



WI-FI NETWORK

JLA-Guest

PASSWORD

Community#1





Transportation Policy Board Meeting

October 7, 2024

ITEM 1: CERTIFICATION OF QUORUM



ITEM 2: PUBLIC COMMENTS



ITEM 3: EXECUTIVE SESSION



ITEM 4: REPORT FROM THE TAC CHAIR



**ITEM 5: DISCUSSION AND TAKE
APPROPRIATE ACTION ON SEPTEMBER 9,
2024 MEETING MINUTES**





Recommendation



Staff requests the TPB approval of the September 9, 2024 Meeting Minutes.



**ITEM 6: DISCUSSION AND TAKE
APPROPRIATE ACTION ON FY 2024 &
2025 UNIFIED PLANNING WORK
PROGRAM (UPWP) AMENDMENT #4**





What is the UPWP?



The Unified Planning Work Program (UPWP) is a **federally required document** that **identifies the planning priorities** and **activities** to be carried out within the CAMPO region. The UPWP is adopted every two years and may be amended.





**FY 2024-2025
UPWP
Amendment #4**



- **Add PL funds for FY 2025**
- **Add CapMetro and Great Springs Project studies**
- **Carryover FY 2024 funds to FY 2025**





Recommendation



Staff requests the TPB approval of FY 2024-2025 UPWP Amendment #4 and accompanying Resolution 2024-10-6.



**ITEM 7: UPDATE ON 2050 REGIONAL
TRANSPORTATION PLAN (RTP)**





Overview



- **Update on development of CAMPO 2050 Regional Transportation Plan (RTP)**
- **Previous TPB updates –**
 - » Purpose and timeline
 - » Project call process and summary of received projects
 - » Public outreach strategy
- **This update – upcoming public outreach**





Next Steps

Date	Item
October 2024	TPB Information – First round of public outreach
Fall 2024	First round of public outreach meetings
October 2024	TAC Information – review draft revenue estimates (fiscal limit)
December 2024	TPB Information – review draft revenue estimates (fiscal limit) and update on project list development
December 2024	Draft 2050 RTP document

Draft Schedule Subject to Change

Date	Item
January 2025	TAC Information – Draft Plan
February 2025	TPB Information – Draft Plan
February – April 2025	Second round of public outreach meetings
March 2025	TAC Information – Final Plan
April 2025	TPB Information – Final Plan
April 2025	TAC Recommendation – Final Plan document
May 2025	TPB Action – Final Plan document (2050 RTP Adoption)





2050 Plan Community Outreach



- **Planned outreach periods in Fall 2024 and Spring 2025**
- **Outreach methods will include:**
 - » Online Open Houses
 - » In-person events and open houses
 - » Mail and phone
- **Public meetings in all six counties**
- **Public hearing next spring prior to RTP adoption**
 - » Public comments will be provided to board members





CAMPO's Planning Process

CAMPO Planning Process

1 Local and Regional Plans and Studies

CAMPO works with local governments, leadership, and communities to identify and incorporate needs



2 Regional Long-Range Plan

CAMPO uses recommendations from plans and studies to create a cohesive, multimodal plan. Local governments participate in plan development.



3 Project Selection and Funding

Local project sponsors submit applications to CAMPO to fund projects identified in plans.



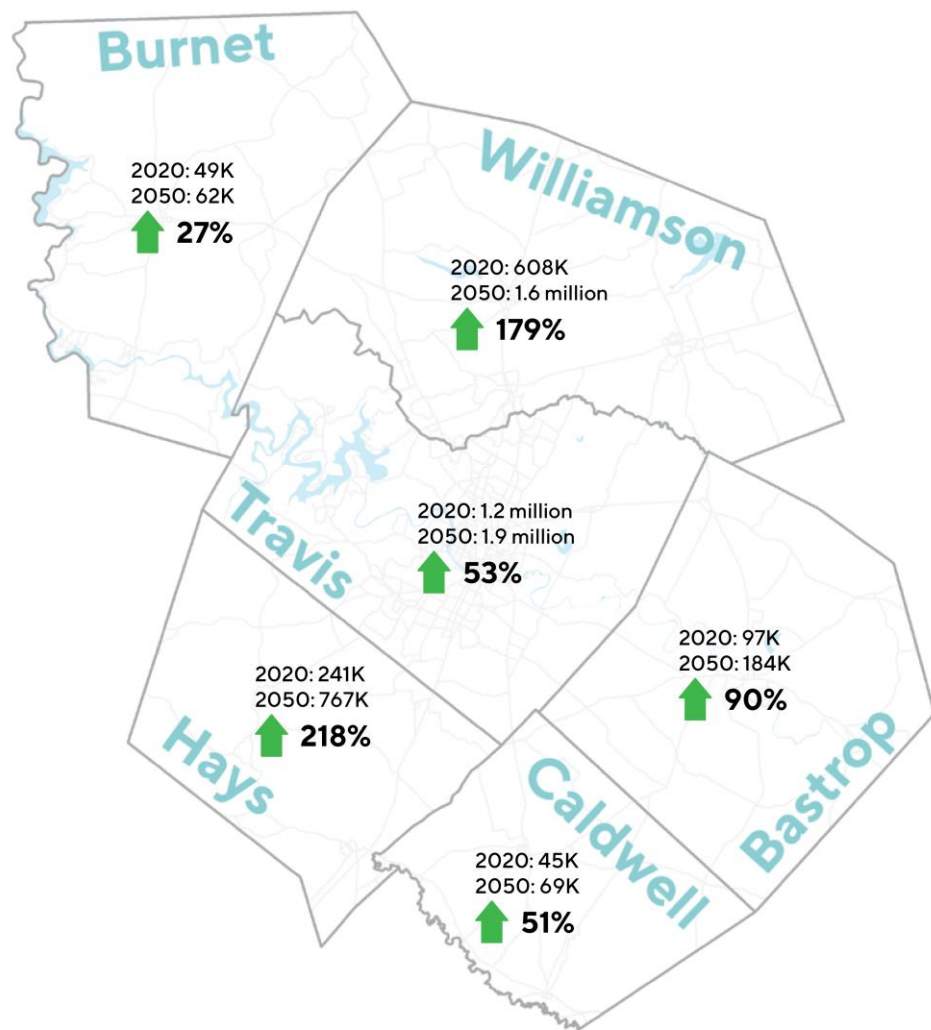
4 Project Implementation

Local project sponsors analyze, design, and construct projects

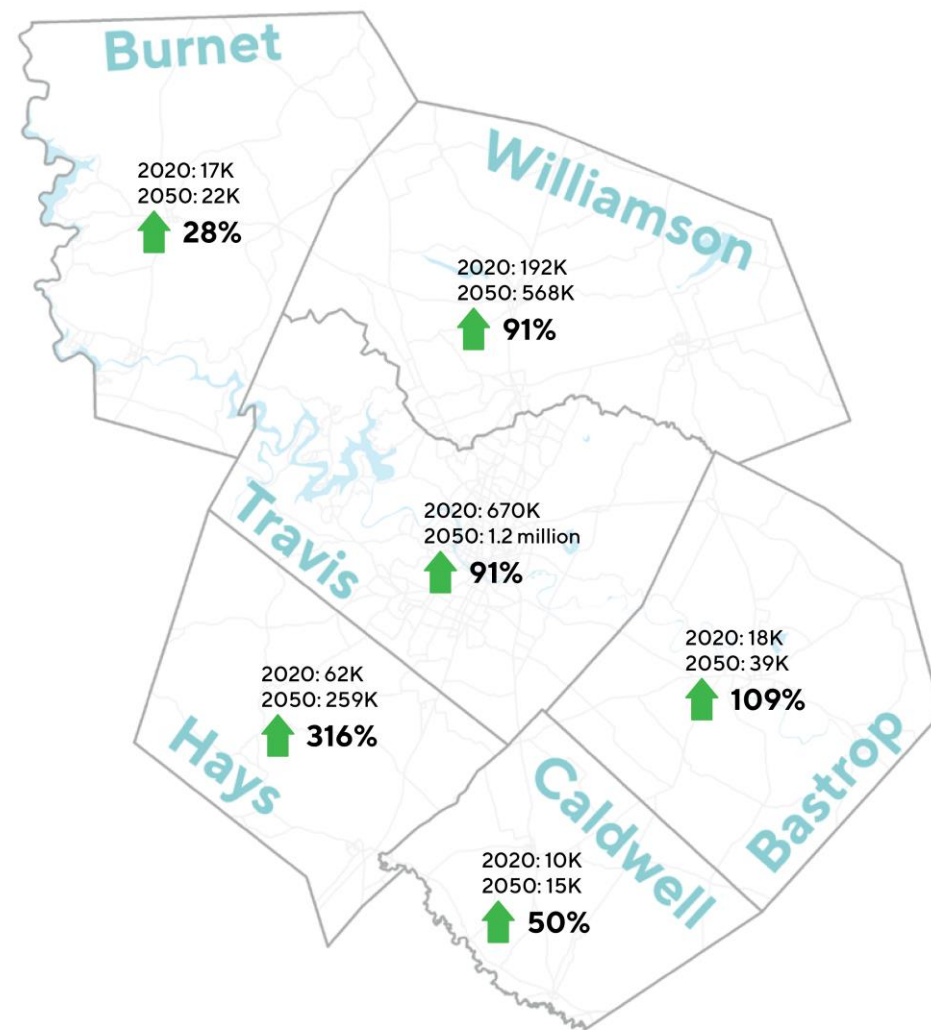




Population Growth

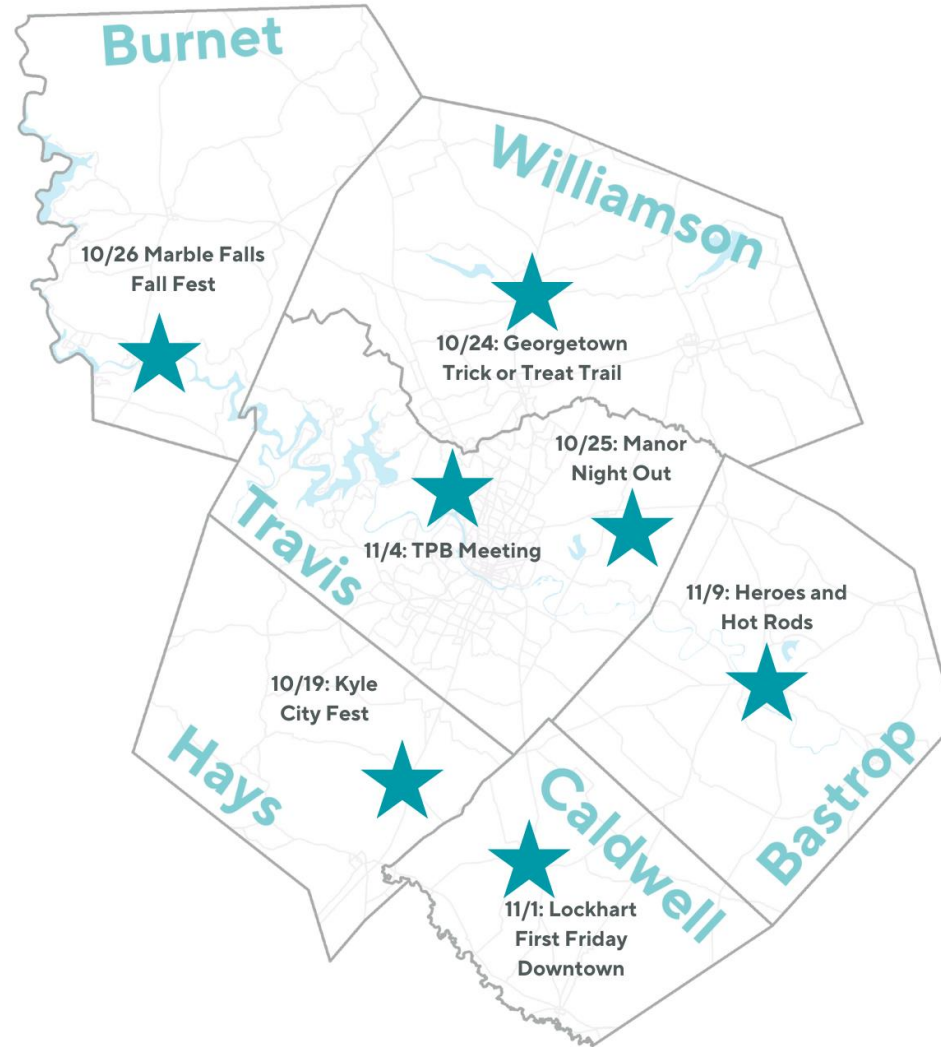


Employment Growth





Fall 2024 Outreach Events





**Tell us your story and help
plan for transportation
options through the year
2050.**



**ITEM 8: PRESENTATION AND DISCUSSION
ON CONGESTION MANAGEMENT
PROCESS**





Congestion Management Process (CMP) Update



Jeff Kaufman, AICP

Research Scientist

Texas A&M Transportation Institute

October 7, 2024



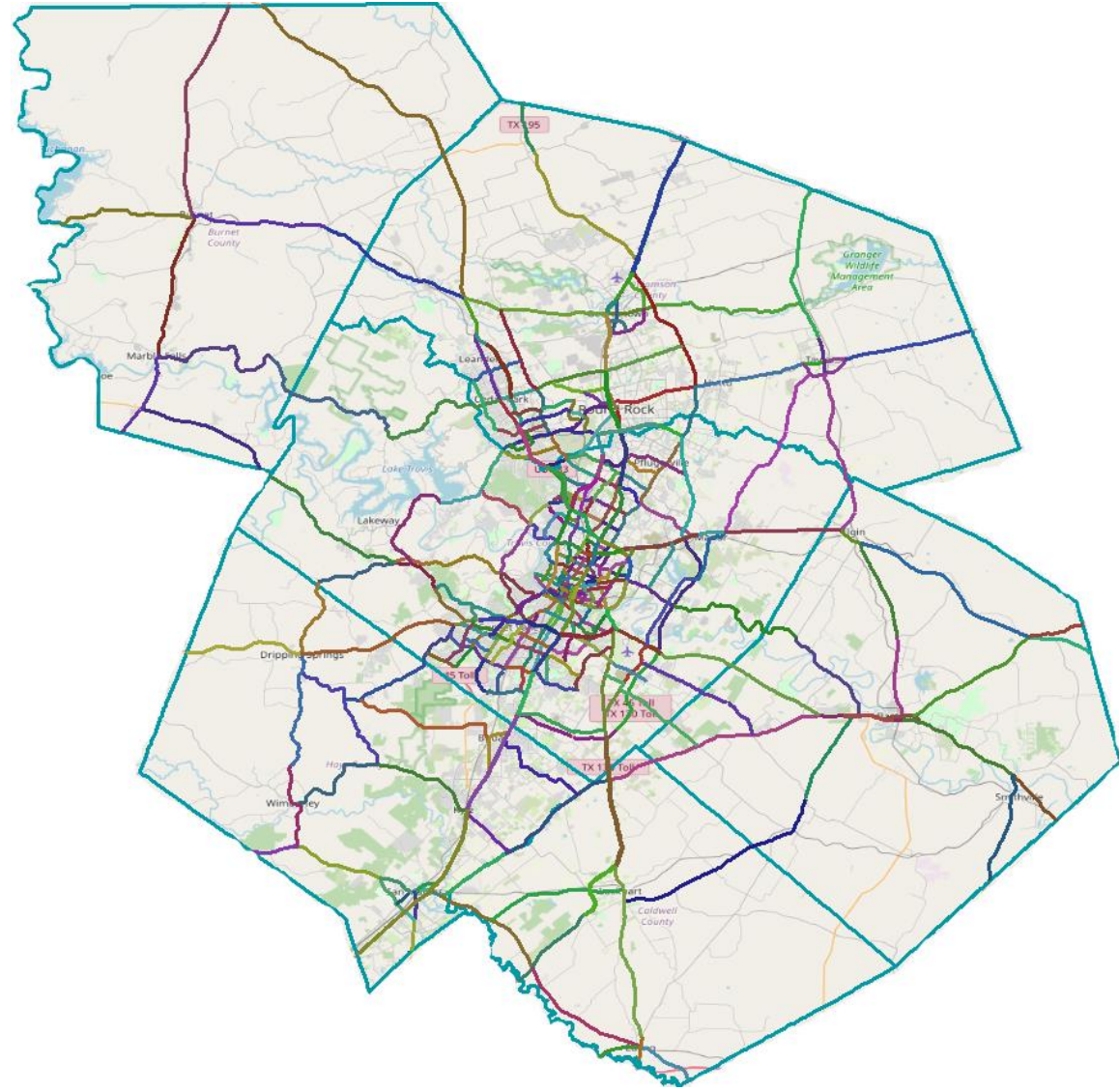
- Federally-required process to establish multimodal congestion management approaches and measure their impact.
- CMP adopted in 2020
 - » Identification of a CMP Network
 - » Established Congestion Performance Measures
 - » Reporting of Congestion Metrics
 - » Identification of Congestion Management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





CMP Network

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





Identified Performance Measures



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





Congestion Management Strategies



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





Before-After Project Analysis



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





Data Dilemma



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





Need for a CMP Reset



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



**ITEM 9: PRESENTATION AND DISCUSSION
ON REGIONAL STATE OF SAFETY REPORT**





State of Safety Report Update 2014-2023



Jeff Kaufman, AICP

Research Scientist
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October 7, 2024



- Update from last year's official report
- TTI reviewed crash data from 2014-2023
- Crash data from crash reports submitted to TxDOT by law enforcement agencies
- Report assessed 16 different areas of safety
- Added "Failure to Control Speed" due to revisions in speed-related crash definitions



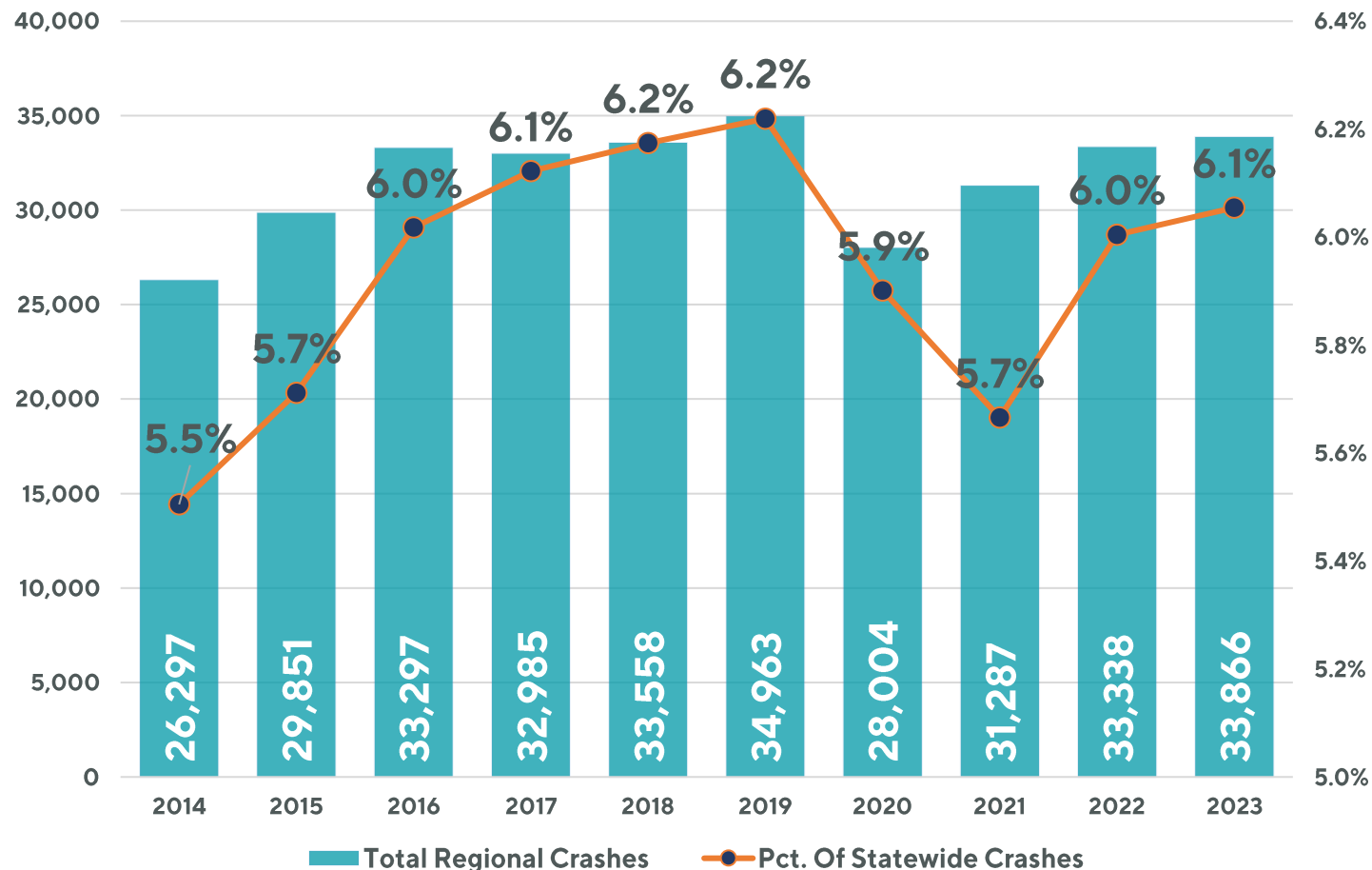


Regional Crashes

- Regional crashes approaching pre-COVID Levels
- Up 1.6 percent from 2022
- Statewide crashes up only 0.7 percent.



REGIONAL CRASHES, 2014-2023

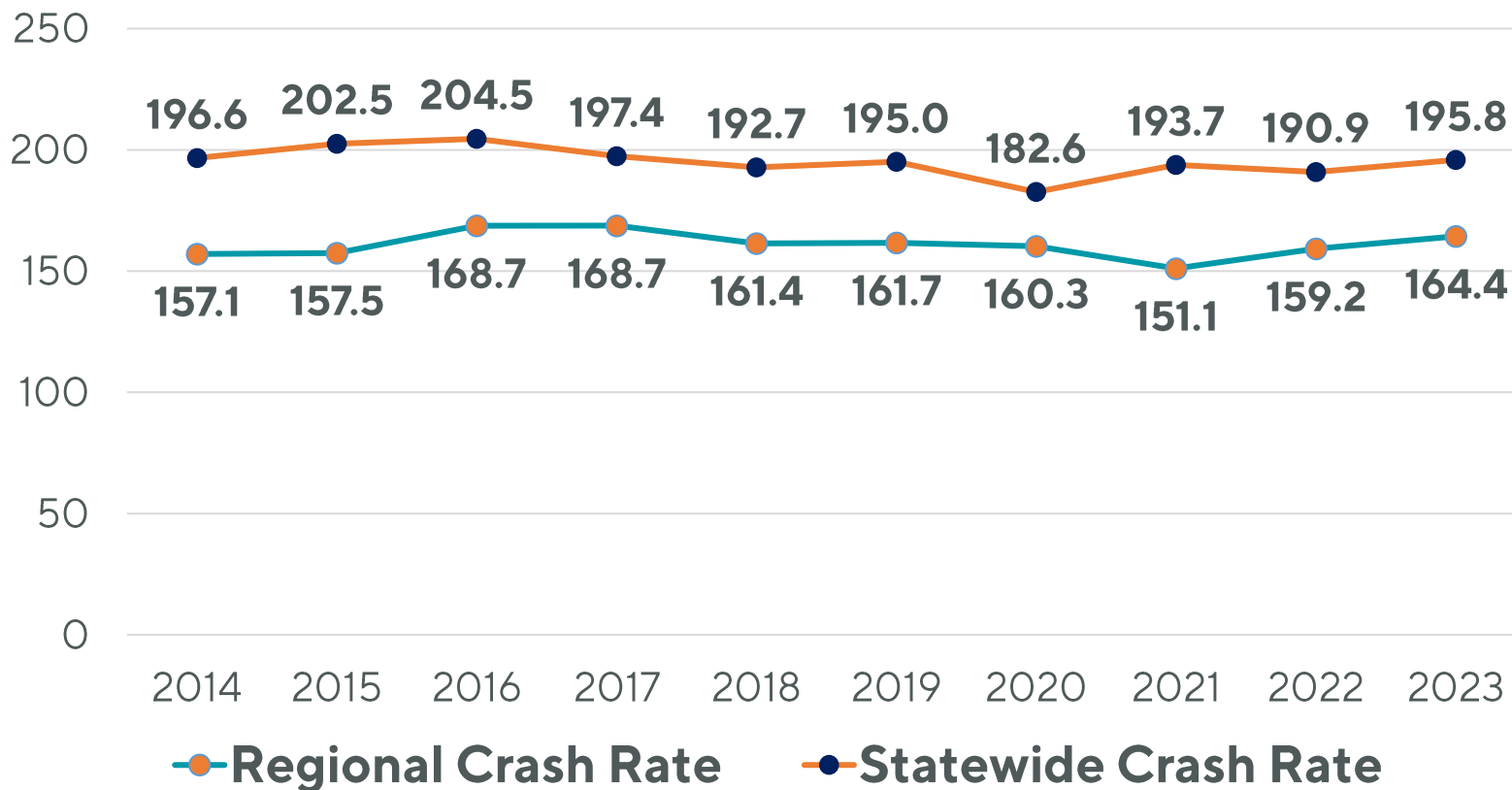




Regional Crashes Rates

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

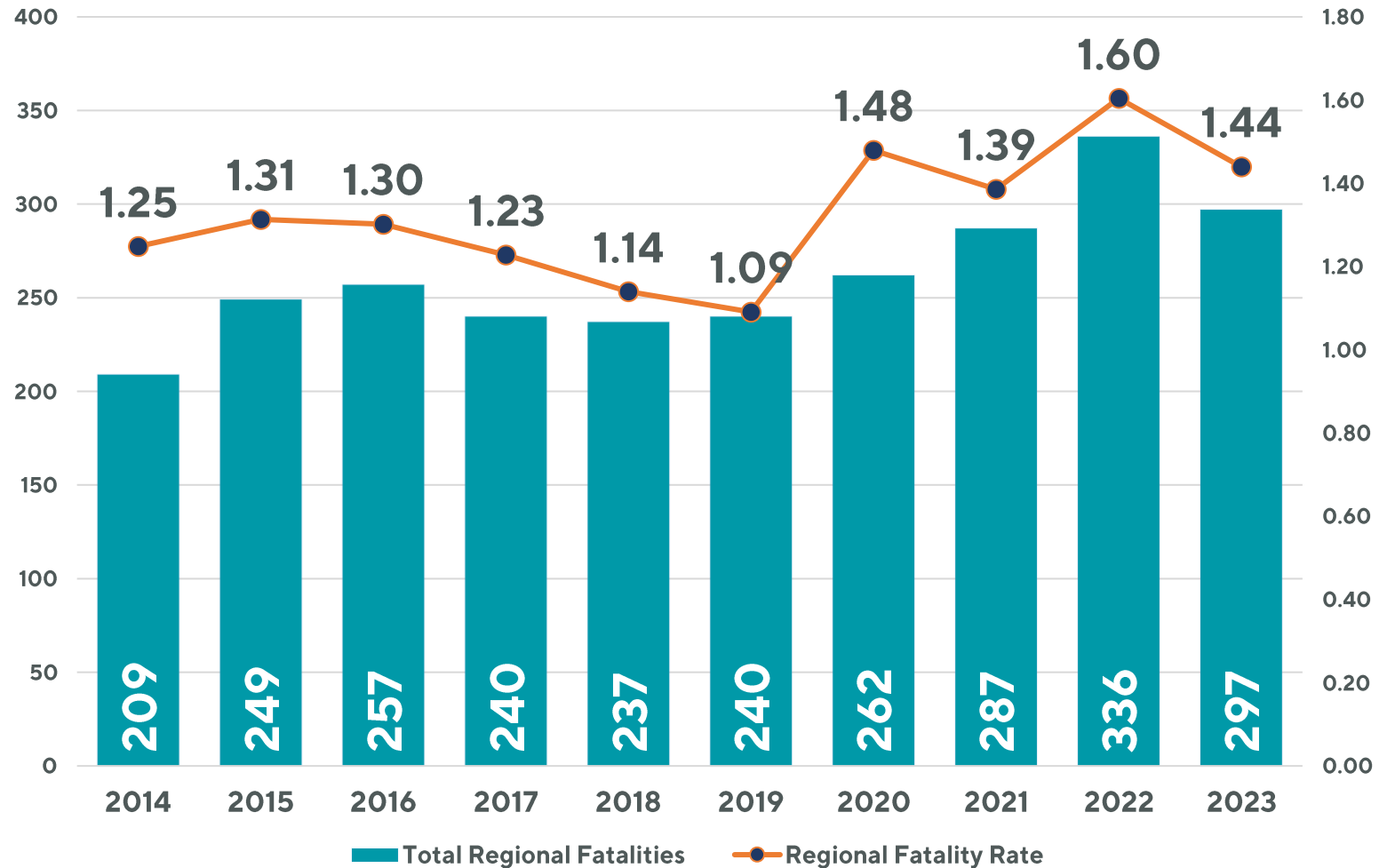
REGIONAL CRASH RATE (per 100 Million Vehicle Miles Traveled)





Regional Fatalities and Fatality Rates

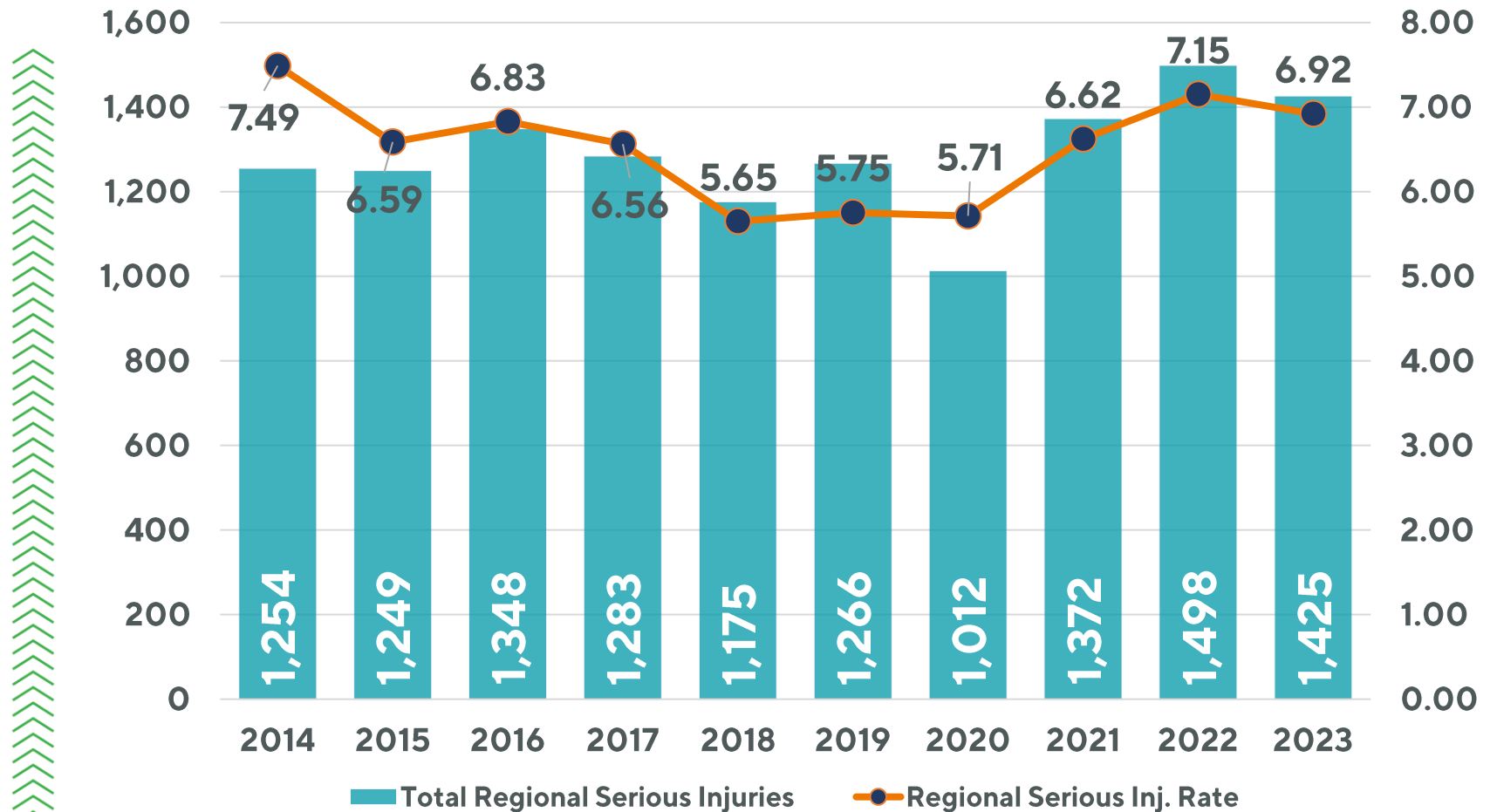
- Fatalities dropped 11.6 percent from 20-year high recorded in 2022
- Still 42.1 percent higher than 10 years ago.





Regional Serious Injuries and Injury Rates

- 4.9 percent drop from 20-year high in 2022
- Still nearly 41 percent higher than 2020 lows





Bike/Ped Fatality and Serious Injuries

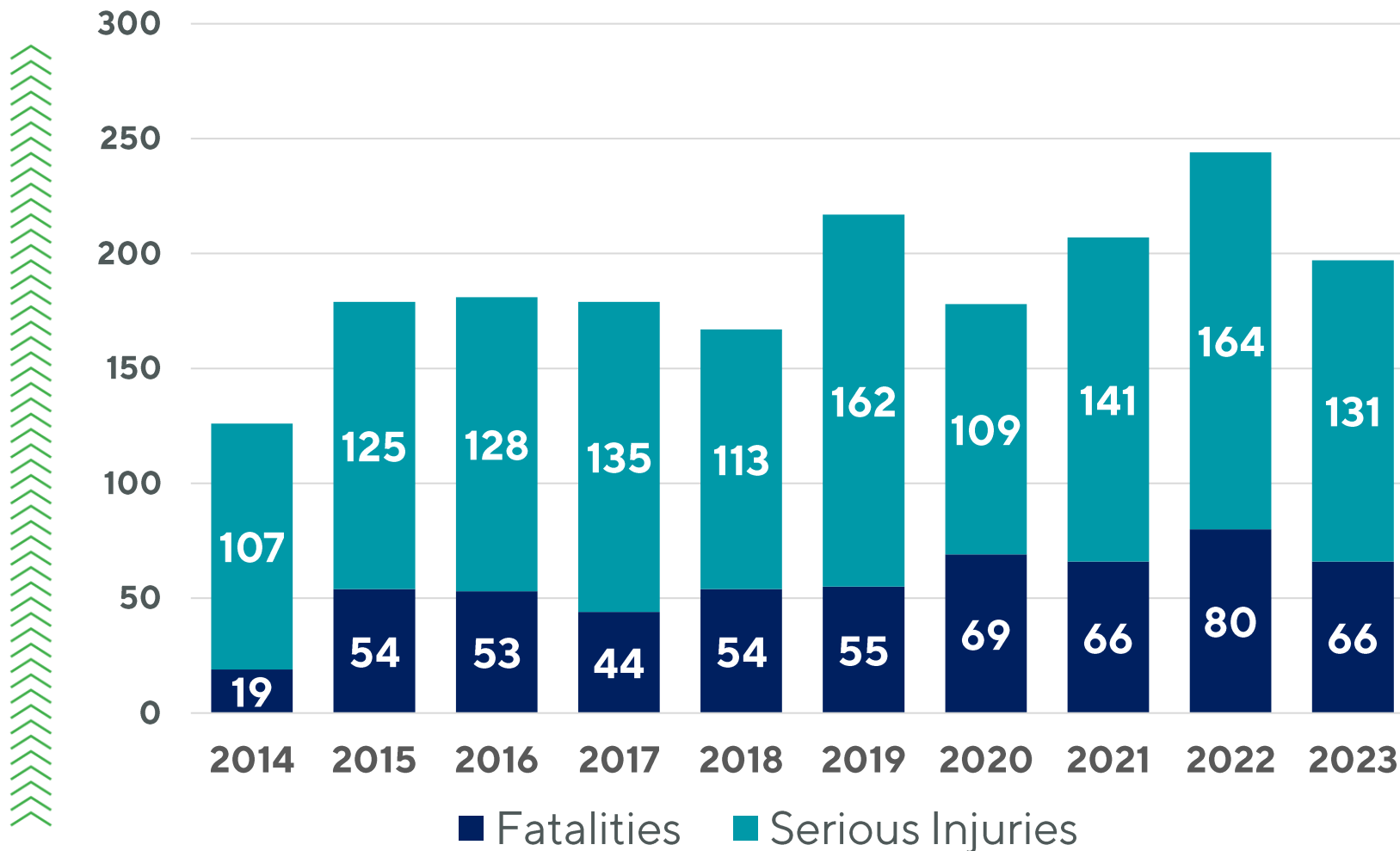
Combined federal performance measure

2023 Fatalities:

- 90.9% Pedestrian
- 9.1% Bicyclists

2023 Serious Injuries:

- 72.5% Pedestrian
- 27.5% Bicyclists





Road to Zero by 2050

CAMPO adopted state performance measures

Targets based on five-year moving averages

As of Sept 30, 2024 per CRIS

- 192 fatalities (256)
- 1,025 serious injuries (1,348)
- 163 Bike/Ped Fat./Inj. (212)



	Year	Fatalities	Serious Injuries	Bike-Ped FataIs/ Injuries	Fatality Rate (per 100M VMT)	Serious Injury Rate (per 100M VMT)
Historical	2014-2018	238	1,262	166	1.24	6.59
	2015-2019	245	1,264	185	1.21	6.28
	2016-2020	247	1,217	184	1.25	6.13
	2017-2021	253	1,222	190	1.26	6.10
	2018-2022	272	1,265	203	1.34	6.23
	2019-2023	284	1,315	209	1.40	6.48
	2023	297	1,425	197	1.44	6.92
Near Term Targets	2024	268	1,241	197	1.32	6.21
	2025	253	1,172	186	1.25	5.94
	2026	239	1,106	176	1.18	5.67
	2027	225	1,044	166	1.11	5.40
	2028	213	985	157	1.05	5.13
Long Term	2030	190	878	140	0.94	4.59
	2035	142	658	105	0.70	3.24
	2040	95	439	70	0.47	2.16
	2045	47	219	35	0.23	1.08
	2050	0	0	0	0.00	0.00





Safety Focus Areas

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

*NOTE: Crashes can involve multiple focus areas – table data should not be added together for cumulative result



Crash Focus Area*	Crashes	Pct. of all crashes	Fatalities	Pct. of Fatalities	Serious Injuries	Pct. of Injuries
Unsignalized Intersections	9,416	27.8%	52	17.5%	348	24.4%
Distracted Driving	8,682	25.6%	36	12.1%	283	19.9%
Failure to Control Speed	6,857	20.2%	44	14.8%	256	18.0%
Road Departures	6,229	18.4%	80	26.9%	328	23.0%
Signalized Intersections	5,892	17.4%	25	8.4%	232	16.3%
Young Drivers	4,655	13.7%	39	13.1%	226	15.9%
Older Drivers	2,548	7.5%	26	8.8%	119	8.4%
Alcohol-Related	2,049	6.1%	82	27.6%	223	15.6%
Work Zone	1,698	5.0%	22	7.4%	60	4.2%
Speeding	1,621	4.8%	58	19.5%	160	11.2%
Unrestrained Occupants	949	2.8%	51	17.2%	159	11.2%
Large Trucks	925	2.7%	21	7.1%	50	3.5%
Motorcycles	690	2.0%	46	15.5%	192	13.5%
Pedestrians	424	1.3%	60	20.2%	95	6.7%
Bicyclists	271	0.8%	6	2.0%	36	2.5%
Bus Crashes	235	0.7%	2	0.7%	17	1.2%
RR Grade Crossing	43	0.1%	1	0.3%	0	0.0%



**ITEM 10: EXECUTIVE DIRECTOR'S
REPORT ON TRANSPORTATION PLANNING
ACTIVITIES**



ITEM 11: ANNOUNCEMENTS





Upcoming Meetings



- TAC → October 21, 2024
- TPB → November 4, 2024



ADJOURNMENT

