



TECHNICAL ADVISORY COMMITTEE MEETING
Monday, November 18, 2024
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. [Approval of October 21, 2024 Meeting Summary](#).....Mr. Chad McKeown, CAMPO
Mr. McKeown will seek TAC approval of the October 21, 2024 meeting summary.
3. [Discussion and Recommendation on the Fall Amendment Cycle](#) Mr. Ryan Collins, CAMPO
Mr. Collins will present the amendments to the Transportation Improvement Program and Regional Transportation Plan and request a recommendation.

INFORMATION:

4. [Presentation on Innovations in Traffic Management](#).....Mr. Sabas Avila, P.E., City of San Marcos
Mr. Avila will provide a presentation on traffic management innovations implemented by the City of San Marcos.
5. Report on Transportation Planning Activities
6. TAC Chair Announcements
 - Next TPB Meeting – December 9, 2024, 2:00 p.m.
 - Next TAC Meeting – December 16, 2024, 2:00 p.m.
7. Adjournment

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.



**Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting**

Livestream at: www.campotexas.org

**Meeting Minutes
October 21, 2024
2:00 p.m.**

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 Attending
1.	Erik Leak	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	Y	
4.	Tom Gdala	City of Cedar Park	Y	
5.	Nick Woolery	City of Georgetown	Y	
6.	Melissa McCullom	City of Kyle	Y	
7.	Ann Weis	City of Leander	Y	
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	

11.	Aimee Robertson	Bastrop County	Y	
12.	Kennedy Higgins	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Caleb Kraenzel, P.E.	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	Y	
16.	Vacant	Caldwell County (Smaller Cities)	--	
17.	Marti Reich	Hays County	Y	
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	Y	Jacob Calhoun
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

2. Approval of September 23, 2024 Meeting Summary

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the September 23, 2024 meeting summary, as presented.

Mr. Bob Daigh, P.E. moved for approval of the September 23, 2024 meeting summary, as presented.

Ms. Cathy Stephens seconded the motion.

The motion prevailed unanimously.

3. Update on 2050 Regional Transportation Plan (RTP)

The Chair recognized Mr. Will Lisska, CAMPO Regional Planning Manager who provided a brief recap of the previous updates to the TAC on the 2050 RTP. Mr. Lisska later introduced Ms. Allison Fluitt of Kimley-Horn and Associates, consultant services provider for the 2050 RTP, as presenter for the latest update on the development of the 2050 RTP.

Ms. Fluitt briefly highlighted the process to reach fiscal constraint and the importance of revenue forecasting. Ms. Fluitt later provided a high-level overview of the draft results of the revenue estimation process for fiscal constraint. Following a brief pause to address questions and comments from the Committee regarding transit revenues, Ms. Fluitt noted that the numbers presented in the overview were draft and encouraged additional feedback from the TAC.

Ms. Fluitt informed the Committee that meetings were held with regional tolling agencies, Central Texas Regional Mobility Authority (CTRMA), SH 130 and the TxDOT-Austin District to discuss tolling revenues and expenditure assumptions. Ms. Fluitt added that meetings were also held with CAMPO Staff and local jurisdictions to discuss local revenues and noted that follow-up meetings are pending to verify assumptions.

Mr. Lisska later summarized the next steps and timeline for the 2050 RTP development process through May 2025.

Ms. Doies Miers, Community Outreach Manager provided a detailed summary of the scheduled public outreach efforts for the 2050 RTP. Ms. Miers noted that as a requirement of the CAMPO Public Participation Plan, public outreach efforts for the 2050 RTP will be completed in 2 phases. The Committee was informed that any public comments received will be summarized and provided to the TAC for recommendation and provided to the Transportation Policy Board for review. A brief question and answer with comments concluded the update.

4. Discussion on the Fall Amendment Cycle

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who informed the Committee that the Fall Amendment Cycle is a regular scheduled opportunity to make changes to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). Mr. Collins briefly discussed the timeline for the Fall Amendment Cycle and highlighted 12 amendments received for the TIP and 3 amendments received for the RTP. Mr. Collins noted that the last amendments for the 2045 RTP will be processed in this fall amendment cycle due to development of the 2050 RTP.

Mr. Collins reported that the deadline for the Fall amendment cycle is November 13, 2024 and a public hearing will be held at the Transportation Policy Board meeting on November 4, 2024. A brief question and answer concluded the presentation.

5. Discussion the 2026-2029 Call for Projects

The Chair recognized Mr. Ryan Collins who continued with a discussion on the 2026-2029 Call for Projects for Transportation Alternative Set-Aside (TASA)/Carbon Reduction Program (CRP) funding.

Mr. Collins informed the Committee that the 2026-2029 Call for Projects is underway and the deadline to submit project applications is December 20, 2024. Mr. Collins also informed the Committee that two (2) information webinars were held and are posted to the CAMPO website for further review.

Mr. Collins briefly summarized project eligibility, project scoring, and the evaluation process for the 2026-2029 Call for Projects for TASA/CRP funding and noted that approximately \$68 million is available for the programming of projects on October 1, 2025 at the earliest.

Mr. Collins later informed the Committee that CAMPO will release the next call for projects for Surface Transportation Block Grant (STBG) funding immediately following the 2026-2029 Call for Projects and encouraged potential project sponsors to begin compiling their applications. A brief question and answer with comments concluded the presentation.

6. Report on Transportation Planning Activities

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who provided an introduction to updates on the Project Readiness Corridor Program as follows:

Ms. Heather Ashley-Nguyen, TxDOT-Austin District provided a brief report on the TxDOT Professional Engineering Procurement Services (PEPS) and Right-of-Way utility budgets. Ms. Ashley-Nguyen reported that TxDOT has received a 3-year outlook and allocations on its PEPS and ROW budget through August 2025 and 2026-2027. Ms. Ashley-Nguyen noted that the allocation will cover projects funded in the first part of the Unified Transportation Program (UTP).

Ms. Doise Miers reported that two (2) of three (3) open houses were held for the FM 734 (Parmer Lane) Corridor Study. Ms. Miers noted that following the second open house, there has been a pause in further public involvement until further notice.

Mr. McKeown added that there is also a pause in public involvement for the FM 969 Corridor Study until further notice.

Mr. Brian Duffey, P.E., BGE, Inc., engineering consultant services provider reported that the FM 973 Corridor Study covers US 290 in Manor, TX to US 79 in Taylor, TX. Mr. Duffey reported that several meetings were held with local governments and the consultant team to work towards a 60% schematic. Mr. Duffey further reported that the first round of public outreach is scheduled for the Spring of 2025 and it is anticipated that the first schematic will be completed by the end of 2025.

The reports on transportation planning activities concluded without questions or comments.

7. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on November 4, 2024 at 2:00 p.m. and the next Technical Advisory Committee Meeting will be held on November 18, 2024 at 2:00 p.m.

8. Adjournment

The October 21, 2024 meeting of the CAMPO Technical Advisory Committee was adjourned at 2:55 p.m.



Date: November 18, 2024
Continued From: October 21, 2024
Action Requested: Recommendation

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 3
Subject: Discussion and Recommendation on Fall Amendment Cycle

RECOMMENDATION

Staff requests the Technical Advisory Committee make a recommendation to the Transportation Policy Board (TPB) regarding the Fall Amendment Cycle processing of amendments to the 2025-2028 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP).

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) has conducted community outreach for amendments to the 2025-2028 TIP and 2045 RTP. This process included a public hearing, 30 days of public comment, in-person and online open houses, and will conclude with direct approval by the TPB as detailed in both the Public Participation Plan and Amendment Procedures.

FINANCIAL IMPACT

Any projects selected for federal funding through surface transportation programs including federal highway and transit formula and discretionary programs, must be approved directly by the TPB through the TIP and RTP for federal funding to be obligated to projects or sponsors.

BACKGROUND AND DISCUSSION

CAMPO develops and maintains the TIP and RTP. The TIP is adopted every two years and the RTP every 5 years. In addition to adoption, the TIP and RTP are amended on a regular basis to ensure that the most up-to-date information is approved by the TPB. Sponsors may submit a request for an amendment at any time using the online application which is then processed according to the amendment policies either through a regular amendment cycle, administratively, or as an out-of-cycle amendment. The nature of the request is determined upon review of the submission and additional coordination with the project sponsors as needed.

SUPPORTING DOCUMENTS

Attachment A – Amendment List

Attachment B – 2025-2028 TIP Amendments Public Comments

2025-2028 Transportation Improvement Program and 2045 Regional Transportation Plan - Regular Amendments

MPO ID	CSJ	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	FY	YOE	Total Project	Amendment
TBD	0914-00-539	Travis, Hays, Williamson	TxDOT	VA	VA	VA	Hero Program Continuation in Hay, Williamson, and Travis County. Facilities include IH35, US 183, US 290, SH 71 & SL 1.	C	2025	\$18,000,000	\$18,000,000	Add New Project
TBD	1149-01-033	Travis	TxDOT	FM 812	0.02 Miles West of SH 130 Southbound Frontage Road	0.32 Miles East of Elroy Rd	Upgrade from a 2-Lane roadway to a 4-Lane divided roadway with a continuous left turn lane, curb and gutter, signals, striping and bicycle and pedestrian facilities.	C	2028	\$55,871,910	\$75,395,137	Add New Project
11-00036-00	0323-01-028	Bastrop	TxDOT	SH 95	SL 230	South of FM 535	Upgrade from a 2-lane rural to a 3-lane urban roadway with continuous left-turn lane.	C	2025	\$14,000,000	\$16,817,819	Change Limits (To) from 'FM 535' to 'South of FM 535'; Increase Project Cost from \$10,319,468 to \$16,817,818; Increase Category 2 from \$8,590,445 to \$14,000,000
61-00191-00	2103-01-036	Williamson	City of Georgetown	RM 2243	SW Bypass	Norwood Drive	Upgrade from a two-lane to a four-lane divided with Center Turn Lane and new traffic signals and pedestrian improvements	C	2026	\$17,791,407	\$21,233,426	Switch Limits (From) and Limits (To); Scope Change from 'Upgrade from a two-lane to a four-lane divided with new traffic signals and pedestrian improvements' to Upgrade from a two-lane to a four-lane divided with center left turn lane and new traffic signals and pedestrian improvements'; Increase Project Cost from \$8,482,019 to \$21,233,426; Add \$12,751,407 Category 3
61-00109-00	0914-05-222	Williamson	Williamson County	Hero Way	183A	RM 2243	Reconstruct 2-Lane undivided roadway to 2 travel lanes with continuous left-turn lane and extend existing Hero Way to RM 2243.	C	2026	\$38,650,000	\$44,781,508	Increase Project Cost from \$15,370,487 to \$44,781,508; Increase Category 3 from \$12,788,091 to \$13,650,000; Add \$25,000,000 in Category 10
61-00109-01	2103-01-040	Williamson	Williamson County	RM 2243	W of Hero Way	0.199 MI W of Escalera Pkwy	Realign and Reconstruct 2-Lane undivided roadway to 2 Travel Lanes and Continuous Left Turn Lane	C	2026	\$0	\$7,783,077	Remove Project
11-00011-00	0265-03-041	Bastrop	TxDOT	SH 71	CR 206 (Colorado Circle)	SH 21	Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	C	2030	\$0	\$69,965,910	Remove Project
TBD	5000-00-201	Hays	TxDOT	Various	VA	VA	Install 10 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 35).	C	2025	\$729,192	\$729,192	Add New Project - NEVI Program Award
TBD	5000-00-236	Caldwell	TxDOT	Various	VA	VA	Install 8 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors. (IH 10)	C	2025	\$1,891,381	\$1,891,381	Add New Project - NEVI Program Award

Note: Listed amendments to the IH 35 Capital Express breakout projects, MPO IDs 51-00189-01 to 51-000189-13, have been previously approved and environmental cleared under the overall project MPO ID 51-00189-00/CSJ 0015-13-388). These amendments account for any significant project changes and do not modify the approved funding amounts, scope, or limits of the previously approved project.

TBD	N/A	Travis	City of Austin	Various	VA	VA	Charging Station Replacement	C	2025	\$337,500	\$337,500	Add New Project - EV Charging Reliability Program
TBD	N/A	Hays	City of San Marcos	Various	IH 35 Northbound Frontage Road	SH 123	Drainage and street improvements within the Sunset Acres Subdivision.	E, C	2026	\$36,819,780	\$36,819,780	Add New Project - PROTECT Program Award
TBD	N/A	Caldwell	Caldwell County	Truck Plaza	SH 130	SH 80	Construction of travel plaza and truck parking facility at SH 130 and SH 80	E, C	2025	\$30,725,000	\$30,725,000	Add New Project - RAISE Program Award
61-00025-00	0337-02-051	Williamson	City of Georgetown / TxDOT	SH 29	Haven Ln.	Patriot Way	Widen from 4 undivided to 5-lanes divided arterial with pedestrian improvements, signal and intersection improvements.	-	2030	-	\$45,500,000	Modify project limits, scope, and description. Increase funding from \$18.5 million to \$45.5 million.
61-00024-00	2690-01-043	Williamson	City of Georgetown / Williamson County	FM 971	Gann St.	SH 130	Widen from 2-lane undivided to 5-lane divided arterial with pedestrian improvements, signal and intersection improvements.	-	2030	-	\$34,000,000	Modify project scope, and description. Increase funding from \$14 million to \$34 million.
TBD	N/A	Williamson	CTRMA	183A	SH 45	Hero Way	Widen from 3 to 4 toll lanes northbound and southbound into the existing center median.	-	2026	-	\$250,000,000	Add New Project

Transportation Improvement Program (TIP) Amendment (All approved amendments to the Transportation Improvement Program are automatically amended in the Regional Transportation Plan per CFR 450.218.)

Regional Transportation Plan (RTP) Amendment (No amendments were requested specifically for the Regional Transportation Plan)

Note: Listed amendments to the IH 35 Capital Express breakout projects, MPO IDs 51-00189-01 to 51-000189-13, have been previously approved and environmental cleared under the overall project MPO ID 51-00189-00/CSJ 0015-13-388). These amendments account for any significant project changes and do not modify the approved funding amounts, scope, or limits of the previously approved project.

From: [Carl Urban](#)
To: [CAMPO comments](#)
Subject: 2025-28 TIP
Date: Friday, October 11, 2024 7:21:28 AM

Gentlepeople,

As long as you are putting out a plan it would be nice to provide a more current map of the major transportation arteries in the area. To that point the map provided does not identify the section extending from south MOPAC to FM1626 in Hays county (45Toll).

Carl Urban
Sent from my iPhone

From: [Ian Wilson](#)
To: [CAMPO comments](#)
Subject: Public Input Regarding "2025-2028 TIP AMENDMENTS – FALL 2024"
Date: Friday, November 8, 2024 11:43:31 PM

I was unable to attend an in-person event for this, but I have the following feedback from the online slides.


I strongly dislike the experience of driving and having pedestrians or similar having no choice but to be in or along the road. It makes me nervous that they may end up getting hit. Also, when I choose to walk or bike somewhere, it can be quite scary if there is limited infrastructure.

I strongly support continued funding of safety improvements for all, especially those that take into account pedestrian, bike, and other similar non-car users. It is heartening to see items 61-00024-00 and 61-00025-00 doing that.

I don't live near it, but I find the estimate of *a quarter of a billion dollars* on a widening a portion of 183 a bit eye-watering. I don't want to prevent safety improvements and maybe it will pay for itself quickly with toll revenue, but it sounds like a whole lot of tax payer money.

Thanks!

Ian Wilson


Austin, TX 78702

From: [Tyler Markham](#)
To: [CAMPO comments](#)
Subject: TIP Amendments - Charging Stations
Date: Friday, November 8, 2024 4:30:07 PM

Hello,

I would like to comment that the proposed charging stations should also be compatible with J1772 (level 2) chargers.

Thanks,
Tyler

From: [Kevin Pitts](#)
To: [CAMPO comments](#)
Subject: TIP Public Comment
Date: Thursday, October 10, 2024 1:32:09 PM

All projects in Georgetown are needed and I'd like to see all of them moved to top priorities.

Thank you

Kevin Pitts
Sent from my iPhone

Finally, FM 812 has been included in the tip amendments. The carnage that has occurred on this roadway is incredible. TXDOT position has been that safety trumps all, unfortunately I cannot come to that conclusion. I am convinced that money, politics and influence take precedent with safety a distant fourth. I have resided on FM 812 near Elroy for 30 plus years and used to commute its entire length prior to that from Red Rock. It is a road I am intimately familiar with. I realize the growth of Austin has put a strain on all infrastructure, but the burden placed on this roadway far exceeds that of other Austin roadways. I have watched in the past where FM 812 was included in CAMPO plans for upgrading only to have verbiage in the comments to remove it and include it in a later year. There are not many residences on FM 812, however unfortunately mine is one of them. It is at its core a commuter feeder road to Austin, and it also now is home to the COTA development. As per the excellent reporting by KXAN FM 812 was identified as easily the deadliest road in Travis County. Obviously, they accounted for deaths per amount of traffic, yet by this calculation there were no other roads that came close including I 35 or any other significant roadway. This is a very dangerous highway with many problems that has had only a few attempts at addressing its problems. The recent addition of lights at strategic intersections has helped, however the restriping to include a suicide lane is problematic and I predict will lead to some horrific crashes. The lights regulate the traffic but quite often people will pull out into the turn lane to leapfrog around 20 to 30 cars at once. Obviously illegal but it happens frequently none the less. I have witnessed cars doing this at the top of the hill as you enter Elroy, an extremely dangerous practice. My and my family's personal safety are due to be impacted by the recent proposal to split the project into two pieces. The most danger we face daily is when we attempt to turn left into our driveway. No matter how much we slow down and signal in advance the traffic behind us presents numerous challenges. We have people passing on the left as we are turning left. The proposed plan shows the 5 lanes terminating several hundred feet from our drive where at which point it has reverted to 2 lanes. I can only imagine the scenarios that would present, none of them pleasant and quite honestly causing myself and my family real anxiety. Please take my concerns to task and while I may not have the money or be politically connected, I beg you to consider my family and friends' safety.

Thank You

Wayne Ragland

-----Kingswood Apartments-----

Please allow me to address another topic not directly involving Campo or TXDOT. The development is known as Kingswood Apartments. Construction is rapidly underway at this site which sits at the top of the hill as you enter Elroy. How this site was ever considered for such a project is something i cannot fathom. The developer is known for using bond monies to build out affordable rental units, something the Austin area needs. Even though this site did not meet the usual criteria such as being close to the city core and available transit it still was greenlighted. The developers laughable answer to the latter is that they would provide a van. They have received over 50 million dollars for this project and work is advancing quickly. I have to imagine these apartments will open long before any of the proposed work on FM 812 is completed. It is not hard to consider the number of children that will be calling Kingswood apartments home. While close to the city this is still a very Rural area. The dollar general store being the anchor point for downtown Elroy. There is no sidewalk between the apartments and Dollar general, children will be using the shoulder of the road to get to the store, a very scary proposition. The only other places are the library which unfortunately is on the opposite side of the highway and the 800-pound gorilla in the area COTA. COTA is now in the process of reimagining itself as a theme park, I couldn't imagine any after school kids wanting to go there. Very real concerns hopefully the right people are giving this the attention it deserves instead of waiting until the inevitable happens.

Thank You

Congestion and road rage have continued to grow in Texas, to unprecedented levels. Campo and its TXDOT partners should therefore be open to trying new approaches, or reconsidering old ones, in the design and operation of roadways. Consider using the UTP to fund:

1. Provide funds to repair or replace overhead lane indicator arrows on each travel lane in the major transportation corridors. TXDOT recently turned off all lighted overhead lane indicator arrows in the Austin, Dallas, Fort Worth, San Antonio and Houston districts. Lighted lane indicator arrows are proven to assist drivers by reducing congestion and providing advanced notification of congestion and lane closures. Reinvest millions in these safety devices, through the TIP.
2. Then ensure TXDOT should provides funds in the to operate overhead lane indicator arrows, not just leave them green.
3. Provide \$25 million in funding in the TIP to install frequent "Left Lane for Passing Only" and Slower Traffic Keep Right signs throughout the major transportation corridors. IH35, MOPAC, IH 183, IH 290, SH130, IH 10. This will educate drivers about the law in Texas to drive right and pass on the left. Action could have an immediate impact on the remaining 2 lane interstate highways that are congested.
4. Provide TIP funds to install overhead guide signs which say: "Left Lane for Passing Only" where freeways leave metropolitan areas. This will help educate drivers about the law, and lead to reducing road rage from motorists camping in the left lane of two-lane highways. This will also serve as an educational piece for motorists leaving metropolitan areas.
5. Provide \$25 million to enhance lighting on all freeway projects moving forward to have continuous street lighting, including underpass lighting on service rds. and flyovers.
TXDOT has stopped installing underpass lighting throughout the state, however traffic fatalities, pedestrian and non vehicle and work zone accidents have continued to grow at the same time. The TIP should fund and prioritize underpass and flyover ramp underpass lighting.
Continuous street lighting is consistent with the warrants requiring lighting in recently adopted Federal AASHTO street lighting standards, into the Texas Highway Illumination Manual.

6. Provide a million dollar fund for the MPO, TXDOT, and cities to use to fund freeway street lighting improvements and repairs. Many small communities like Round Rock, Georgetown, or Austin do not have the funds to make expensive lane closures on busy interstate highways to make simple repairs. They sign agreements to get the lighting installed but fail to budget for expensive lane closure repairs.

Further, funds could be used for LED conversions for interstate underpass freeway light fixtures, from HPS to LED, or to repair wire or conduit damage, in existing street lighting or underpass lighting.

7. Provide a fund to repair any existing underpass street lighting in the MPO where projects have begun, but upgrading existing underpass lighting was not included to be converted to new LED fixtures.

Currently, in Central Texas, the north Austin TXDOT District in Georgetown has an ongoing lighting projects that failed to include underpass lighting upgrades. The region also has thousands of underpass lights out on freeways that need immediate repair.

8. Provide \$20 million in TIP funds to enhance existing lighting, where high mast towers are outdated, or not properly laid out to current design standards.

Encourage staggering of high mast towers down freeways, so light is spread evenly across the highway from side to side. Move away from the design standard used by TXDOT which uses dominant placement of high mast towers only on one side of the freeway. Include obstruction lighting on top of all high mast towers for low flying police helicopters.

9. Provide \$5 million in TIP funds to install Interstate entrance ramp metering signaling, where it can reduce traffic congestion. Houston has ramp metering on IH45 that is showing success in reducing congestion.

10. Provide \$25 million in TIP funds to enhance work zone street lighting on all construction projects. Work zone streetlighting should be in place prior to the start of construction.

Follow the AASHTO standard to provide work zone lighting. The Austin district of TXDOT does not have roadway work zone lighting for motorists on many of its projects. Roadway fatalities in Williamson County have increased

35% in construction zones without streetlighting. The TIP should prioritize reducing work zone accidents.

11. Provide \$20 million in the TIP to install lighted street name signs on traffic signal mast arms through congested, or fatality accident prone areas. Currently, TXDOT no longer installs lighted street name signs on cross street signal mast arms at intersections, however they are shown to reduce driver eye fatigue, and provide greater advance notice, keeping pedestrians safe.

12. Provide funding to install decorative lighting on larger structures. Lighted stars, Austin or city emblems or State of Texas stars are always popular, and encourage community ownership of roadway structures. At SH71 @ I35 the Texas stars have lights, however TXDOT has failed to replace the bulbs.

13. Provide funding to upgrade decorative malfunctioning lighting :

IH35 in Austin @ SH 71 has lighting on the bridge columns with State of Texas emblems. The lamps need to be upgraded to LED bulbs.

Austin, and other cities have decorative lighting that is out.

14. Provide TIP funds to restore overhead highway guide sign lighting. The new AASHTO lighting standard has (2) two warrants that require overhead guide sign lighting, which are: 1. Lack of direct headlight incident to the overhead guide sign, and 2. Weather interference.

This year alone we had fires and dust storms that blocked highways in over 60 counties for nearly 8 weeks. Weather interferes with headlight incident to overhead guide signs in Texas.

The TIP should provide funds to test new overhead guide sign lighting technologies.

The MPO should discuss TXDOT sign policy changes needed to address the requirements of these two AASHTO new sign warrants.



Date: November 18, 2024
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Sabas Avila, Director of Public Works, City of San Marcos
Agenda Item: 4
Subject: Presentation on Innovations in Traffic Management

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

On October 22, 2024, CAMPO staff hosted a region-wide workshop to discuss its development of the Central Texas Regional ITS Architecture Update. At that meeting, the City of San Marcos shared various practices they employ to provide their staff real time information on items such as bus locations, extended blockages at railroad crossings, and traffic conditions. CAMPO and City staff agreed that several methods could be applied to other agencies within the region.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

As the need for data to manage a city's transportation challenges grows, so too does the cost and complexity associated with that growth. At a CAMPO-hosted workshop to discuss the update to the Central Texas ITS Architecture, the City of San Marcos demonstrated several practices they employ to address those challenges. These practices are particularly suited for cities that have limitations in staff and funding.

SUPPORTING DOCUMENTS

None.