



WI-FI NETWORK

**JLA-Guest**

PASSWORD

**Community#1**





**CAMPO**  
CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

# Transportation Policy Board Meeting

## February 10, 2025

# ITEM 1: CERTIFICATION OF QUORUM



## ITEM 2: PUBLIC COMMENTS



# ITEM 3: EXECUTIVE SESSION



# ITEM 4: REPORT FROM THE TAC CHAIR



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





## Recommendation



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





**ITEM 6: DISCUSSION AND TAKE  
APPROPRIATE ACTION ON  
APPOINTMENT TO CAPMETRO BOARD**



**ITEM 7: DISCUSSION AND TAKE  
APPROPRIATE ACTION ON 2026-2029  
PROJECT CALL PROCESS UPDATES**



**ITEM 8: DISCUSSION ON CAMPO CODE  
OF CONDUCT FOR TRANSPORTATION  
POLICY BOARD MEMBERS**



**ITEM 9: PRESENTATION ON DRAFT 2050  
REGIONAL TRANSPORTATION PLAN (RTP)**





# Overview



- **Presentation on the DRAFT 2050 RTP**
- **Previous TPB updates –**
  - » Purpose and timeline
  - » Summary of project call and received projects
  - » Review of revenue estimation methodology and findings
- **This update – summary of plan contents, process, and how to provide feedback**





# Overview: Plan Chapters



- **Purpose and Goals**
- **Trends and Needs**
- **Fiscal Constraint**
- **Project List Development**
- **Travel Demand Model Results**
- **Public Involvement**
- **Performance Measures and 2050 Policies**





# Goals & Objectives

## Part 1 of 2

Used to shape  
prioritization of federal  
funds (project call  
evaluation)



Goals	Objectives
Safety	<b>A. Crash Reduction</b> - Reduce severity and number of crashes for all modes.
	<b>B. TxDOT Road to Zero</b> - Support local government and transit agencies reaching TxDOT Road to Zero metrics.
Mobility	<b>C. Connectivity</b> - Reduce network gaps to add connectivity, eliminate bottlenecks, create system redundancy, and enhance seamless use across all modes.
	<b>D. Reliability</b> - Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM)
	<b>E. Travel Choices</b> - Offer time-competitive, accessible, and integrated transportation options across the region.
	<b>F. Implementation</b> - Plan and deliver networks for all transportation modes, with reduced project delivery delays.
Stewardship	<b>G. Regional Coordination</b> - Continue inter-agency collaboration between transportation planning, implementation, and development entities.
	<b>H. System Preservation</b> - Use operations, ITS, and optimization techniques to expand the useful life cycle of the multimodal system elements.
	<b>I. Fiscal Constraint</b> - Strategically prioritize fiscally constrained investments to maximize benefits to the region.
Stewardship	<b>J. Public Health</b> - Improve public health outcomes through air and water quality protection and active mobility.
	<b>K. Natural Environment</b> - Develop transportation designs that promote system resiliency by avoiding, minimizing, and mitigating negative impacts on water and air quality, as well as habitat.





# Goals & Objectives

## Part 2 of 2

Used to shape prioritization of federal funds (project call evaluation)



Goals	Objectives
Economy	<b>L. Economic Development</b> - Enhance economic development potential by increasing opportunities to live, work, and play in proximity for residents and visitors.
	<b>M. Value of Time</b> - Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
Equity	<b>N. Access to Opportunity</b> - Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, education, and services.
	<b>O. Impact on Human Environment</b> - Promote transportation investments that have positive impacts and avoid, minimize and mitigate negative impacts on vulnerable populations.
	<b>P. Valuing Communities</b> - Align system functionality with evolving character and design that is respectful to the community, housing, and environment for current and future generations.
Innovation	<b>Q. Technology</b> - Leverage technological advances to increase the efficiency of travel across all modes and for users of the network.
	<b>R. Flexibility</b> - Develop a system that is adaptable and flexible to changing needs, conditions, and emerging technologies.







# Trends and Needs

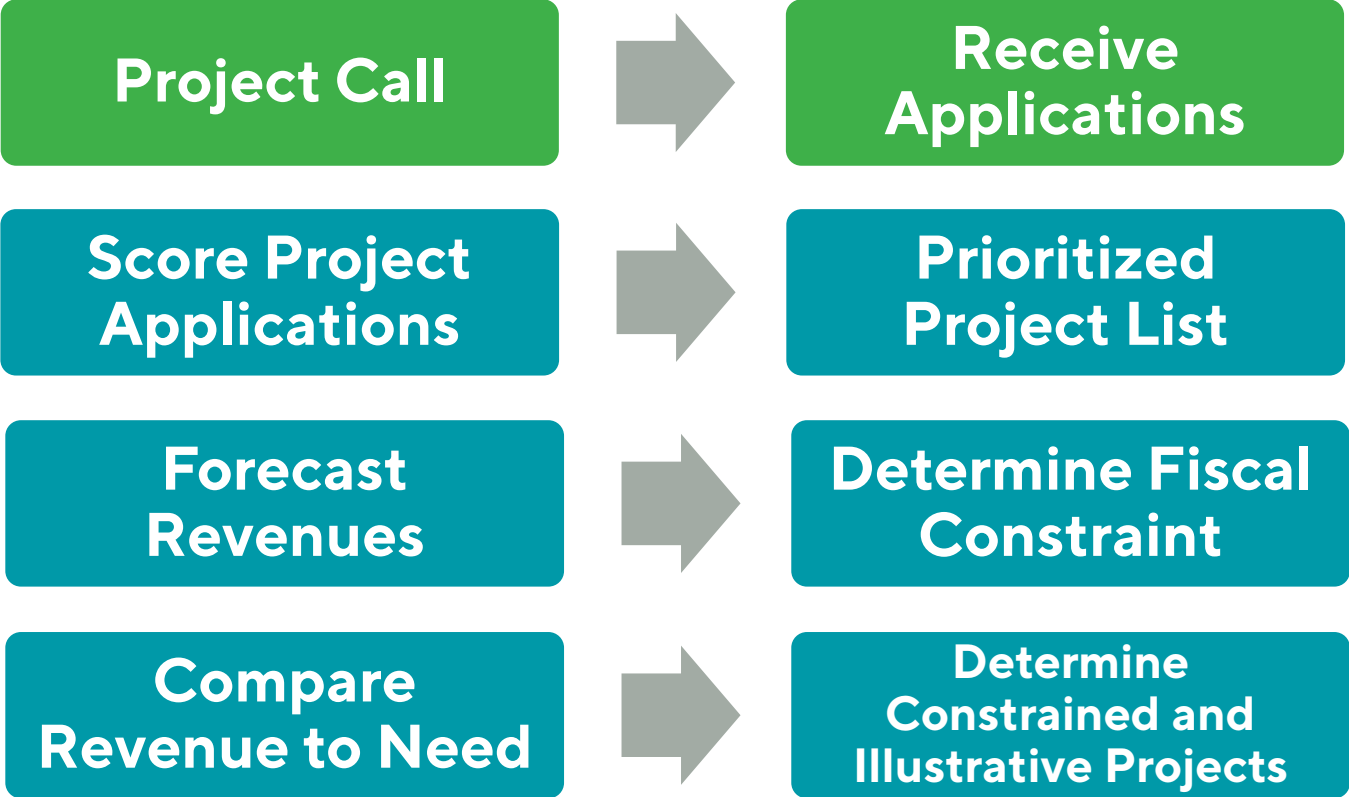


- **Demographic Trends** – population and employment expected to double by 2050
- **Emerging Technologies** – trends, benefits, and challenges for various transportation technologies
- **System Performance** – congestion management, active transportation, public transit
- **Environmental Considerations** – Title VI compliance, air quality, public health
- **Safety Considerations** – pedestrian, bicyclist, and vehicle crash trends
- **Unconstrained Needs** – completed regional plans/studies





## The Process to a Fiscally- Constrained Project List



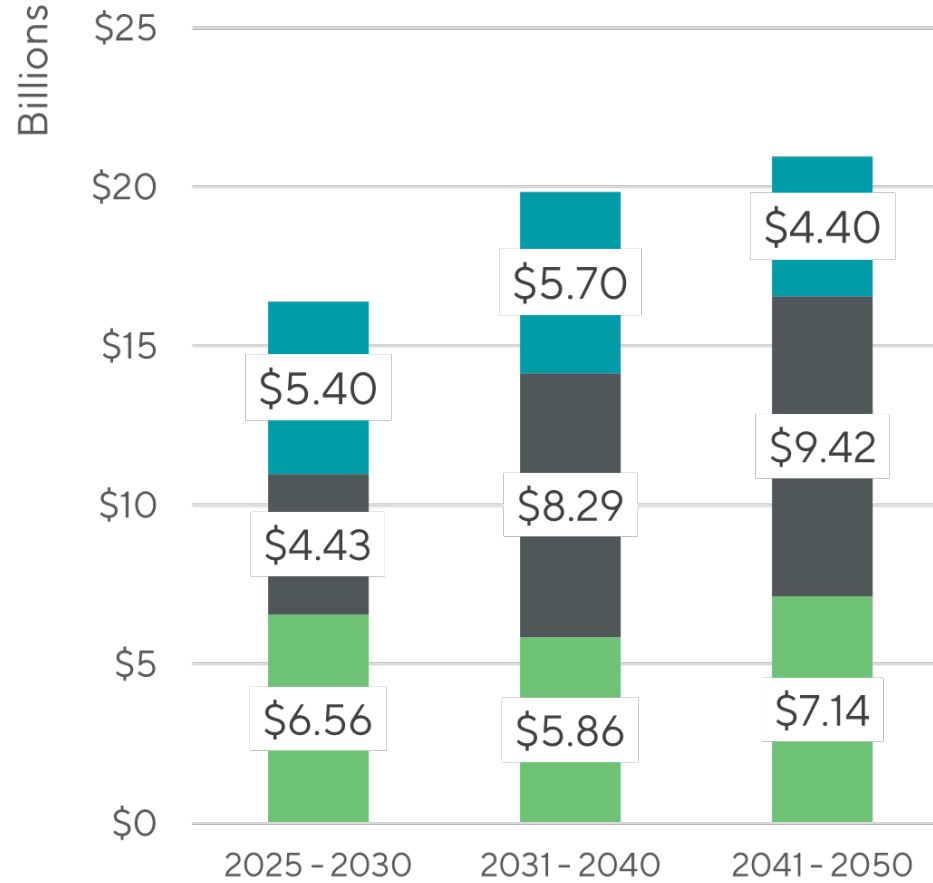


# Anticipated Revenue by Horizon Band

Federal/State Local Transit

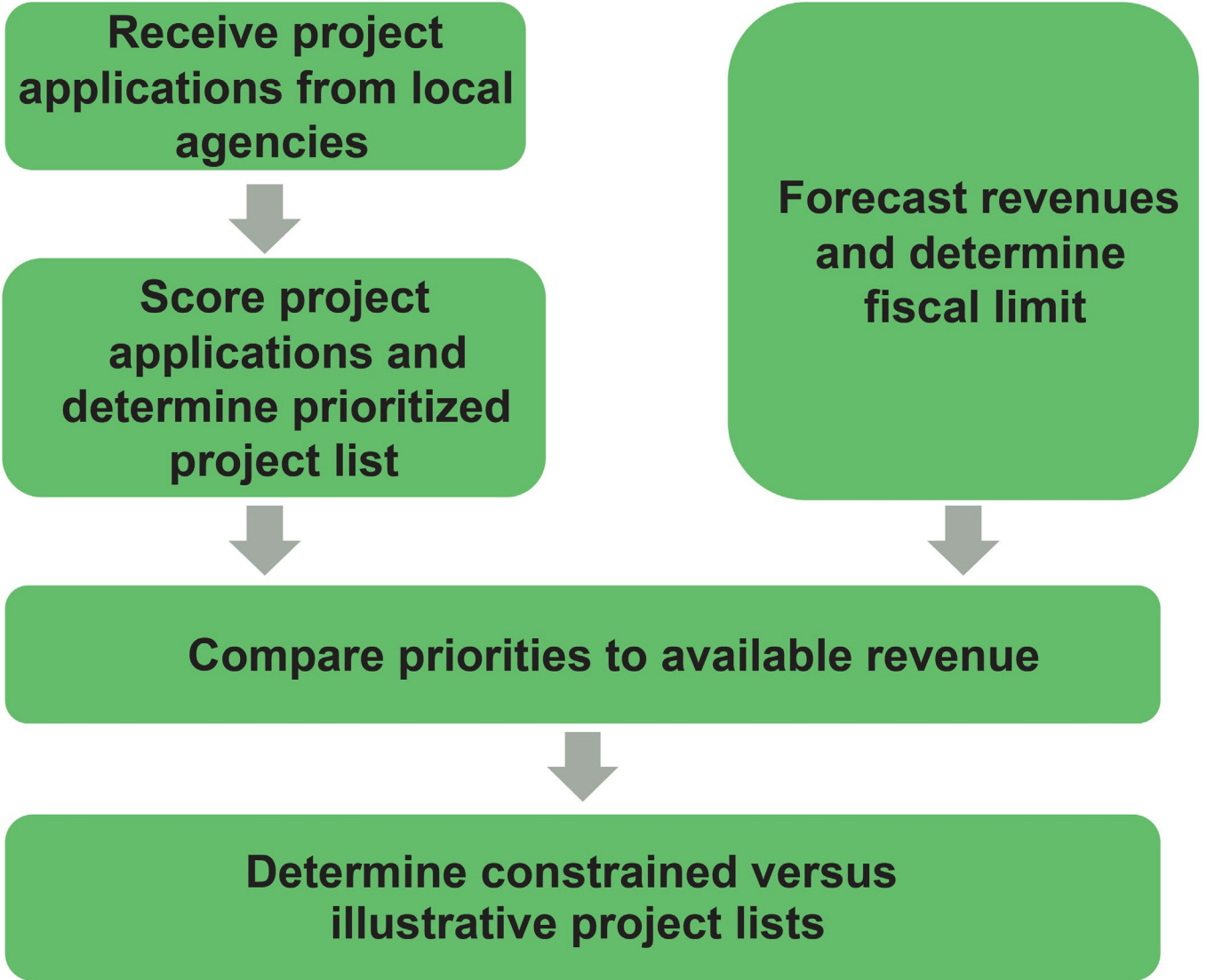


# Anticipated Capital Revenue By Horizon Band





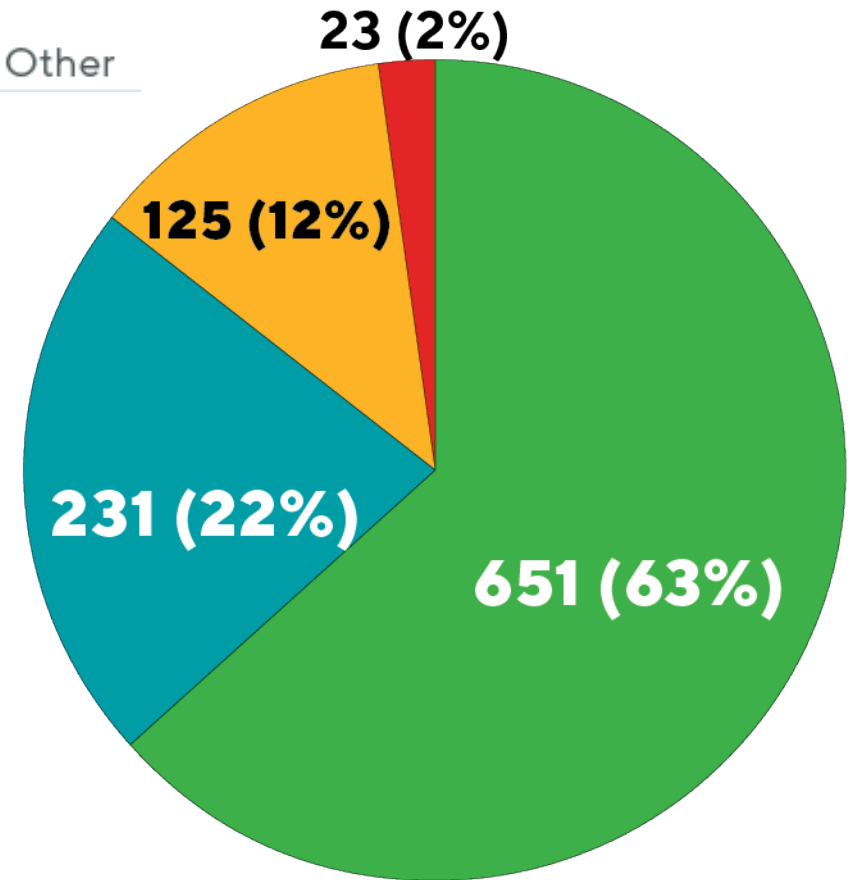
# Fiscal Constraint Overview





# Project Submittals

- Roadway
- Active
- Transit
- TDM, ITS, Other



## The Project Call

Over 1000 project submittals

27 jurisdictions and agencies submitted, including TxDOT





## Arriving at Fiscal Constraint



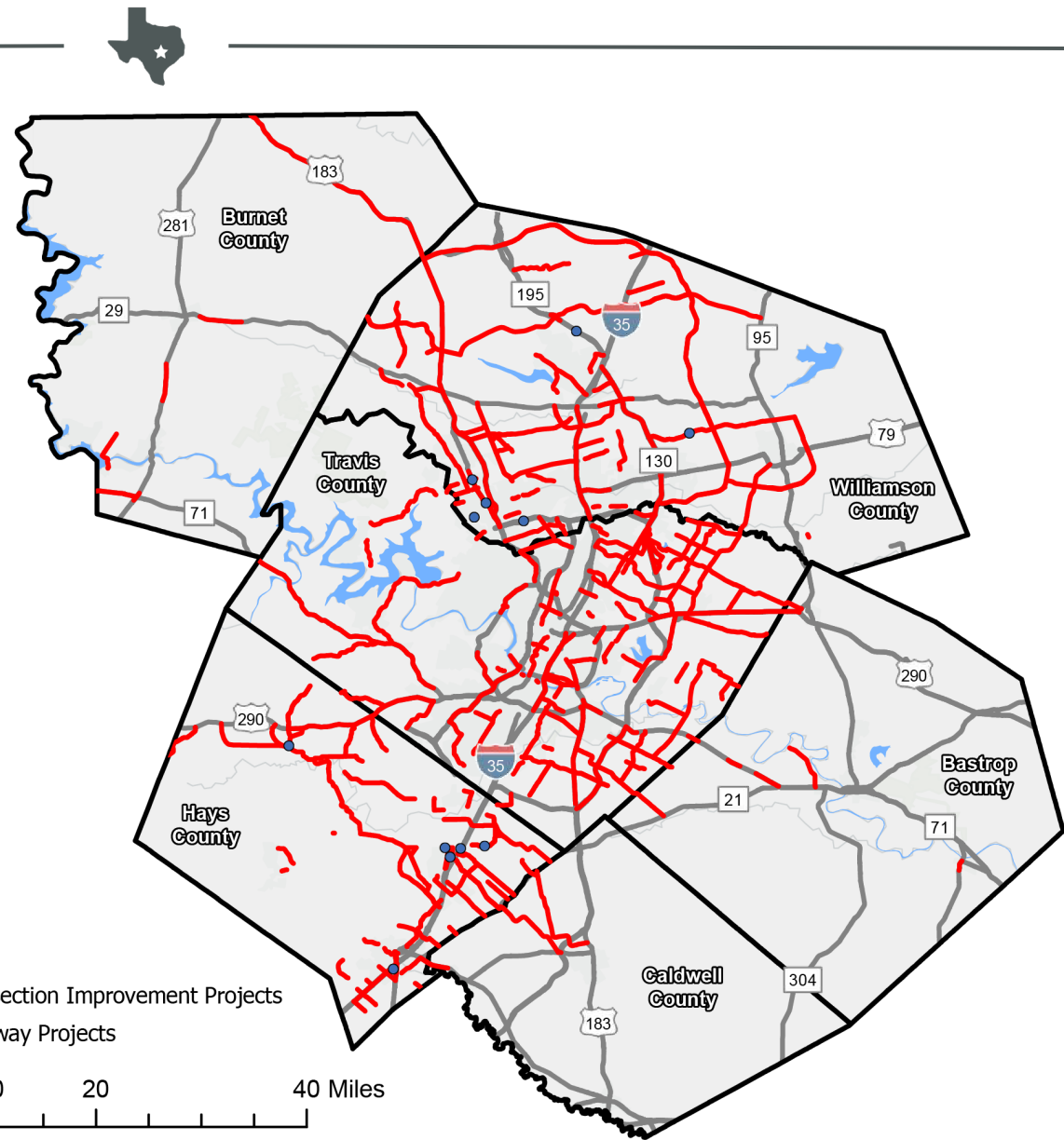
- Include projects previously approved in the TIP timeframe
- Include projects submitted as locally funded
- Rank remaining projects for federal/state funding prioritization based on their MPO-reviewed score



# Constrained Roadway Projects

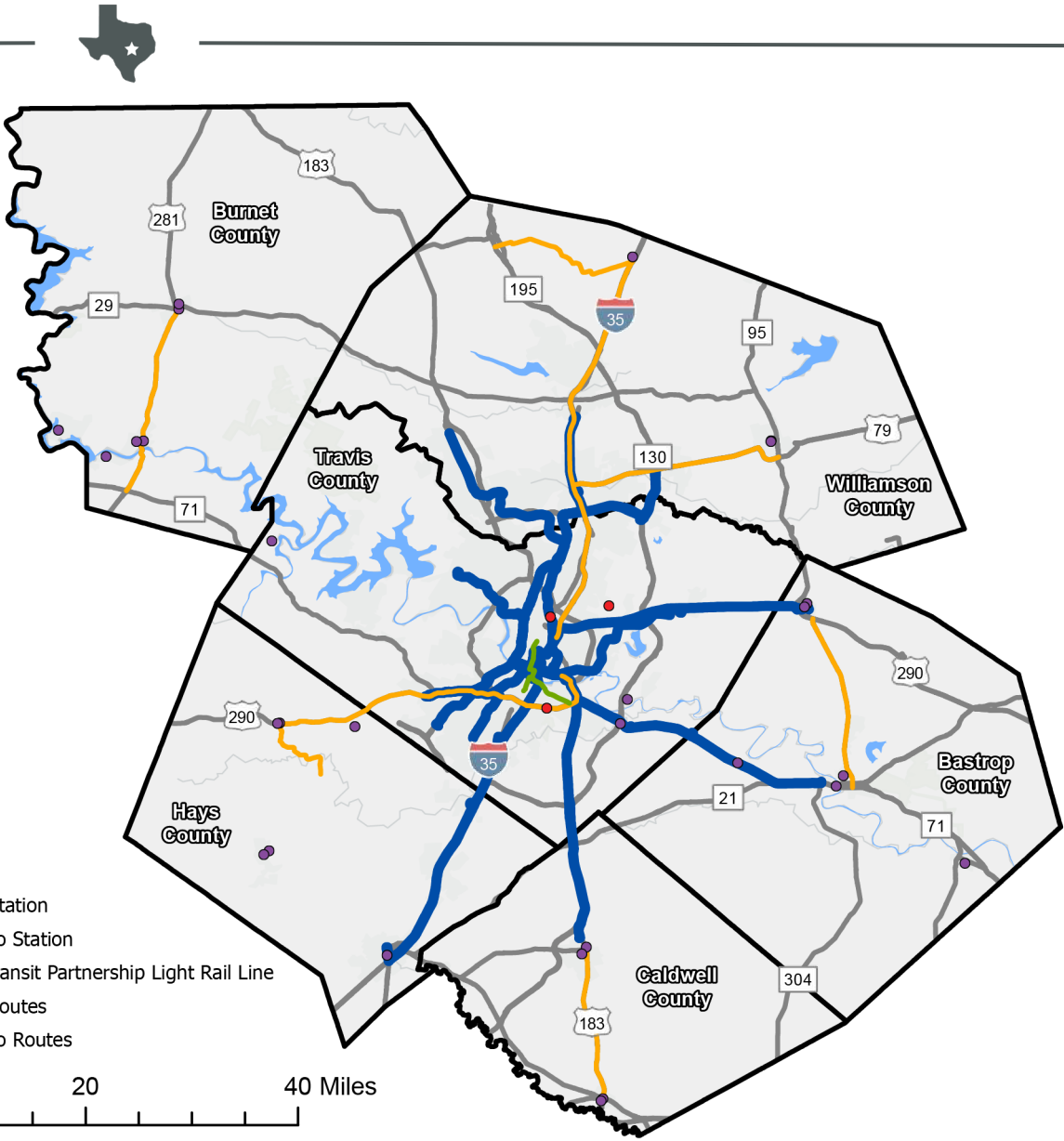
326 projects

2/3 locally funded;  
1/3 state and federal



# Constrained Transit Projects

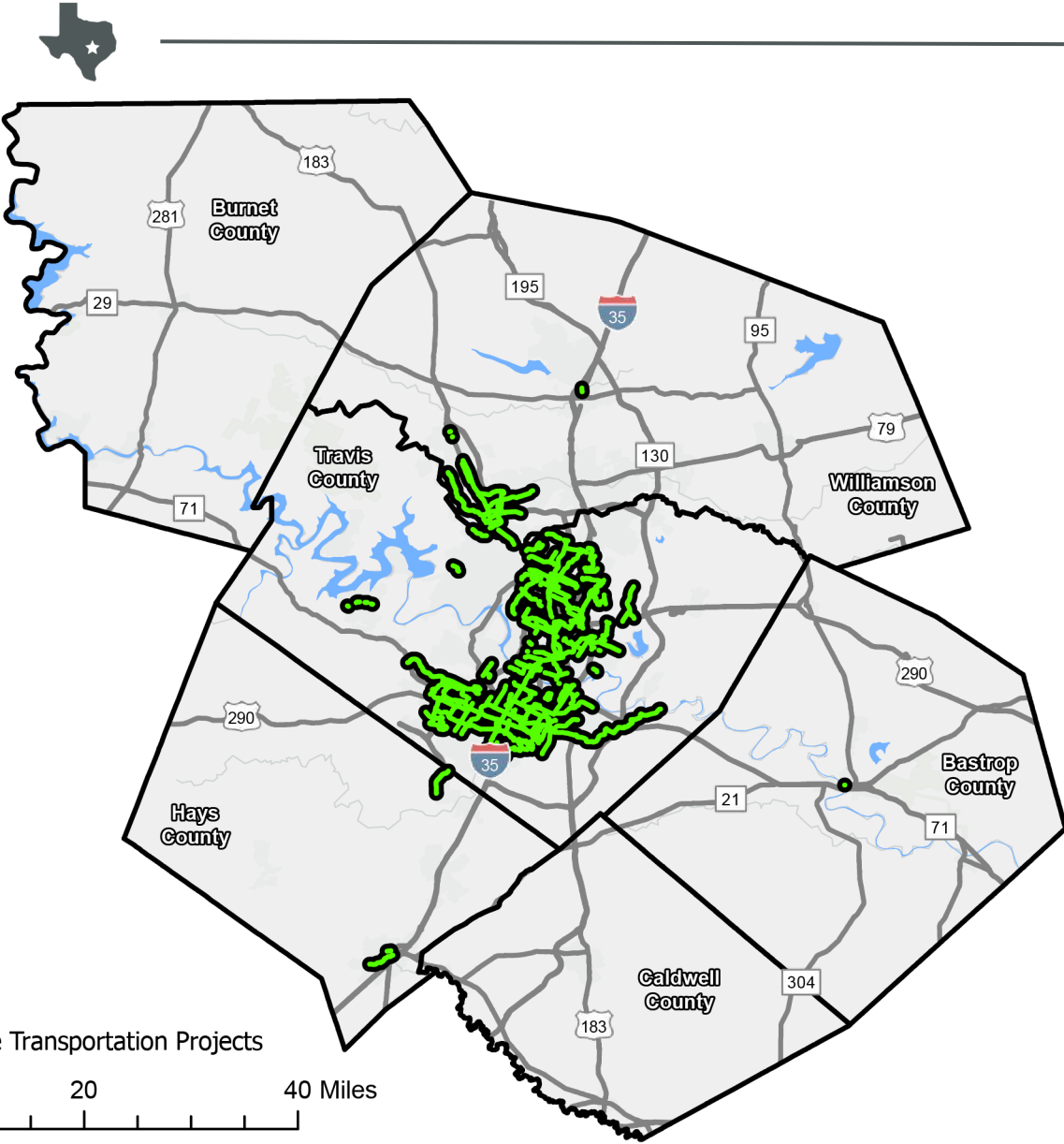
108 projects





# Constrained Active Projects

146 projects

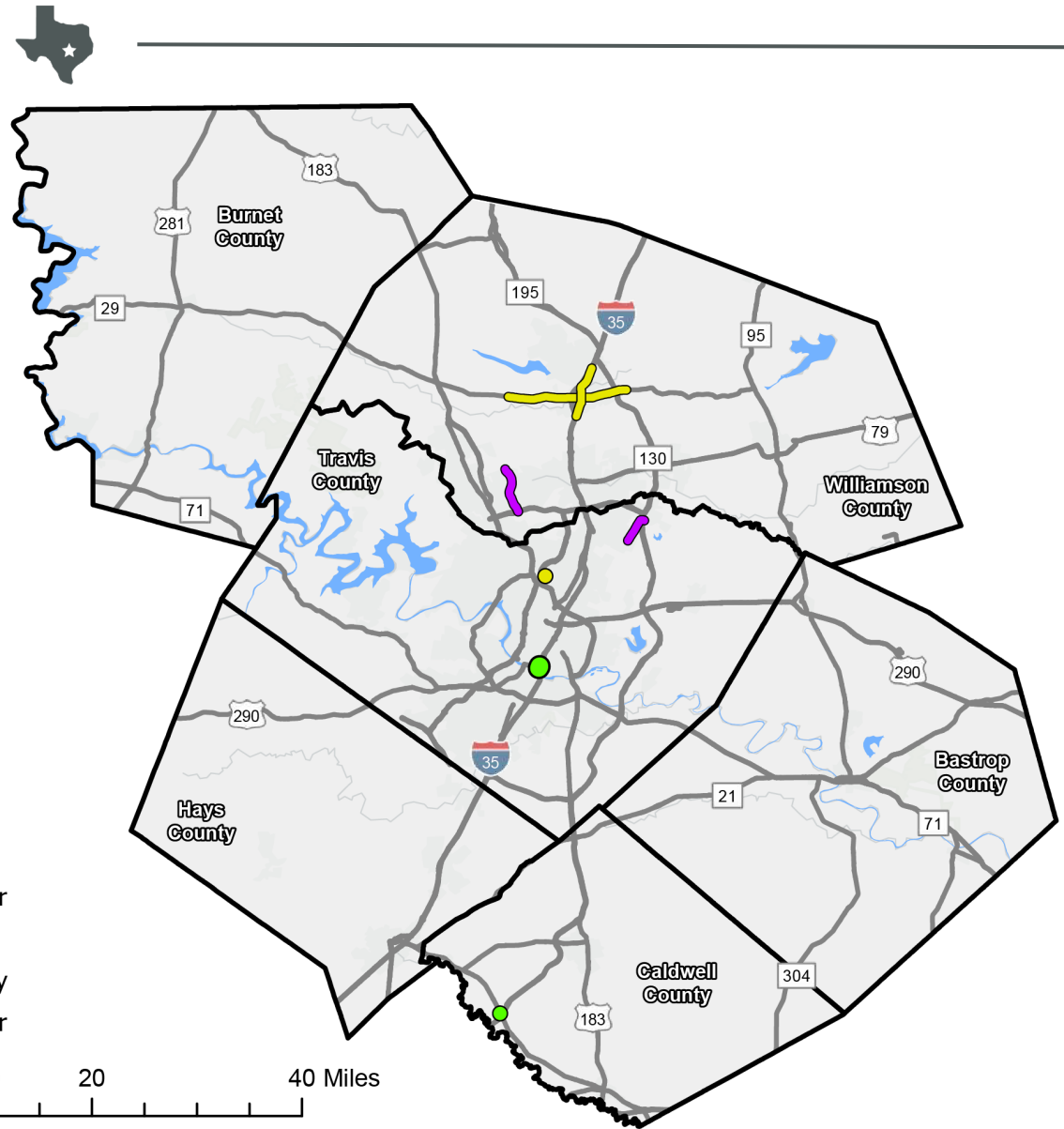


# ITS, Studies, and Other projects

7 ITS projects

8 Studies

2 Other





# Draft Project Web Map - Overview

[DRAFT - 2050 RTP projects](https://campotexas.maps.arcgis.com/apps/instance/portfolio/index.html?appid=7cd2c7c7da0b4f239b0c85f34f5bff5c)

<https://campotexas.maps.arcgis.com/apps/instance/portfolio/index.html?appid=7cd2c7c7da0b4f239b0c85f34f5bff5c>

**DRAFT - 2050 RTP projects**

Constrained **i** Illustrative

**DRAFT 2050 RTP**

*This map shows project recommendations from the Draft 2050 Regional Transportation Plan (RTP), the proposed long-range transportation plan for the six-county Capital Area Metropolitan Planning Organization (CAMPO) region. Project are classified as either constrained and illustrative. Constrained projects are those which sponsoring agency have demonstrated an ability to fund within the time frame of the plan or have been prioritized for federal funding by satisfying criteria tied to the Draft 2050 RTP goals and objectives. Illustrative projects consist of planned transportation projects for which funding cannot reasonably be expected or which are expected to be implemented outside the time horizon of the RTP.*

*Click on individual projects for more information. If multiple projects are in close proximity to where you click, you may use the arrows in the non-un*

DRAFT RTP status : Constrained

Active

project

— Active

ITS

Austin Community College, City of Austin, Texas Parks & Wildlife, CONANP, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, ... Powered by Esri





# Travel Demand Modeling



2020, 2050 No Build,  
and 2050 Build results



- With projected growth, travel demand is expected to more than double, to **22 million person-trips** per day by 2050.
- Reduced investment in transportation services results in worsening travel congestion to **more than twice** the current levels.
- Identified improvements represent a reduction of more than **28 million vehicle miles of travel** per day compared to "No Build."
- VMT per person increases by 20% under "No Build" but stays the **same as existing** under "Build" conditions.





# Title VI Analysis

.....  
Requirements and  
Vulnerable Population  
Definitions

- **Using Title VI to consider protected classes and,**
- **Additional consideration of Vulnerable Populations**
  - » Also includes low income, seniors, persons with disabilities, zero-car households, and persons with limited English proficiency





# Title VI Analysis

.....  
Comparing Impacts on  
Vulnerable Populations  
to the General  
Population



- **By vehicle:**
  - » Vulnerable populations experience a slightly shorter trip length and travel time
- **By transit:**
  - » Vulnerable populations experience a roughly equivalent walk length and slightly shorter walk time
  - » Vulnerable populations experience a slightly shorter transit length and time in 2020, and a slightly longer transit length and time in 2050





# 2050 Plan Community Outreach



- **Second round of outreach February-April**
- **Outreach methods will include:**
  - » Online Open Houses
  - » In-person events and open houses
  - » Mail and phone commenting
- **Public events in all six counties**
- **Public hearing in April prior to RTP adoption**
  - » Public comments will be provided to board members prior to May meeting





## Next Steps

Send all comments  
and questions by

**March 14** to

[William.Lisska@campotexas.org](mailto:William.Lisska@campotexas.org)

- **February 10 | TPB** – Draft Plan (information)
- **February to April** – Second round of public outreach
- **March 14** – **deadline for TPB feedback**
- **March 24 | TAC** – Final Plan (information)
- **April 14 | TPB** – Final Plan (information)
- **April 28 | TAC** – Final Plan (recommendation)
- **May 12 | TPB** – Final Plan (action)

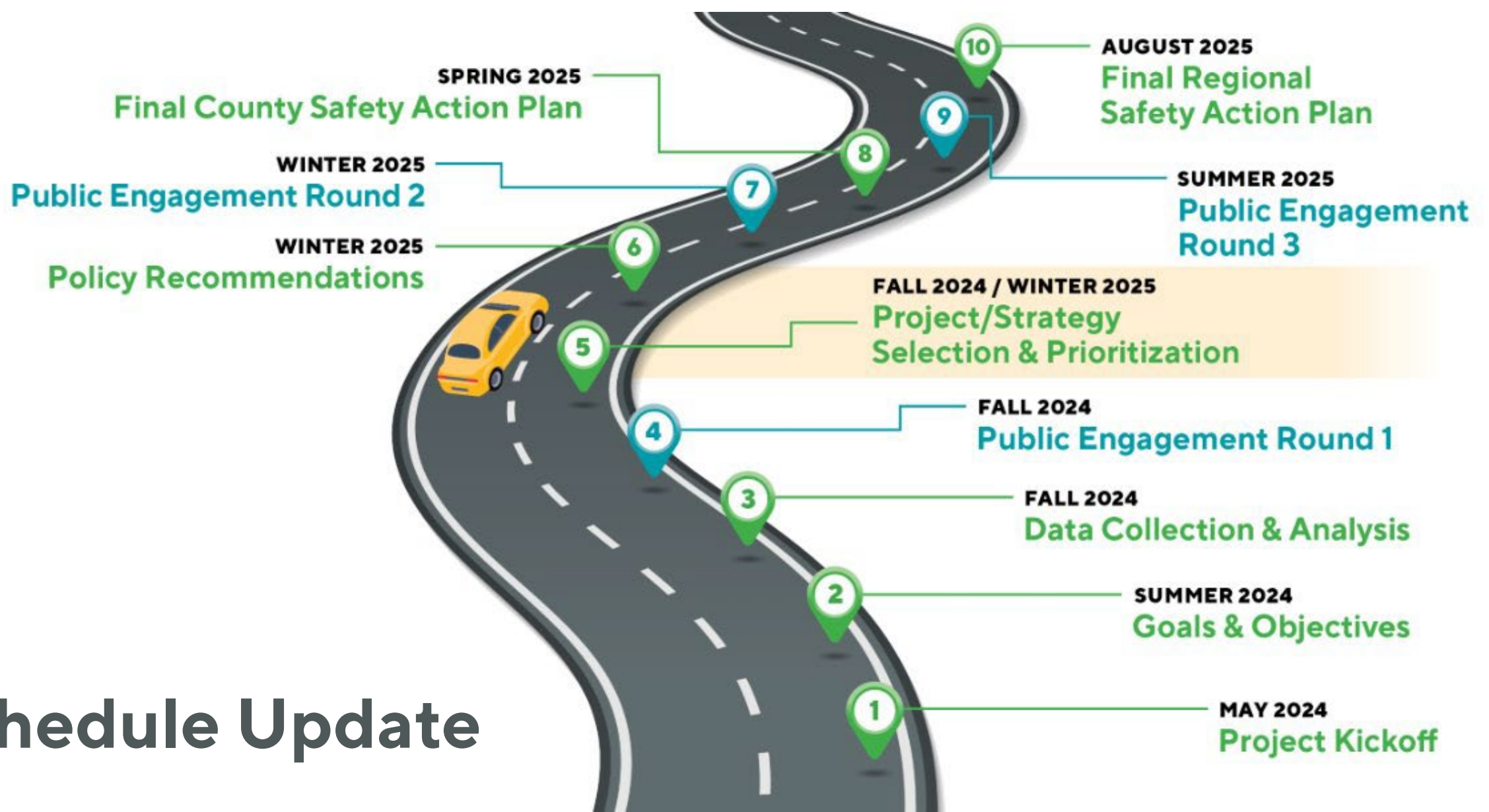




**ITEM 10: UPDATE ON CAMPO REGIONAL  
SAFETY ACTION PLAN (RSAP)**



# Schedule Update





## Safety Analysis

.....  
Example: Williamson  
County Crash  
Proportions by Emphasis  
Area

Top Emphasis Areas	Fatal & Serious Injury Crashes	Proportion of Fatal & Serious Injury Crashes
Dark Conditions	529	42%
Intersection Related	520	41%
Roadway/Lane Departures	432	34%
Speed Related	355	28%
Young Driver Involved (15-20)	227	18%
Older Driver Involved (65+)	202	16%
No Seatbelt/Child Car Seat	190	15%
Alcohol/Drug Related	174	14%
Distracted Driving	139	11%
Pedestrians/Bicyclists	129	10%

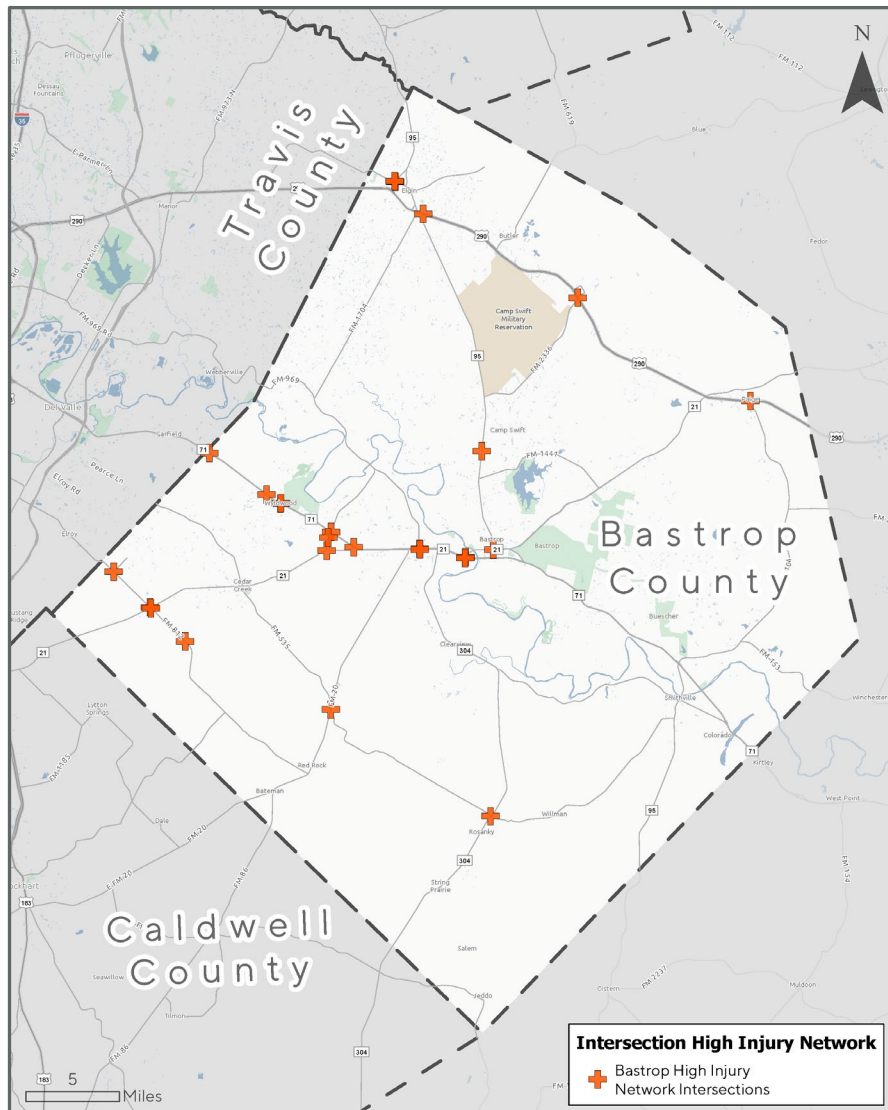
**Note:** Crashes are not mutually exclusive; a single crash can be classified under multiple categories. For example, a crash may be both a roadway departure and speed-related if it involves both factors.





# Safety Analysis

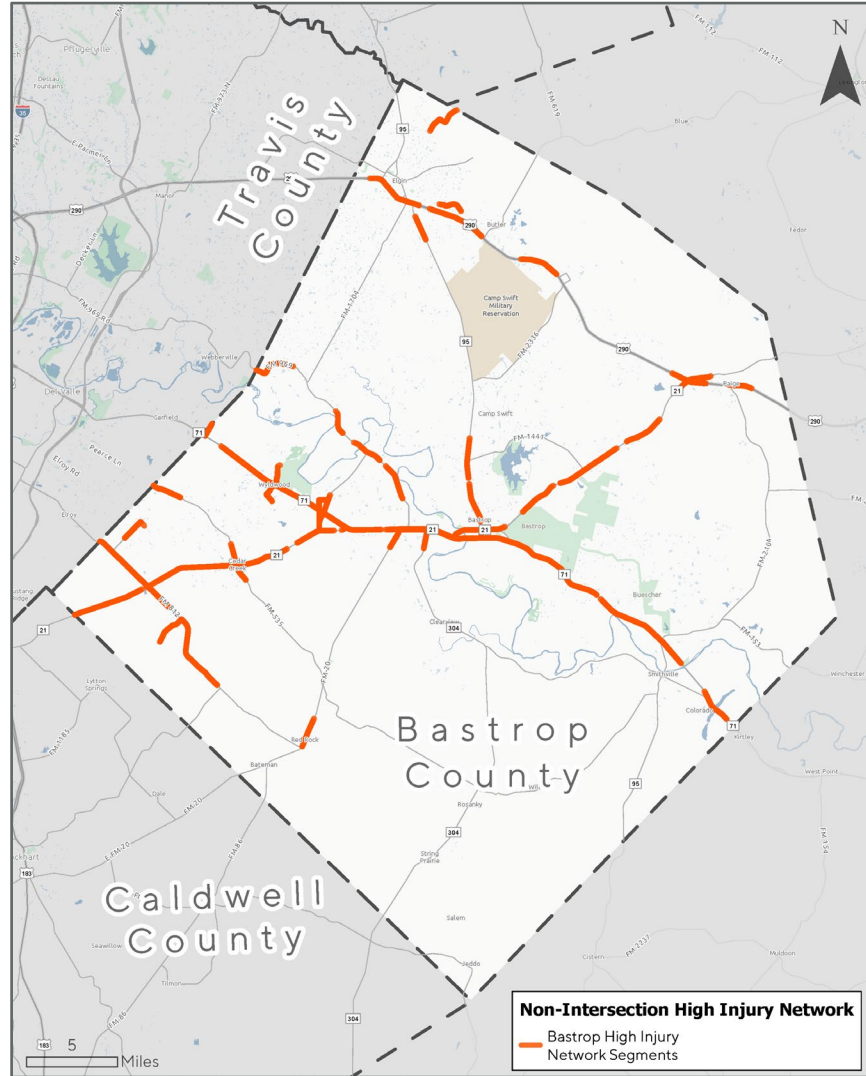
Example: Bastrop County High Injury Intersections





# Safety Analysis

Example: Bastrop County High Injury Segments





# Recommending Safety Improvements

County-level Project  
Identification and  
Prioritization



- **Connecting improvements to safety needs**
  - » Locations exhibiting crash frequency and severity
  - » Contributing factors
- **Confirm potential improvements with Task Forces, then share ideas with public**
  - » Keep recommendations flexible for local implementation, but some assumptions to better measure impact
- **Developing prioritization criteria for infrastructure improvements in partnership with County-level Task Forces**
  - » Crash Reduction Potential
  - » Project Cost
  - » Vulnerable Road User Benefits
  - » Equity Benefits
  - » Readiness







# Behavioral Strategies

.....

- **Focused on Emphasis Areas**

- » Behaviors: Impaired, Speeding, Distracted, Occupant Protection
- » Locations: Intersections, Work Zones, School Zones
- » Vulnerable Road Users (VRU)

- **Sample Strategies**

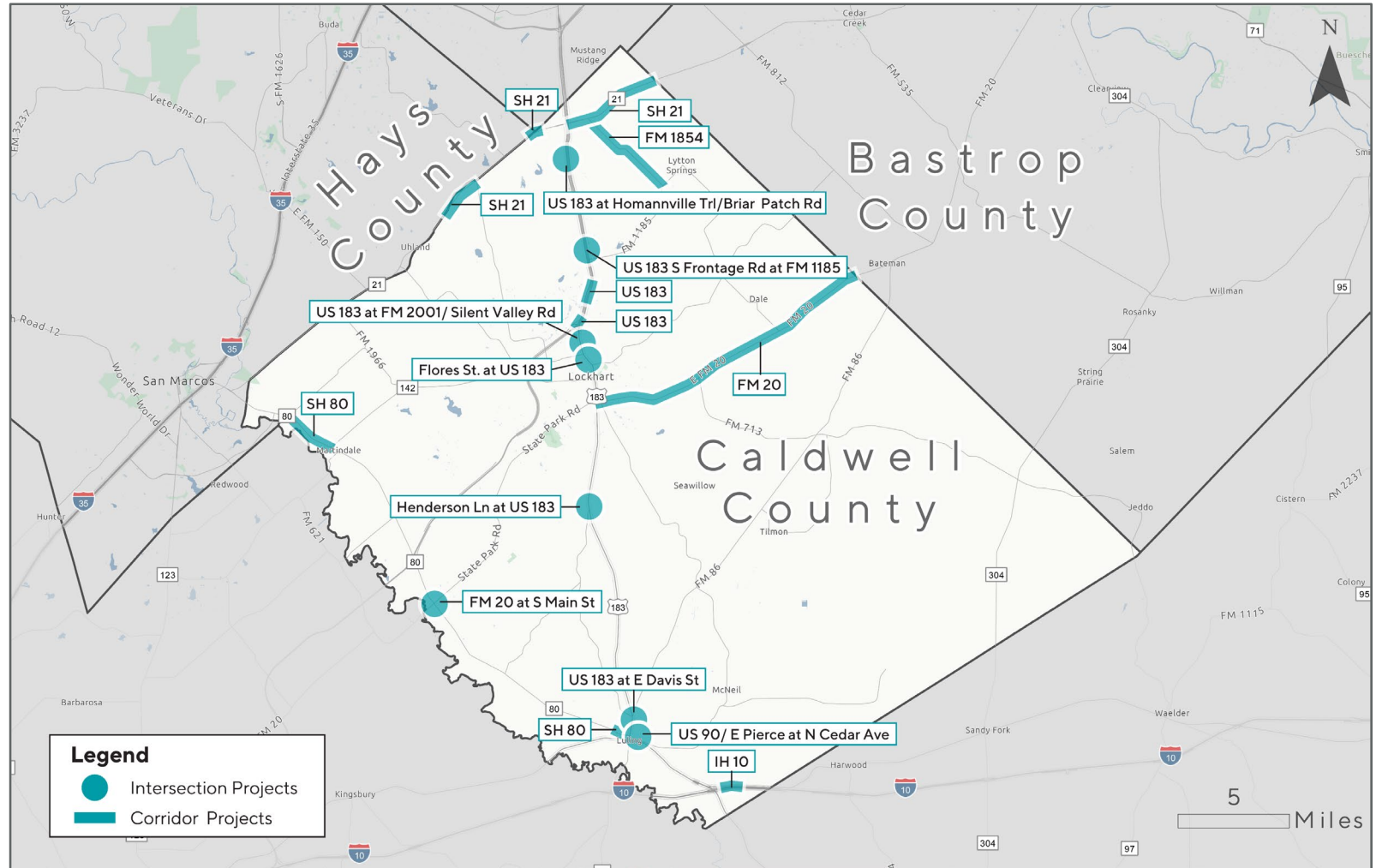
- » High-visibility law enforcement
- » Educate/train pedestrians, bicyclists, and motorists on ways to avoid crashes





# Proposed Draft Project Locations

Caldwell County

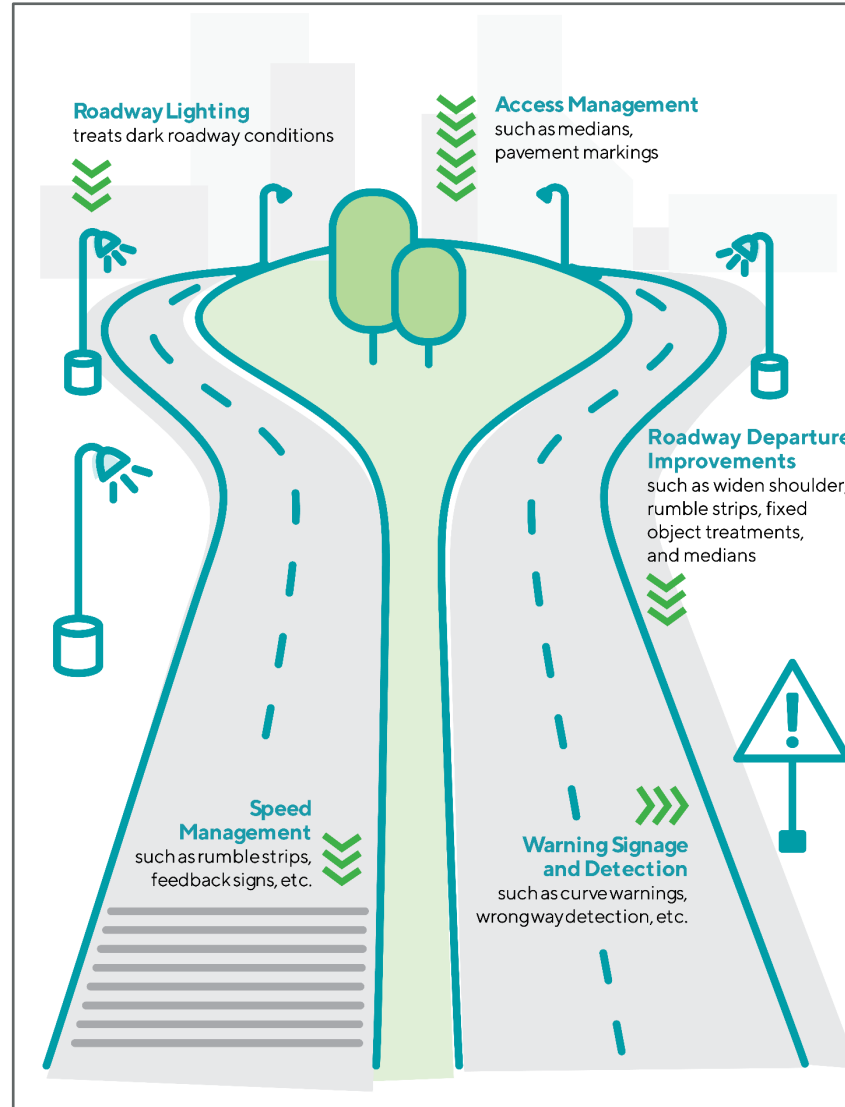






# Safety Countermeasures

.....  
Segments/Corridors

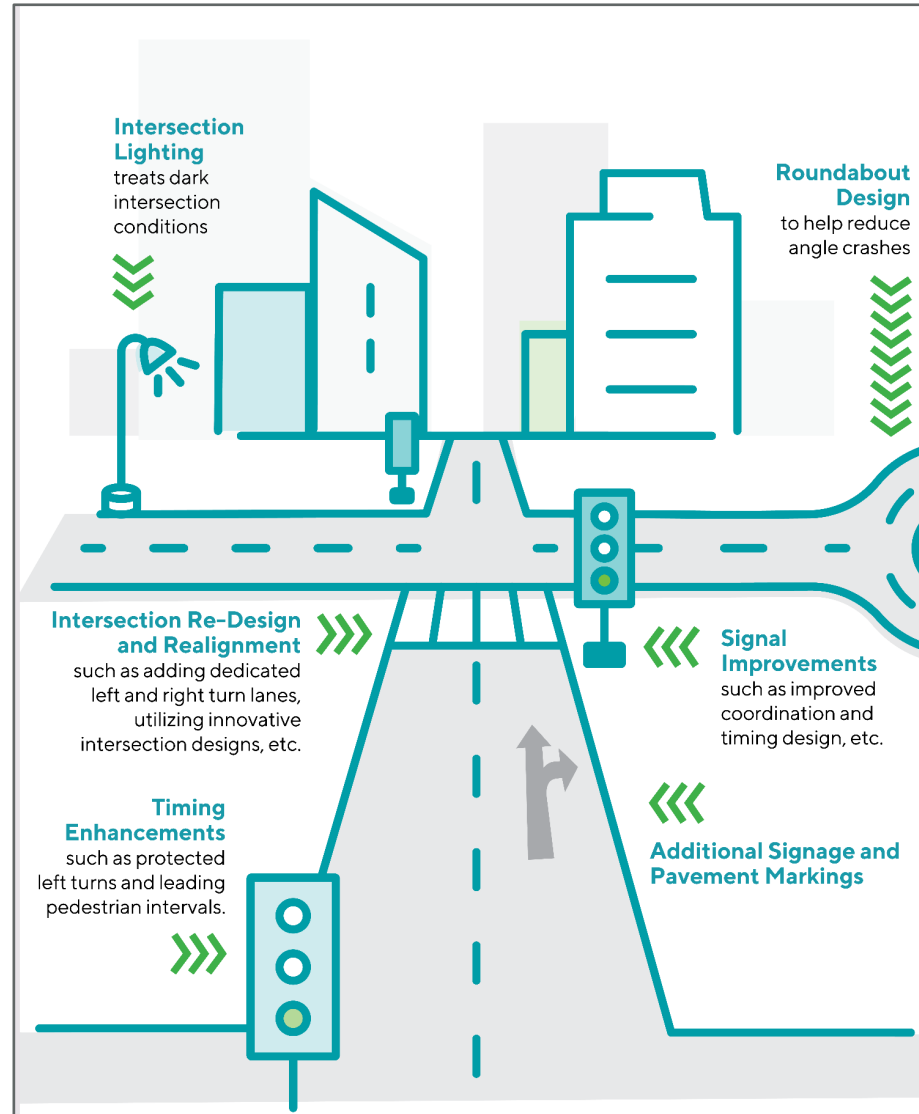




# Safety Countermeasures



## Intersections





# Safety Countermeasures

Pedestrians/Bicyclists





## Next Steps

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## Project Team

- Round 2 outreach
- Complete County-level Safety Action Plans
- Regional crash analysis, policy assessment



# ITEM 11: DISCUSSION ON FEDERAL PERFORMANCE MEASURE TARGET UPDATES





## Transportation Performance Management

### Performance Measure Report

2025



- 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.
- CAMPO **utilizes the TPM process** through a variety of actions including:
  - Performance-based project selection
  - **Adopting regional targets**
  - Monitoring investment progress and impact
  - Planning products including the TIP, RTP and studies

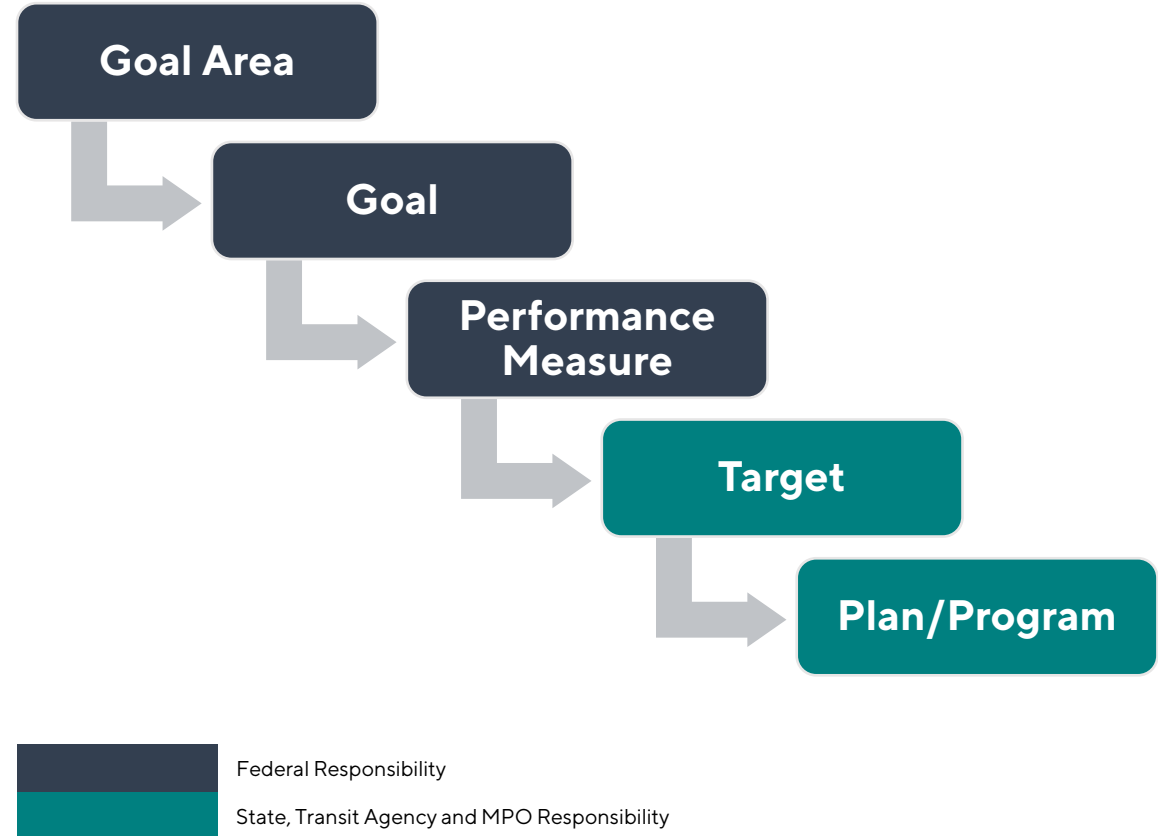


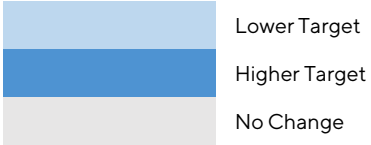
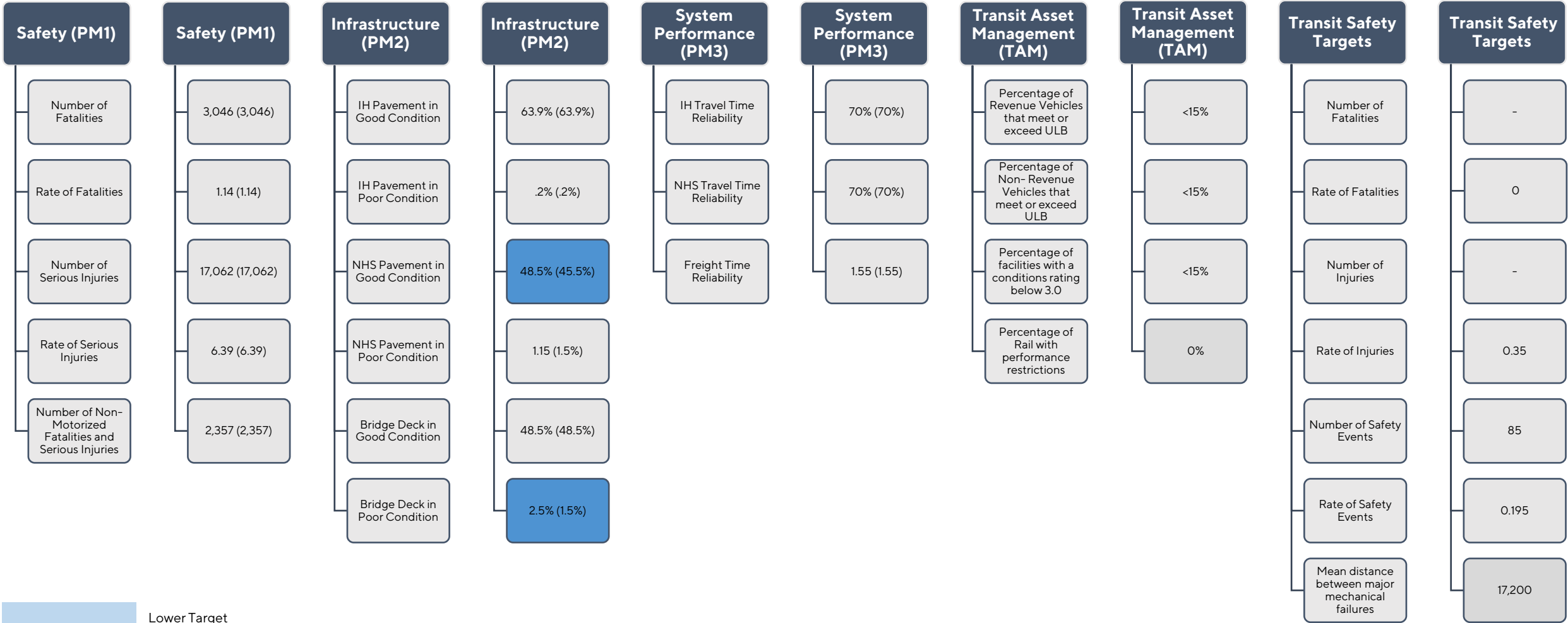


## Performance Measure Goal Areas

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

## Performance Measure Process





Please note the metric being evaluated when reviewing the impact of the target change. New targets indicated in brackets.





# Performance Measure Dashboard

CAMPO has developed an interactive dashboard for performance measure management, available online for in-depth analysis on safety (PM1), bridge/road conditions (PM2), and system reliability (PM3).

**CAMPO**  
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

select language | search...

ABOUT | CALENDAR | PLANS & STUDIES | RESOURCES | GET INVOLVED | CONTACT

**DATA DASHBOARDS**

- ACS Dashboard 2017-2019
- ACS Dashboard 2020 and Beyond
- CAMPO Performance Metrics Dashboard
- CRIS Dashboard
- Roadway Inventory Dashboard

**CAMPO PERFORMANCE METRICS DASHBOARD**

Regional data for four federally required performance measures tracked by CAMPO. Data includes safety, bridge conditions, road conditions, and system reliability.

[View Dashboard](#)

**CAMPO**  
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Introduction & Instructions | PM1 - Safety | PM2A - Bridge Conditions | PM2B - Road Conditions | PM3 - System Reliability (Year-Over-Year) | PM3 - System Reliability (by Month)

**Introduction:**  
This dashboard displays data related to four regional performance targets for the Capital Area Metropolitan Planning Organization (CAMPO). The performance targets relate to safety performance measures (PM1), infrastructure condition performance measures for bridges and pavement (PM2A & PM2B), and transportation system reliability performance measures (PM3).

Navigate to each page of the dashboard using the page navigator to the right.

More information about the regional performance targets can be found in CAMPO's current Metropolitan Transportation Plan.

**Example Performance Metrics Cards**

17.2% Example Performance Metric | 35.9% Example Performance Metric

**Example Performance Metrics Table**

Year	"Good" Bridges	Deck area (sf)	% of CAMPO bridge sf
2020	1,893	18,932,987	60.70%
2021	1,930	19,715,446	61.59%
2022	2,101	29,195,970	66.44%

**Example Graphic**

Map showing bridge conditions by county. Legend: Good (Green), Fair (Yellow), Poor (Red).

**Example Graphic**

Bar chart showing Total Death and Serious Injury from 2015 to 2020. Legend: FATAL INJURY (Red), SUSPECTED SERIOUS INJURY (Yellow), Total Death and Serious Injury (Black line).

**ITEM 12: PRESENTATION ON TEXAS  
SMARTTRACK INITIATIVE**





# Texas SMART Track

February 10, 2025



# Goals – Opportunities – Challenges – Solutions – Path Forward

**4,142**

**2024 Texas  
Fatalities**

**316**

**2024 Central Texas  
Fatalities**



**\$1.37T**

**Additional total crash cost in  
the US** when crashes result in  
fatalities or severe injuries

**\$13.3B**

**2020 State of Texas  
Delay and Wasted Fuel Cost**



# Goals – Opportunities – Challenges – Solutions – Path Forward

**90%**

**Estimated reduction in Fatal Crashes w/ full implementation of Emerging Technologies**

Advancement in emerging technologies has the potential to greatly reduce all crashes.

\*According to McKinsey & Company Study

## **ADAS Fatality Mitigation Potential**

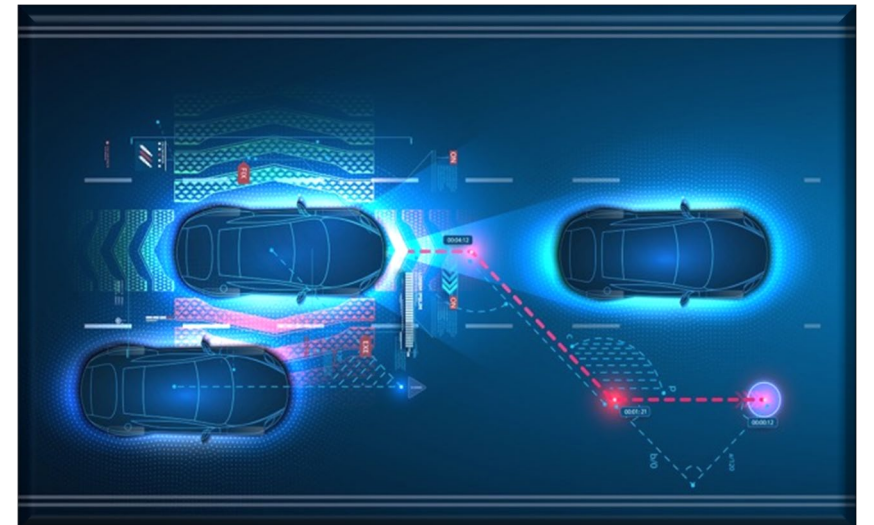
Advanced Driver Assistance Systems (ADAS) potentially prevented or mitigated the below:

**60%**

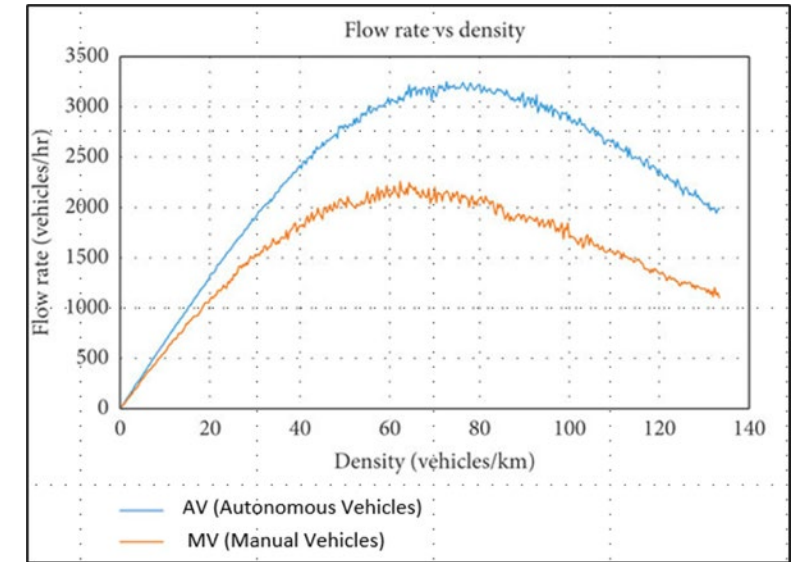
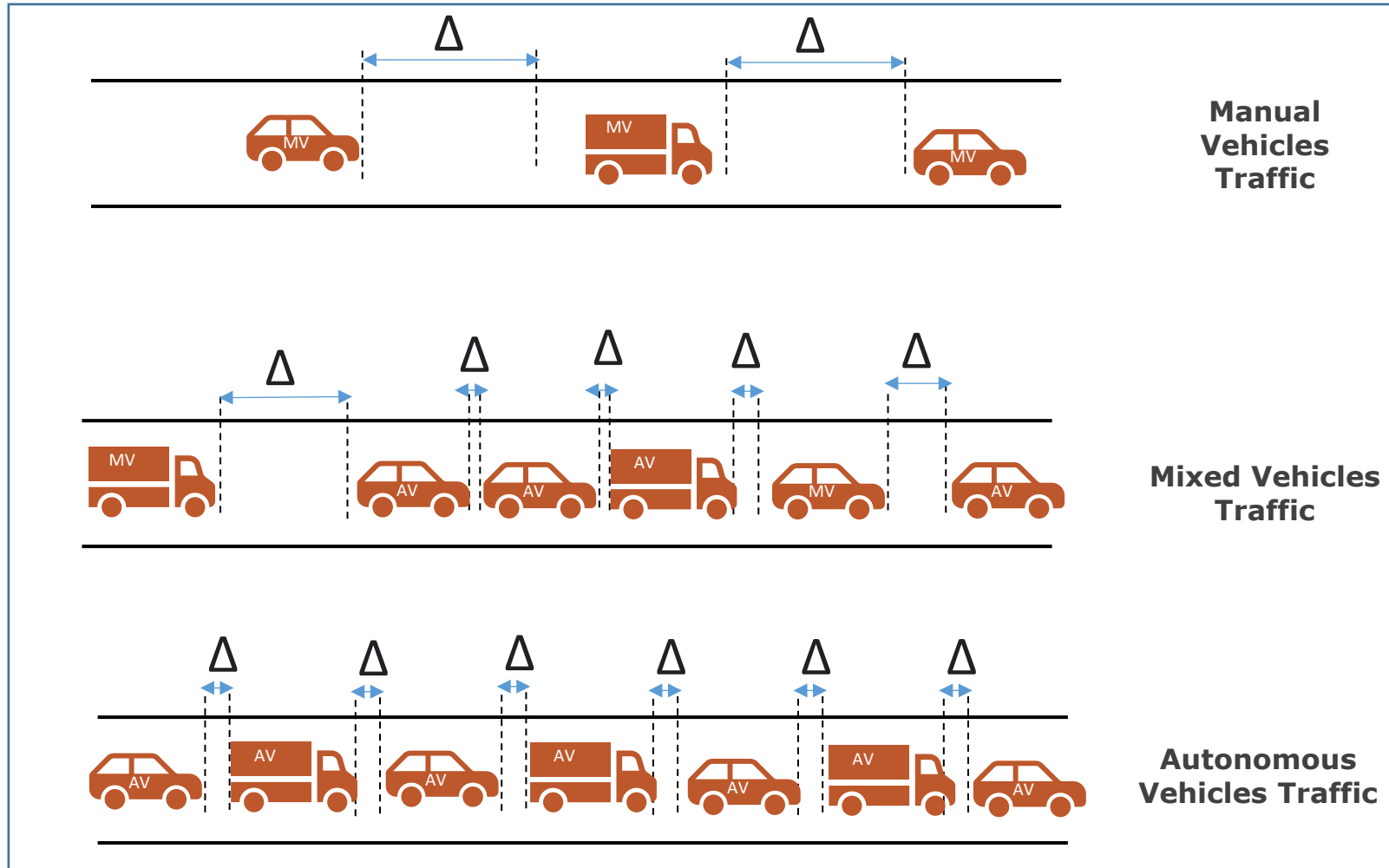
**Total Prevented Traffic Injuries**

**62%**

**Total Prevented Fatalities**



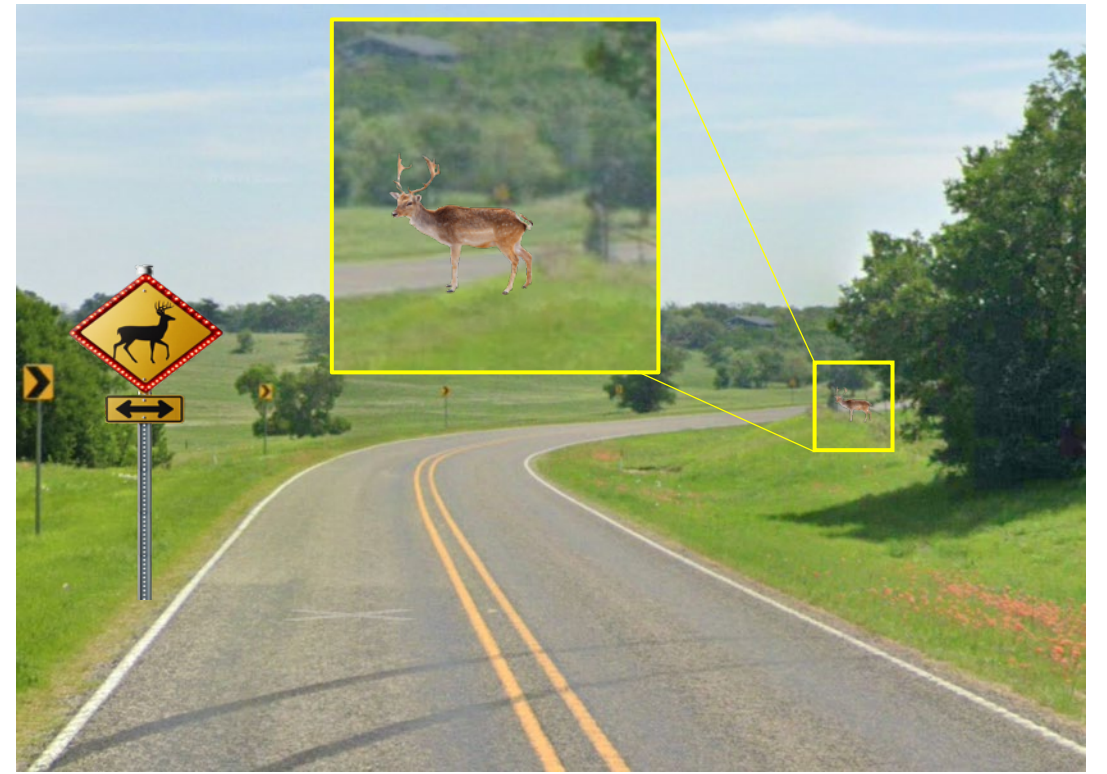
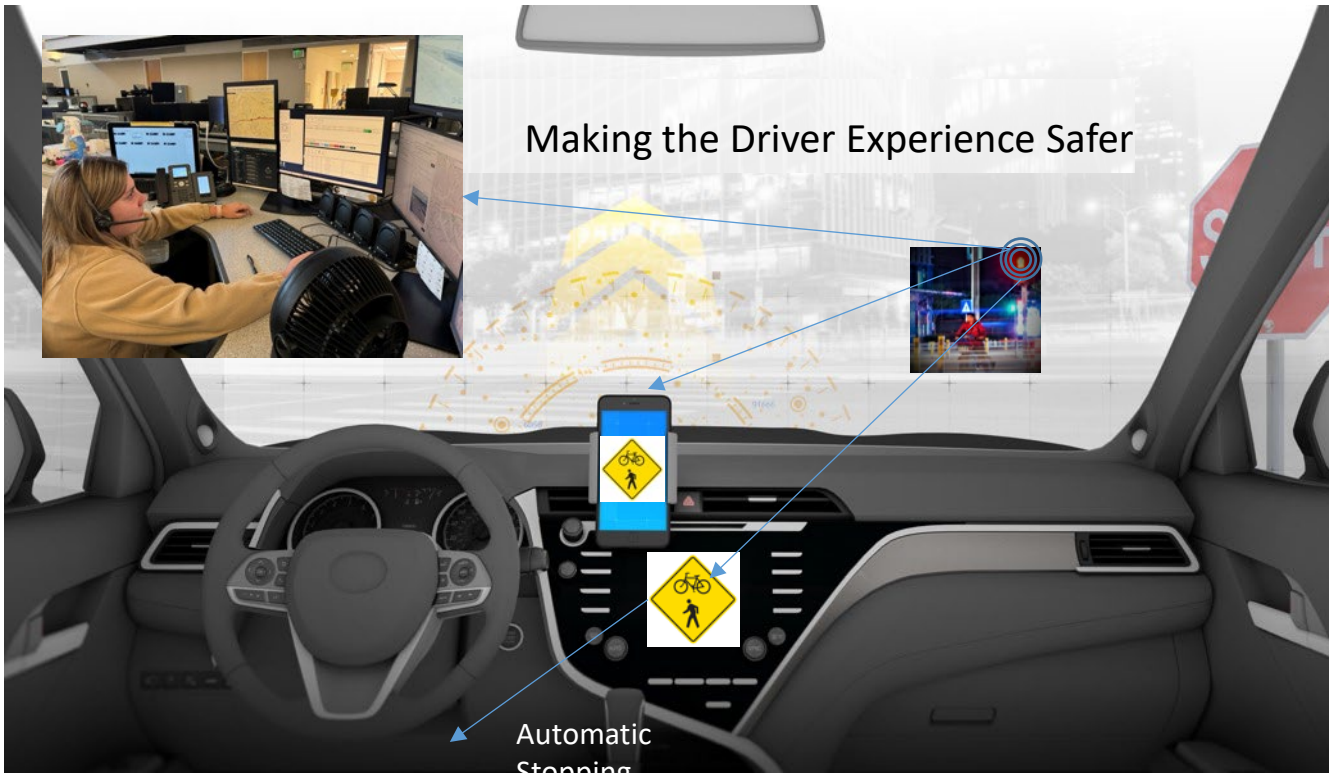
# Goals – Opportunities – Challenges – Solutions – Path Forward



- **Optimized Capacity**
- **Reduce Congestion**
- **Reduce Travel Time**
- **Promote Economic growth**
- **Reduce Emissions**

# Goals – Opportunities – Challenges – Solutions – Path Forward

## Example of Transportation Technology Solutions

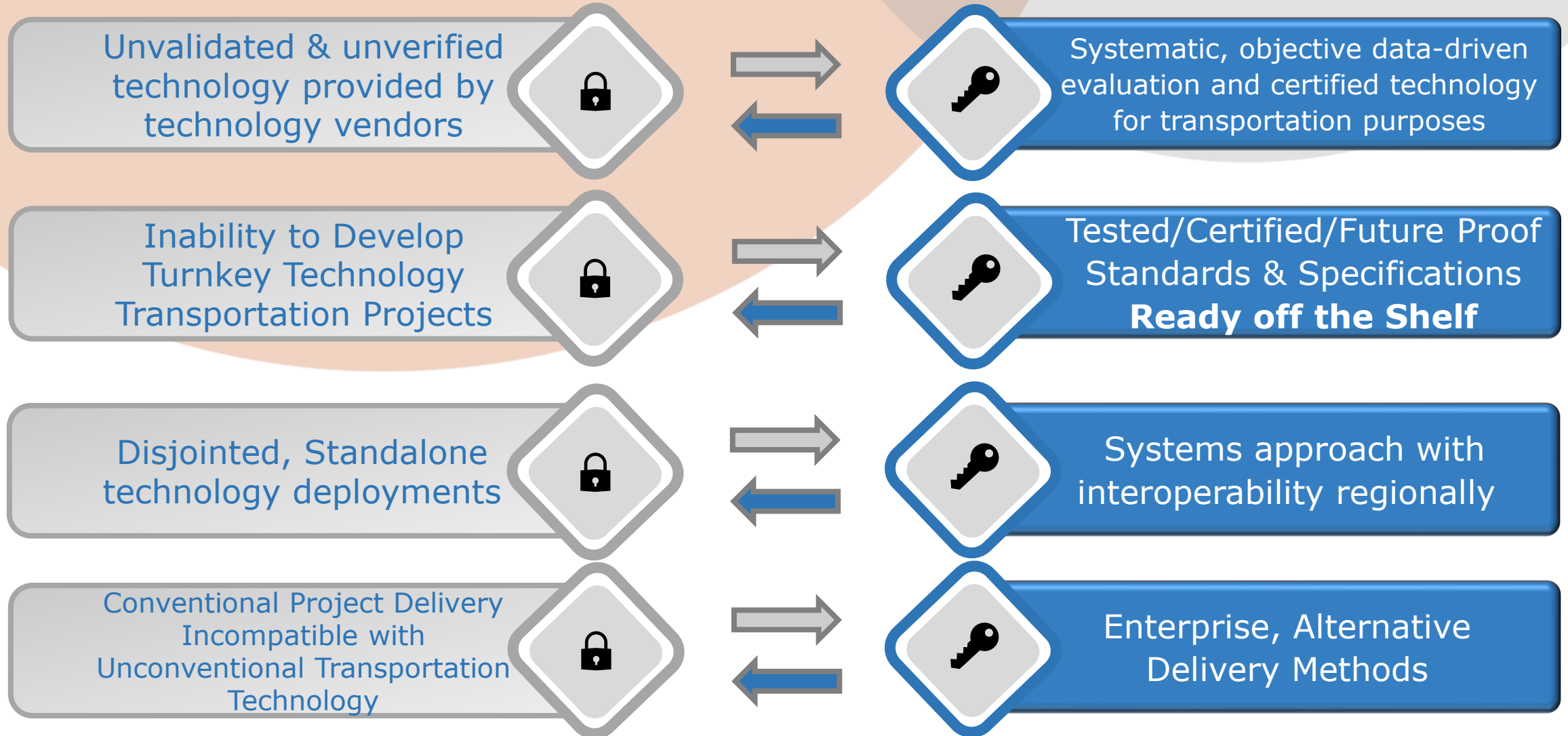


- Smart Intersections
  - Vulnerable Roadway User Detection
  - School Zones
  - Eco-Driving – Optimized Operations

- Rural & Urban Blind Spot Warnings



# Goals – Opportunities – Challenges – Solutions – Path Forward

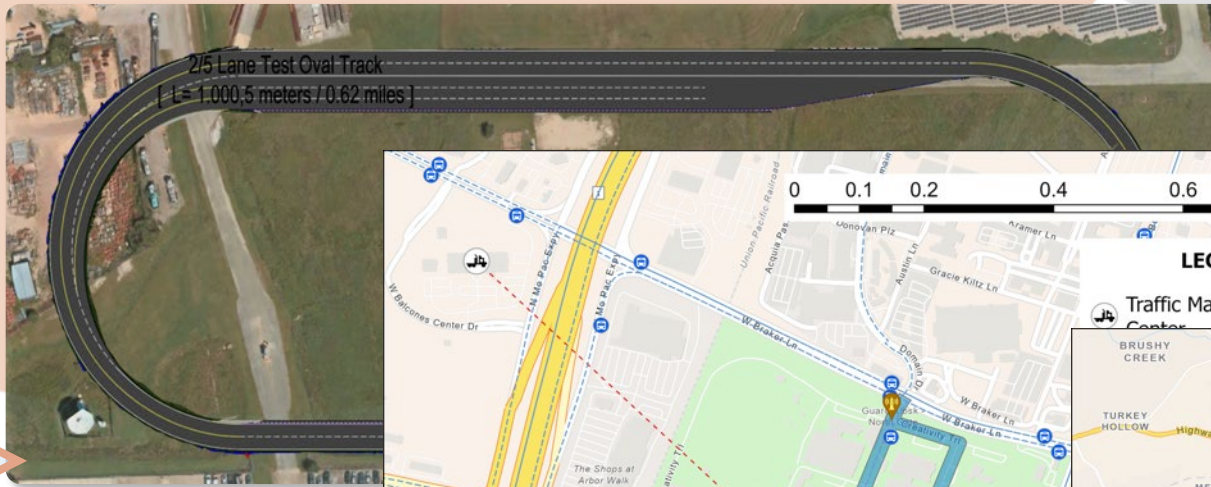




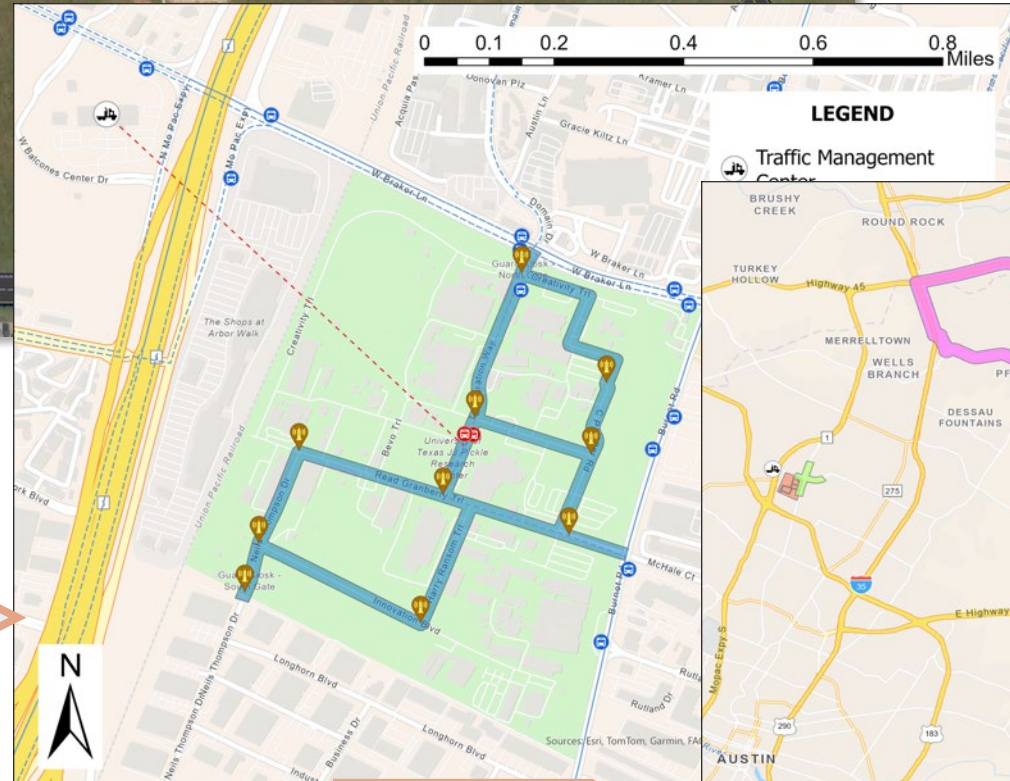
# Goals – Opportunities – Challenges – Solutions – Path Forward

- Texas SMARTTrack – Proving ground to:
  - - Enable
  - - Test
  - - Scale

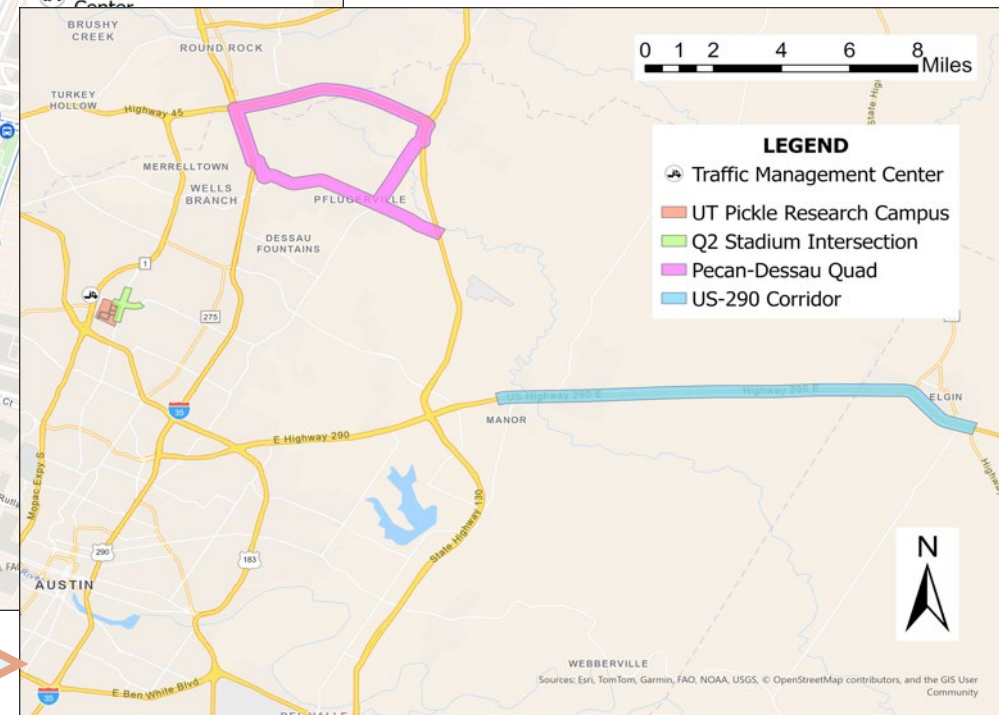
TIER 1



TIER 2



TIER 3



# Thank You

Dr. Amit Bhasin, Ph.D., P.E.

[a-bhasin@mail.utexas.edu](mailto:a-bhasin@mail.utexas.edu)

Miguel Arellano, P.E.

[Miguel.arellano@txdot.gov](mailto:Miguel.arellano@txdot.gov)

**ITEM 13: EXECUTIVE DIRECTOR'S REPORT  
ON TRANSPORTATION PLANNING  
ACTIVITIES**



# ITEM 14: ANNOUNCEMENTS





## Upcoming Meetings



- TAC → **February 24, 2025**
- TPB → **March 10, 2025**



**ADJOURNMENT**

