



TECHNICAL ADVISORY COMMITTEE MEETING
Monday, February 24, 2025
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 January 27, 2025 Meeting Summary](#)..... Mr. Chad McKeown, CAMPO
Mr. McKeown will seek TAC approval of the January 27, 2025 meeting summary.

INFORMATION:

4. [Discussion and Recommendation on 2025 Federal Performance Measure Targets](#)
..... Mr. Nirav Ved, CAMPO
Mr. Ved will present the 2025 performance measure target updates and seek TAC recommendation.
5. Report on Transportation Planning Activities
6. TAC Chair Announcements
 - Next TPB Meeting – April 14, 2025, 2:00 p.m.
 - Next TAC Meeting – March 24, 2025, 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
January 27, 2025
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 2:03 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	N	
4.	Randall Skinner	City of Cedar Park	Y	
5.	Lua Saluone	City of Georgetown	N	
6.	Lu Zhang	City of Kyle	Y	
7.	Ann Weis	City of Leander	N	
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	Robert Tamble
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Caleb Kraenzel, P.E.	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	N	
16.	Vacant	Caldwell County (Smaller Cities)	-	
17.	Marti Reich	Hays County	N	
18.	Angela Kennedy	Hays County (Smaller Cities)	N	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Matt Rector	Williamson County (Smaller Cities)	N	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	N	
25.	Sharmila Mukherjee	Capital Metro	Y	Jacob Calhoun
26.	Heather Ashley-Nguyen, P.E.	TxDOT	N	

2. Approval of November 18, 2024 Meeting Summary

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the November 18, 2024 meeting summary, as presented.

Mr. Bob Daigh, P.E. moved for approval of the November 18, 2024 meeting summary, as presented.

Mr. Ed Collins seconded the motion.

The motion prevailed unanimously.

3. Discussion and Update on 2026-2029 Project Call

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who provided an update on the 2026-2029 Project Call for the Transportation Alternative Set-Aside (TASA) Program and Carbon Reduction Program (CRP). Mr. Collins informed the Committee that approximately \$70 million is available to allocate to projects in the region. Mr. Collins further informed the Committee that a total of 30 project applications were received by the December 20, 2024 deadline for a total of \$135 million in funding requests.

The Committee was informed that CAMPO staff are reviewing the project applications for eligibility and readiness. Mr. Collins briefly discussed the Readiness Assessment process and findings. Mr. Collins noted that project sponsors will receive a Readiness Assessment Report and highlighted what will be included in the report. A brief question and answer with comments followed.

4. Presentation on Draft 2050 Regional Transportation Plan (RTP)

The Chair recognized Mr. Will Lisska, CAMPO Regional Planning Manager who provided a high-level introduction to the presentation and introduced Ms. Allison Fluitt of Kimley-Horn and Associates, consultant services provider for the 2050 RTP, as presenter for the latest updates on the draft 2050 RTP.

Ms. Fluitt provided a brief recap of the process to reach fiscal constraint. Ms. Fluitt reported that there were 1,000 project submittals (63% primarily roadway projects) from the 2050 RTP Project Call and noted that 27 jurisdictions and agencies including TxDOT submitted projects. Ms. Fluitt further noted that the roadway projects that were submitted included Active Transportation elements and provided a detailed description of project types.

Ms. Fluitt later highlighted the Travel Demand Modeling Analysis which included 2020, 2050 No Build, and 2050 Build results. The Title VI Analysis was also highlighted in the presentation.

Mr. Lisska concluded the presentation with next steps and the 2050 RTP timeline. A brief question and answer with comments followed.

5. Update on CAMPO Regional Safety Action Plan (RSAP)

Mr. Nicholas Samuel, CAMPO Senior Regional Planner introduced Mr. Brian Chandler of DKS Associates, consultant services provider for the CAMPO RSAP as presenter for the update. Mr. Chandler provided an update on the RSAP schedule and detailed discussion of the following:

1. Safety Needs Assessment: Crash Data and Public engagement (example-Williamson County)
2. Safety Analysis (example-Bastrop County)
3. Recommendations for Safety Improvements (County-level improvements and Prioritization)

Mr. Chandler noted that the recommendations for Safety Improvements were discussed with the Safety Task force and concluded the presentation with next steps. The update concluded without questions or comments.

6. Report on Transportation Planning Activities

The Chair recognized the following CAMPO staff who provided reports on transportation planning activities as follows:

Mr. Nirav Ved, CAMPO Data & Operations Manager provided a brief update on CAMPO's annual obligation to adopt federal Safety Performance Measures Targets. Mr. Ved reported that information on the federal Safety Performance Measures Targets will be forwarded to the TAC after the meeting. Mr. Ved noted that a full report for the federal Safety Performance Measures Targets will be provided for review at the next TAC meeting prior to making a recommendation for approval to the Transportation Policy Board.

Ms. Doise Miers, CAMPO Outreach Manager reported that staff is working to transition from Webex to the Microsoft Teams platform for upcoming TAC meetings. Ms. Miers further reported that meeting holds will be sent to the calendars of Committee members for upcoming 2025 TAC meetings until IT logistics have been completed in the transition. The Committee was informed that once completed, calendar invites will be sent to replace the meeting holds on their calendars.

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 February 10, 2025 at 2:00 p.m. and the next Technical Advisory Committee Meeting will be held on February 24, 2025 at 2:00 p.m.

The Chair also announced that a nomination subcommittee was appointed to develop and present recommendations for TAC officers at the February meeting. The Chair identified Ms. Aimee Robertson (Bastrop County), Ms. Angela Kennedy (Hays County Smaller Cities), and Mr. Mike Sexton, P.E. (CTRMA) as members of the subcommittee.

8. Adjournment

The January 27, 2025 meeting of the Technical Advisory Committee was adjourned at 2:59 p.m.



Date: February 24, 2025
Continued From: N/A
Action Requested: Approval

To: Technical Advisory Committee
From: Mr. Chad McKeown, Deputy Executive Director
Agenda Item: 3
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 2025 officer positions. Appointments to the Committee were as follows:

1. Ms. Aimee Robertson, Bastrop County
2. Ms. Angela Kennedy, Hays County (Smaller Cities)
3. Mr. Mike Sexton, P.E., CTRMA

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

SUPPORTING DOCUMENTS

None.



Date: February 24, 2025
Continued From: N/A
Action Requested: Recommendation

To: Technical Advisory Committee
From: Mr. Nirav Ved, Data and Operations Manager
Agenda Item: 4
Subject: Discussion and Recommendation on 2025 Federal Performance Measure Targets

RECOMMENDATION

Staff requests TAC recommendation.

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.

For 2025, TxDOT has decided to maintain the same safety targets as it adopted for 2024; however, the Traffic Safety Division is working with the Federal Highway Administration to consider amending those targets. If those targets are changed before the TPB adopts these targets, staff will update the 2025 Safety Performance Measure Targets.

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 – TxDOT 2025 Safety Performance Measure Targets

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.

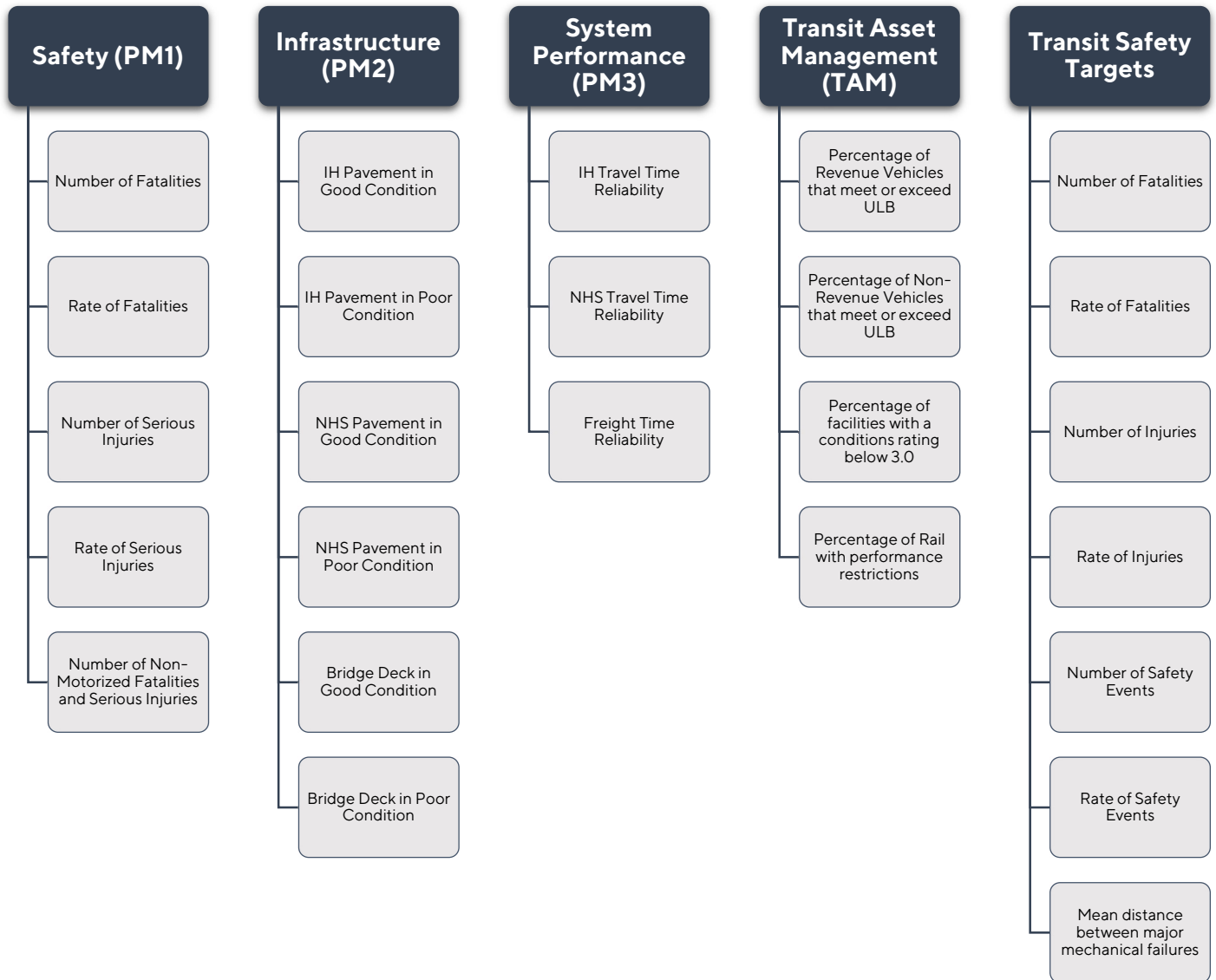


Transportation performance management is an iterative process that helps guide the planning process by providing directional goals for the plans and programs, but also provides a feed-back mechanism in which to measure success. To achieve the federal goals, states and MPOs jointly develop performance 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. Please refer to CAMPO’s [performance measure dashboards](#) for more information on regional performance.

Safety (PM1)	Current Target	2025 Target	5-Year Rolling Average Target
Number of Fatalities	3,046	3,046	3,567
Rate of Fatalities	1.14	1.14	1.14
Number of Serious Injuries	17,062	17,062	17,062
Rate of Serious Injuries	6.39	6.39	6.39
Number of Non-Motorized Fatalities and Serious Injuries	2,357	2,357	2,357

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)

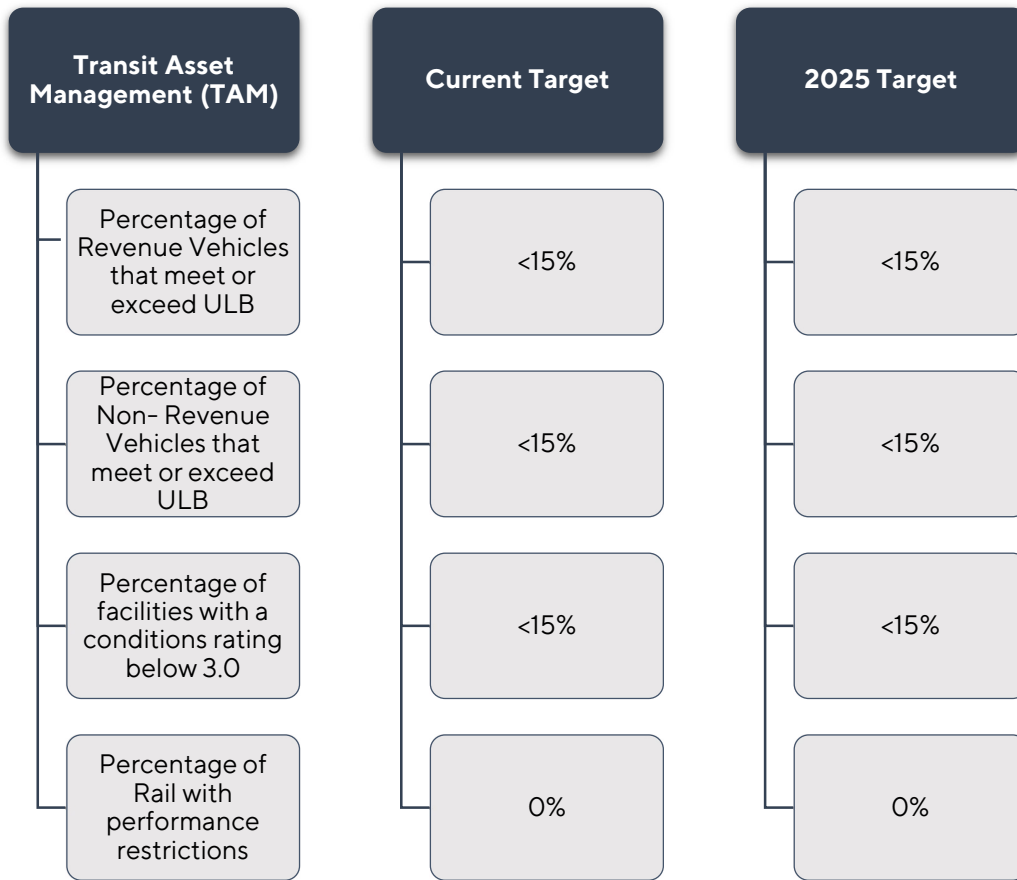
The Transportation Policy Board has prioritized addressing congestion in the region by establishing system performance measures and setting targets for travel time reliability. The Transportation Policy Board currently supports the state’s efforts and adopted the System and Freight Performance targets 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.



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	2025 Targets
Number of Fatalities	0	0
Rate of Fatalities	0	0
Number of Injuries	65	65
Rate of Injuries	0.35	.35
Number of Safety Events	85	85
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	
<u>Project Selection Criteria</u>	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.
<u>Performance Measure Dashboards</u>	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
<u>Planning Activities</u>	<p>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:</p> <ul style="list-style-type: none"> • Regional Transportation Plan • Transportation Improvement Program • Regional Safety Plan • Regional Freight Study • Regional Bottlenecks/Interchange Study • Mobile Emission Reduction Plan • Local Studies