



Transportation Policy Board Meeting

August 13, 2018

WIFI Code: WPDg-PUM3-EP

ITEM 1: CERTIFICATION OF QUORUM



ITEM 2: PUBLIC COMMENTS





Item 2 Public Comments



Long Range
Transportation
Planning
Considerations



Roger Baker





Item 2 Public Comments



Roger Baker



CAMPO Public Comment; Roger Baker, August 13, 2018

Read the full content here: <https://tinyurl.com/y8pr2mup>

Besides global warming, one of the planning factors rarely discussed at CAMPO is oil and the strong impact of fuel price on driving behavior. Here is a recent FHWA chart where we can see that US driving is already quite flat in mid-2018, due to a combination of rising fuel prices plus a stagnant economy:

<https://tinyurl.com/ybxdb2gm>

May 2018 Traffic Volume Trends

Figure 1 - Moving 12-Month Total on All Highways





Item 2 Public Comments



Roger Baker

Bush: 'America is addicted to oil'

By ELISABETH BUMILLER and ADAM NAGOURNEY FEB. 1, 2006

The New York Times came right out in 2006 and quoted G.W. Bush admitting to our addiction to imported oil. We remain oil-addicted much more than Europe and elsewhere, because of our greater dependence on driving our lack of public transportation.

Isn't fracking tight oil, like from the Permian Basin in Texas, going to keep us driving until we can get electric cars? The problem with this oil is that it is expensive, limited in volume, depletes fast, and lacks pipeline transport capability. **Worst of all, the Permian is a money loser!** <http://peak-oil.org/peak-oil-review-30-july-2018/>

“...Of the ten shale companies in the chart above (in order: Continental, EOG, Whiting, Concho, Marathon, Oasis, Occidental, Hess, Apache & Pioneer), only three enjoyed positive free cash flow, while seven had free cash flow losses. The net result of the group was a negative \$455 million in free cash flow. These losses are taking place even with oil prices at levels that are supposed to be profitable. **It is going to take many years of much higher oil prices to recoup the losses the shale oil industry is suffering.**”





Item 2 Public Comments



Roger Baker

One major fuel-related threat that the USA is ignoring is the global dependence on petroleum production from the world's largest oil field, called Ghawar in Saudi Arabia.

Resource analyst Kurt Cobb reports that the failure of the Saudis to follow up their proposed sale of a share of their reserves, is likely because they don't want investor transparency regarding their remaining oil reserves (oil arguably is the most economically precarious and irreplaceable global commodity).

<https://tinyurl.com/y8jyl3j4>

"...But, I believe that perhaps the most important reason the Saudis are reconsidering the IPO is that the government simply does not want to subject the company to an independent audit that would for the first time since 1980 determine whether the country has been telling the truth about its oil reserves."

The reason why this is important is because Ghawar is now on secondary recovery, where seawater is being injected to float the oil to the top of this giant reservoir. At some point known to the Saudis but not the USA, the rising water level will reach the upper oil intake pipes and as much as 5% percent of global oil production will fall rapidly and permanently. The current tightening global oil market will be hard hit by the supply shock.



ITEM 3: CHAIR ANNOUNCEMENTS



**ITEM 4: REPORT FROM THE TECHNICAL
ADVISORY COMMITTEE (TAC) CHAIR**



ITEM 5: EXECUTIVE SESSION



**ITEM 6: APPROVAL OF JUNE 11, 2018
MEETING SUMMARY**





Item 6
Approval of the
June 11, 2018
Meeting
Summary



Staff requests approval of the
June 11, 2018 meeting summary.



**ITEM 7: DISCUSSION AND APPROVAL OF
CAMPO APPOINTMENT TO CAPITAL
METRO BOARD**





Item 7 Approval of Appointment to Capital Metro Board



Staff recommends the reappointment of Mr. Terry Mitchell to fill the Financial or Accounting Position on the Capital Metro Board.



**ITEM 8: DISCUSSION AND APPROVAL
OF AMENDMENT #1 TO THE CAMPO
PROCUREMENT POLICY**





Item 8 Approval of the Procurement Policy Amendment 1



- **Include applicable dollar thresholds and procurement methods to purchase goods and services when an RFQ/RFP is not required**
- **Correct minor grammatical errors**
- **Include appendices to consultant contracts regarding non-discrimination**





Item 8
Approval of the
Procurement
Policy
Amendment 1



Staff recommends the
Transportation Policy Board (TPB)
approve Amendment 1 to the
Procurement Policy and the
accompanying resolution 2018-8-8.



**ITEM 9: DISCUSSION AND APPROVAL
OF RESOLUTION (2018-8-9) AMENDING
THE UPWP**





Item 9 Approval of UPWP Amendment 4



- **Add PL funds for staff support**
- **Add STPMM for studies**
- **Add Cedar Park Transit Study**





Item 9
Approval of
UPWP
Amendment 4



Staff recommends the Transportation Policy Board (TPB) approve the FY 2018 & 2019 UPWP Amendment 4 and the accompanying resolution 2018-8-9.



**ITEM 10: DRAFT CAMPO CODE OF
CONDUCT FOR TRANSPORTATION POLICY
BOARD MEMBERS**



ITEM 11: PRESENTATION ON TXDOT SAFETY INITIATIVES





TRANSPORTATION SAFETY

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

John Nevares, P.E.

TxDOT Austin District



Texas Motor Vehicle Traffic Crash Facts Calendar Year 2017

The last deathless day on Texas roadways was November 7, 2000.



Based on reportable crashes in 2017:

- 1 person was killed every 2 hours 21 minutes
- 1 person was injured every 2 minutes 4 seconds
- 1 reportable crash occurred every 59 seconds

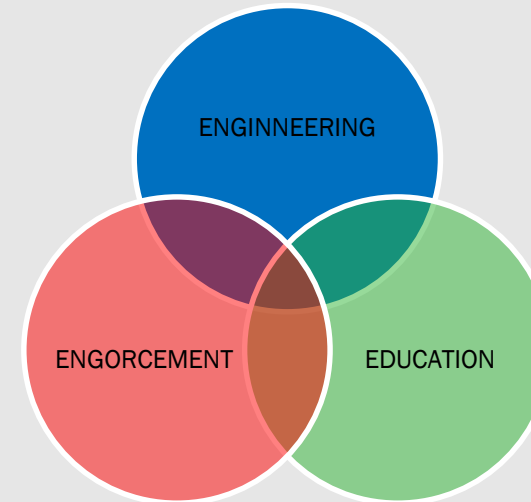
The 3 E's of Transportation Safety

The 3 E's of Transportation Safety are Engineering, Education, and Enforcement.

Engineering – Approaches a safety problem from the roadway and vehicle perspective

Enforcement – Focuses on road user behavior

Education – Concentrates on prevention



Innovative Approaches to Safety

If you want different results, you have to try different approaches. Innovation using the 3 E's is key to achieving results in safety improvement.

Some of the innovative engineering approaches TxDOT is considering or already using include:

- Innovative Intersections
- Connected & autonomous vehicles
- Fencing on direct connects
- Data-driven safety solutions
- Systemic safety improvements
- Smart Work Zones



Austin Region Safety Focus Areas – How Are We Doing?

YTD-LY to YTD Fatalities (As of August 1, 2018)									
	Statewide			Austin District			CAMPO Counties		
Fatalities Category*	2017	2018	% Change	2017	2018	% Change	2017	2018	% Change
Alcohol Related	708	487	-31%	57	38	-33%	52	33	-37%
Distracted Driving	267	219	-18%	27	15	-44%	19	15	-21%
DUI-Alcohol	615	444	-28%	54	35	-35%	49	30	-39%
DUI-All	838	537	-36%	71	39	-45%	65	34	-48%
Head-on	337	303	-10%	32	32	0%	25	28	12%
Intersection Related	404	368	-9%	32	29	-9%	32	26	-19%
Motorcyclist	313	222	-29%	21	21	0%	20	19	-5%
Pedalcyclist	31	35	13%	4	2	-50%	4	2	-50%
Pedestrians	326	311	-5%	16	18	13%	16	18	13%
Single Vehicle ROR	766	709	-7%	54	51	-6%	47	45	-4%
Speed Related	458	390	-15%	29	35	21%	27	33	22%
Unrestrained Occupant	504	565	12%	29	37	28%	22	33	50%
Work Zones	107	85	-21%	2	5	150%	1	5	400%
Total Fatalities	2,119	1,962	-7%	153	144	-6%	136	130	-4%

* Fatalities may be represented in multiple Categories.

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DUI-All	838	537	-36%	71	39	-45%	65	34	-48%

Factors that may be contributing to the reduction in impaired driving and distracted driving fatalities:

- No Refusal Initiatives
- Increased enforcement efforts by state and local law enforcement
- Increased education for all road users on the impact of impaired driving and its prevention
- Increase in Ride Sharing availability
- Cell phone usage legislation



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What can we do to reverse the trend in the increase of pedestrian, speed related, unrestrained occupant and work zone fatalities in our region:

- Eliminate conflicts between modes whenever possible
- Increase pedestrian safety through education, the design & construction of new facilities, and improvements to existing facilities
- Develop strategic pedestrian safety plans tailored to local conditions
- Explore and invest in innovative technology such as Intelligent Transportation Systems & Connected Vehicles
- Enforcement of existing seat belt laws
- Provide child safety seats to low income families
- Increase the number of child safety seat technicians and expand the locations where safety seats can be checked
- Implement Safe Work Zone Technology
- Increase funding for new and expanded traffic safety campaigns
- Enforcement and prosecution of dangerous behaviors
- Policy analysis and changes at the local and regional level, including speed management
- Increase and sustain high visibility speed enforcement

* Fatalities may be represented in multiple Categories.

TxDOT - AUS Role in Transportation Safety

What is TxDOT-AUS doing to improve safety and reduce the number of fatalities and serious injuries in the Austin region?

Engineering		Education
<ul style="list-style-type: none">• Ongoing monitoring of crash data• Intelligent Transportation Systems Investment<ul style="list-style-type: none">• ITS Master Implementation Plan (MIP)• I-35 Integrated Corridor Management System (ICMS)• Work Zone monitoring• 4 year Pavement Plan• Systemic Improvements (Widening)• Multi-modal Transportation Planning• HERO Safety Service Patrol	<ul style="list-style-type: none">• Identify & develop solutions for known road safety problem areas• Aggressive HSIP project proposal submissions• Investing in projects that have the greatest potential safety benefit• Implementing the Texas Strategic Highway Safety Plan (SHSP)	<ul style="list-style-type: none">• Driver Safety Education• Outreach Campaigns<ul style="list-style-type: none">• Impaired Driving• Teen Drivers• Safety Belt Use• Distracted Driving• Motorcyclists• Pedestrians• Work Zone



Collaboration with Regional Partners

TxDOT is committed to working with our regional partners to improve safety and mobility on our roadways. Some of these activities include:

- Traffic Impact Analysis
 - Large developments
 - New schools
- Project feasibility studies
- Planning Studies
- Driveway Permits
- Coordinating operational activities



Many of these activities require collaboration and coordination with local governments and law enforcement.

Local Government & Law Enforcement Role in Transportation Safety

What are local governments and law enforcement doing to improve safety and reduce the number of fatalities and serious injuries in the Austin region?

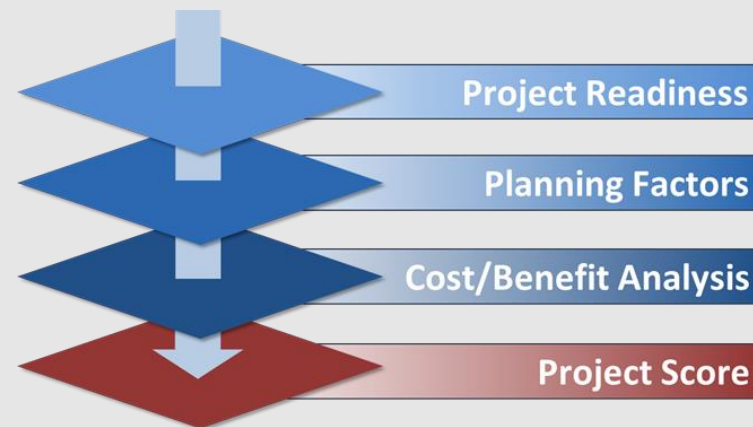
Engineering	Education	Enforcement
<ul style="list-style-type: none">• Prioritizing projects with safety benefits for funding• Investing in ITS• Fatality Review Boards• High Crash Intersection monitoring• Sidewalk Projects• Dynamic Speed Display Devices	<ul style="list-style-type: none">• Vision Zero Task Force• Outreach Events• Provide Educational tools• Smart Trips• Cross Agency – Data Sharing	<ul style="list-style-type: none">• Increased targeted enforcement• No Refusal• Safe Driver Initiative• Sobriety Center• Electronic Crash reporting



CAMPO Funded Projects

As a result of the CAMPO 2019-2022 Project Call, CAMPO awarded \$445,504,983 in funding to 60 projects. The types of projects included:

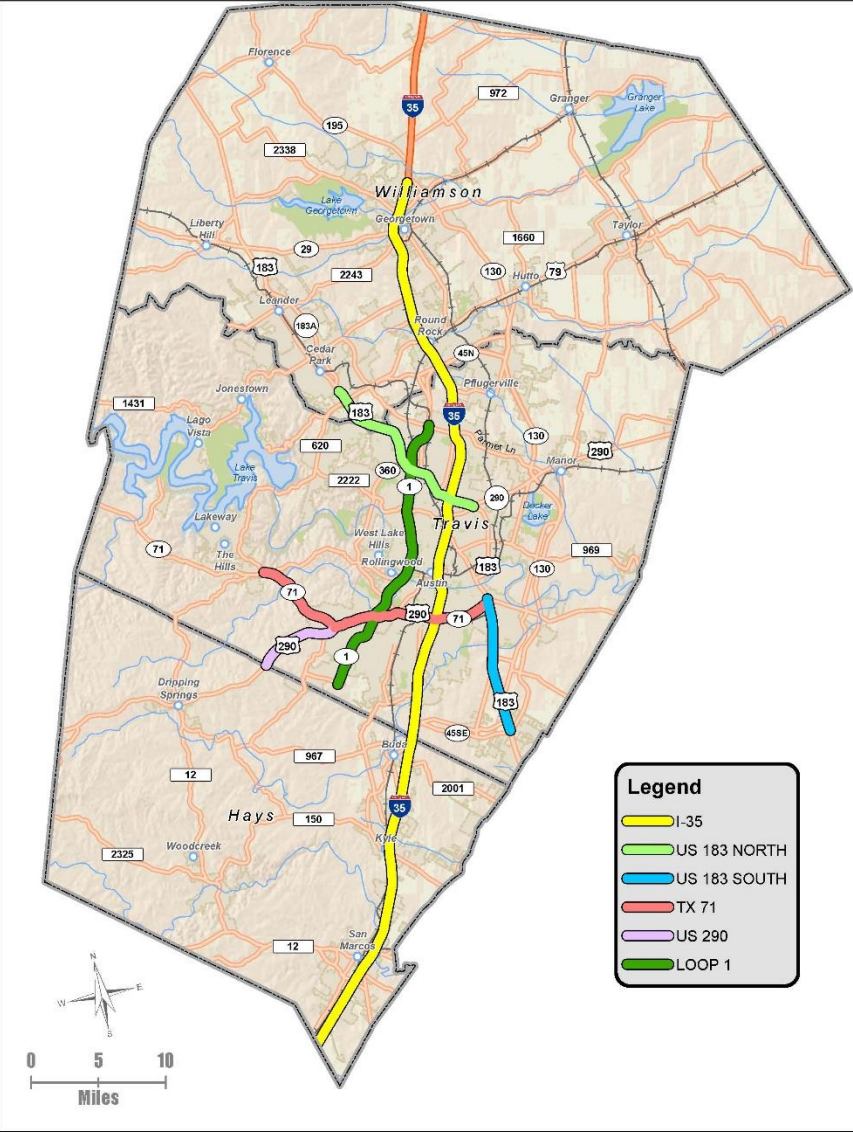
- Roadway
- ITS/Operations
- Transit
- Active Transportation
- Transportation Studies



This effort was the first time that the CAMPO Transportation Policy Board approved project selection criteria were used to score and rank projects for recommendation.

Safety was a key component in the scoring process being used in both the Planning Factors and Cost/Benefit Analysis portions of the score.

HERO Safety Service Patrol



HERO ROADSIDE SERVICE PATROL TRUCK



HERO DEBRIS REMOVAL AND TRAFFIC MANAGEMENT TRAILER

**Austin Area Roadways
for Safety Service Patrol**



Austin Area Highway Emergency Response Operator (HERO Roadside Service Program)							
Roadway Segments	North or West Limit	South or East Limit	Segment Length	Services Type and Hours of Operation			
				Roadside Service Patrol		Debris Removal	Long-Term Incident Lane Closure
				5 a.m. - 9 p.m. (Mon to Fri)	7 a.m. - 7 p.m. (Sat to Sun)	7 a.m. - 7 p.m. (Mon to Sun)	7 a.m. - 7 p.m. (Mon to Sun)
I-35	SH 130, Georgetown	Hays/Comal County Line	67.6	•	♦	♦	♦
US 183 North	Lakeline Mall Drive	US 290 East	13.9	•	♦	♦	♦
US 183 South	TX 71 East	SH 45 Southeast	9.9	•	♦	♦	♦
TX 71	RR 620 in City of Bee Caves	US 183 South	19.1	•	♦	♦	♦
US 290 West	Hays/Travis County Line	TX 71 at the Y at Oak Hill	6	•	♦	♦	♦
TX1/Loop 1/MoPac	Palmer Lane	SH 45 South	21.8	•	♦	♦	♦
Total Route Miles			138.3	Legend: • - Existing Services ♦ - New Services			

CAMPO Fatality Performance Metric

Goal: Reduce fatalities by 2% per year.

County	2010	2011	2012	2013	2014	2015	2016	2017
Bastrop	14	18	17	20	14	20	37	26
Burnet	15	15	10	8	20	11	9	16
Caldwell	15	7	7	4	14	11	8	13
Hays	10	21	25	23	19	18	41	28
Travis	82	86	103	112	92	147	120	118
Williamson	25	22	31	25	50	42	44	40
Total Fatalities	161	169	193	192	209	249	259	241



Years	% Change
2010 - 2011	5%
2011 - 2012	14%
2012 - 2013	-0.5%
2013 - 2014	9%
2014 - 2015	19%
2015 - 2016	4%
2016 - 2017	-7%
LYTD (1/1/17 - 8/1/17) - YTD (1/1/18 - 8/1/18)	-4%

How can CAMPO achieve this Goal?

- Continue to prioritize funding for projects with the greatest potential safety benefit
- Leverage federal funding with state and local funds to supplement limited resources
- Pursue all available funding opportunities
- Invest in innovative technology - ITS and Connected Vehicles
- Dedicate funds to the I-35 Integrated Corridor Management (ICM) System
- Collect and analyze crash data on a continuous basis
- Provide data collection and analysis support to CAMPO members
- Target vulnerable road users for education and media campaigns
- Explore multi-modal solutions
- Create a regional Strategic Highway Safety Plan
- Cultivate and prioritize a traffic safety culture



QUESTIONS?

**ITEM 12: EXECUTIVE DIRECTOR'S
REPORT ON TRANSPORTATION PLANNING
ACTIVITIES**



ITEM 12A: 2040 PLAN ADMINISTRATIVE AMENDMENT



**ITEM 12B: FHWA WORKSHOP ON
TRANSPORTATION DEMAND MANAGEMENT**



ITEM 12C: CAMPO PRESENTATION TO METROSTUDY



**ITEM 12D: NOMINATION FOR EXECUTIVE
COMMITTEE OF THE TRB – NATIONAL
ACADEMY OF SCIENCES**



ITEM 13: ANNOUNCEMENTS



Adjournment



COMPO

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION