	Tue 5/19/26	Mon 6/29/26
24	Draft Construction Schedule/Seq of Work	2 days	Tue 6/30/26	Wed 7/1/26
25	**Updated Cost Estimate**	**3 days**	**Tue 7/7/26**	**Thu 7/9/26**
26	**Draft Specifications**	**10 days**	**Mon 6/22/26**	**Mon 7/6/26**
27	**QA/QC Plans & Estimate**	**10 days**	**Tue 7/7/26**	**Mon 7/20/26**
28	**Submit Work Product #2 (60% PS&E)**	**1 day**	**Tue 7/21/26**	**Tue 7/21/26**
29	**Review Process**	**20 days**	**Wed 7/22/26**	**Tue 8/18/26**
30				
31	**TxDOT Plan Review**	**20 days**	**Wed 7/22/26**	**Tue 8/18/26**
32				
33	**Transmit Project to City of Austin as Sponsor**	**0 days**	**Tue 8/18/26**	**Tue 8/18/26**



Date:	February 23, 2026
Continued From:	September 22, 2025
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	9
Subject:	Update on 2028-2031 Call for Projects

RECOMMENDATION

None. This item is the regularly scheduled update on the 2028-2031 Call for Projects process.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) has issued the 2028-2031 Call for Projects requesting applications for transportation projects within the six-county CAMPO region. This competitive process will select projects for Surface Transportation Block Grant (STBG), Transportation Alternative Set-Aside (TASA), and Carbon Reduction Program (CRP) funding.

FINANCIAL IMPACT

Projects selected by the Transportation Policy Board will be programmed with federal funding currently apportioned to the region or forecast to be apportioned in future fiscal years. These amounts are estimates and not guaranteed beyond the current federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA), which is currently authorized through Fiscal Year 2026. The funding forecast assumes the continued authorization of the federal programs and similar apportionment levels. Staff may recommend different funding amounts as determined by the scheduling of projects submitted, progress of currently funded projects, changes to federal funding programs and availability, and/or direction by the Transportation Policy Board.

BACKGROUND AND DISCUSSION

The Transportation Policy Board is responsible for directly allocating TASA, CRP, and STBG funding for transportation projects in the six-county CAMPO region. These funds are administered through a competitive, performance-based project selection process.

SUPPORTING DOCUMENTS

Attachment A – *Project Call Information (Funding Opportunities Webpage)*

Central Texas Integrated Infrastructure Consortium

The Challenge: Fragmented Regional Infrastructure Planning

Central Texas faces sustained growth demand across transportation, water, wastewater, energy, and broadband systems. Each sector is planned and funded independently, resulting in overlapping projects, higher costs, and missed opportunities for efficiency. Agencies often work on separate timelines, leading to conflicts in construction, inefficiencies in capital spending, and challenges in aligning long-term resiliency goals.

The Solution: Integrated Infrastructure Consortium

The Integrated Infrastructure Consortium (IIC) will establish a coordinated, multi-sector partnership that aligns regional planning and delivery of infrastructure projects. The IIC will bring together public agencies, utilities, academic institutions, and private-sector partners to synchronize investments, leverage funding, and implement data-driven planning.

Benefits to Central Texas

- Coordinate capital programs to minimize construction conflicts.
- Align multi-agency infrastructure investments for shared cost savings.
- Create a regional data-sharing platform to enhance collaboration.
- Improve funding competitiveness through joint grant applications.
- Enhance resilience to drought, flooding, and power disruptions.
- Advance digital innovation and smart infrastructure delivery.

Why CAMPO Is the Ideal Convener

As the federally designated Metropolitan Planning Organization (MPO) for the six-county Central Texas region, CAMPO has the governance structure, experience, and regional trust to lead the IIC. CAMPO' s Policy Board already coordinates multi-jurisdictional transportation investments and oversees region-wide initiatives such as the Central Texas Traffic Management System (CTTMS). CAMPO's existing partnerships with TxDOT, local governments, and utilities provide a foundation for expanding cross-sector collaboration through the IIC.

Consortium Structure and Implementation Phases

Phase 1 – Formation: Establish governance, charter, and membership tiers.

Phase 2 – Pilot Projects: Coordinate infrastructure projects in key corridors using shared data platforms.

Phase 3 – Regional Integration: Institutionalize joint planning processes and digital coordination tools across agencies.

Early Example – Central Texas Traffic Management System

The CTTMS demonstrates how regional collaboration and digital integration can improve performance. Through a shared digital twin platform, agencies can manage traffic data, signal timing, and system operations collaboratively. The IIC builds on this success to expand integrated planning across all infrastructure sectors.

Call to Action / Invitation to Participate

The IIC represents a transformational opportunity to plan smarter, build faster, and invest more effectively across Central Texas. CAMPO invites local governments, utilities, and private partners to join as founding members to shape a resilient, data-driven future for the region.