



TRANSPORTATION POLICY BOARD MEETING

University of Texas Campus, Joe C. Thompson Center, Room 3.102
Red River and Dean Keeton Streets, Austin, Texas 78712
Monday, January 13, 2020
6:00 p.m.

AGENDA

WATCH CAMPO LIVE: www.campotexas.org/livestream

1. Certification of Quorum – Quorum requirement is 11 members Mayor Steve Adler, Chair
2. Public Comments
Comments are limited to topics not on the agenda but may directly or indirectly affect transportation in the CAMPO geographic area. Up to 10 individuals may sign up to speak – each of whom must contact the CAMPO office by 4:30 p.m., Monday, January 13, 2020.
3. Chair AnnouncementsMayor Steve Adler, Chair
4. Report from the Technical Advisory Committee (TAC) Chair..... Mr. Mike Hodge
Mr. Hodge will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

EXECUTIVE SESSION:

Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.

5. Executive Session Mayor Steve Adler, Chair
The Transportation Policy Board will recess to an Executive Session, if necessary.

CONSENT AGENDA:

THE SECTION BELOW INCLUDES ROUTINE OR RECURRING ITEMS FOR COLLECTIVE ACTION BY THE BOARD UNLESS OTHERWISE REQUESTED BY THE CHAIR.

6. [Discussion and Approval of December 9, 2019 Meeting Minutes](#)
.....Mr. Chad McKeown, CAMPO
Mr. McKeown will present the December 9, 2019 meeting minutes and request Transportation Policy Board approval.

ACTION:

THE PUBLIC IS INVITED TO COMMENT ON ITEM 7 IN THE SECTION BELOW.

- 7. [Election of Officers for Chair and Vice Chair of the CAMPO Transportation Policy Board](#)
 Mr. Tim Tuggey, CAMPO Legal Counsel
Mr. Tuggey will provide a brief overview of the election requirements and preside over the election process.

INFORMATION:

- 8. [Discussion on Fiscal Year \(FY\) 2019 Federal Transit Administration \(FTA\) Section 5310 Project Call](#)
 Mr. Ryan Collins, CAMPO
Mr. Collins will discuss the FY 2019 FTA Section 5310 Project Call, sponsor submittals, and project scoring.
- 9. [Discussion on the Development of the 2021-2024 Transportation Improvement Program \(TIP\)](#)
 Mr. Ryan Collins, CAMPO
Mr. Collins will present the process and development of the 2021-2024 TIP.
- 10. Executive Director’s Report on Transportation Planning Activities
 - a. [Update on 2045 Regional Transportation Plan \(RTP\)](#)
- 11. Announcements
 - a. Next Technical Advisory Committee Meeting – January 27, 2020
 - b. Next Transportation Policy Board Meeting – February 10, 2020
- 12. Adjournment

Persons with Disabilities:

Upon request, reasonable accommodations are provided. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for assistance.



**Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting**

University of Texas Campus, Joe C. Thompson Center, Room 3.102
Red River and Dean Keeton Streets, Austin, Texas 78712
Meeting Minutes
December 9, 2019 – 6:00 p.m.

1. Certification of Quorum – Quorum requirement is 11 members

..... **Commissioner Cynthia Long, Vice Chair**

The CAMPO Transportation Policy Board was called to order by the Chair at 6:02 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Steve Adler, Chair	Mayor, City of Austin	N	
2	Cynthia Long, Vice Chair	Commissioner, Williamson County	Y	
3	Alison Alter	City of Austin, District 10	N	
4	Clara Beckett	Commissioner, Bastrop County	Y	
5	Gerald Daugherty	Commissioner, Travis County	N	Judge James Oakley
6	Sarah Eckhardt	Judge, Travis County	Y	
7	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
8	Jimmy Flannigan	City of Austin, District 6	N	
9	Troy Hill	Mayor, City of Leander	N	
10	Jane Hughson	Mayor, City of San Marcos	Y	
11	Mark Jones	Commissioner, Hays County	N	Commissioner Edward Theriot
12	Ann Kitchen	City of Austin, District 5	N	
13	Rudy Metayer	City of Pflugerville, Place 4	Y	
14	Travis Mitchell	Mayor, City of Kyle	*Y	*Ex-Officio/Non-Voting Member
15	Terry Mitchell	Capital Metro Board Member	Y	
16	Craig Morgan	Mayor, City of Round Rock	N	Commissioner Cynthia Long
17	James Oakley	Judge, Burnet County	Y	
18	Dale Ross	Mayor, City of Georgetown	N	
19	Brigid Shea	Commissioner, Travis County	Y	
20	Edward Theriot	Commissioner, Caldwell County	Y	

21	Jeffrey Travillion	Commissioner, Travis County	Y	
22	Corbin Van Arsdale	Mayor, City of Cedar Park	Y	

2. Public Comment

The Vice Chair recognized the following individuals whom offered public comments.

1. Mr. Roger Baker, Private Citizen
2. Ms. Kelly Davis, Save Our Springs
3. Council Member Amy Pattillo, City of Rollingwood

Video of this item can be viewed at <http://austintx.swagit.com/play/12102019-1189/3/>.

3. Chair AnnouncementsVice Chair Cynthia Long

There were no announcements.

4. Report from the Technical Advisory Committee Chair Vice Chair Julia Cleary

In the absence of the Technical Advisory Committee (TAC) Chair, Vice Chair Julia Cleary provided an overview of the discussions from the November 18, 2019 meetings.

Vice Chair Cleary reported that the TAC took action to recommend approval of amendments to the 2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP). The recommendation was approved by unanimous vote.

Vice Chair Cleary further reported that the TAC received a presentation of the Regional Transit Study and updates on the CAMPO Congestion Management Process (CMP) and the submission process for the 2045 RTP. The TAC also discussed the Regional Infrastructure Fund and the loan agreement between the Central Texas Regional Mobility Authority (CTRMA) and CAMPO.

Video of this item can be viewed at <http://austintx.swagit.com/play/12102019-1189/5/>.

5. Executive Session.....Vice Chair Cynthia Long

An Executive Session was not convened.

6. Discussion and Approval of November 4, 2019 Meeting Summary

There were no public comments on the approval of the November 4, 2019 meeting summary.

The Vice Chair entertained a motion for approval of the November 4, 2019 meeting summary, as presented.

Judge James Oakley moved for approval of the November 4, 2019 meeting summary, as presented.

Council Member Rudy Metayer seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Clara Beckett, Judge Sarah Eckhardt, Mr. Tucker Ferguson, P.E., Mayor Jane Hughson, Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Council Member Rudy Metayer, Mr. Terry Mitchell, Judge James Oakley (Proxy for Commissioner Gerald Daugherty), Commissioner Brigid Shea, Commissioner Edward Theriot (Proxy for Commissioner Mark Jones), Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Mayor Steve Adler, Council Member Alison Alter, Council Member Jimmy Flannigan, Mayor Troy Hill, Council Member Ann Kitchen, and Mayor Dale Ross

Video of this item can be viewed at <http://austintx.swagit.com/play/12102019-1189/6/>.

7. Discussion and Approval of Amendments to 2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP)

There were no public comments on the approval of the amendments to the 2019-2022 TIP and 2040 RTP.

The Vice Chair recognized Mr. Ryan Collins who provided a brief overview of the 2019 fall amendment cycle and schedule. Mr. Collins informed the Board that a total of 19 amendments were received for the 2019-2022 TIP and 1 (one) amendment was received for the 2040 RTP.

The Vice Chair entertained a motion for approval of the amendments to the 2019-2022 TIP and 2040 RTP.

Judge James Oakley made a motion for approval of the amendments to the 2019-2022 TIP and 2040 RTP.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

Video of this item can be viewed at <http://austintx.swagit.com/play/12102019-1189/7/>.

8. Discussion and Approval of Amendment to Technical Advisory Committee (TAC) Bylaws

The Vice Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who presented an amendment to the TAC bylaws to add the City of Leander as a voting member to the TAC.

The Vice Chair entertained a motion for approval to amend the TAC bylaws to add the City of Leander as a voting member to the TAC.

Judge Sarah Eckhardt moved for approval to amend the TAC bylaws to add the City of Leander as a voting member to the TAC.

Judge James Oakley seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Clara Beckett, Judge Sarah Eckhardt, Mr. Tucker Ferguson, P.E., Mayor Jane Hughson, Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Council Member Rudy Metayer, Mr. Terry Mitchell, Judge James Oakley (Proxy for Commissioner Gerald Daugherty), Commissioner Brigid Shea, Commissioner Edward Theriot (Proxy for Commissioner Mark Jones), Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Mayor Steve Adler, Council Member Alison Alter, Council Member Jimmy Flannigan, Mayor Troy Hill, Council Member Ann Kitchen, and Mayor Dale Ross

Video of this item can be viewed at <http://austintx.swagit.com/play/12102019-1189/8/>.

9. Discussion of Regional Infrastructure Fund

The Vice Chair recognized Mr. Johnson who reported that Chair, Mayor Steve Adler appointed a committee at the November Transportation Policy Board Meeting to discuss options for potential future use of the regional infrastructure funds. Mr. Johnson further reported that the committee which included Vice Chair Cynthia Long, Commissioner Clara Beckett, and Mr. Terry Mitchell met via conference call with the Central Texas Regional Mobility Authority (CTRMA) on December 2, 2019. Mr. Johnson highlighted those options as discussed and the summarized the outcome of the meeting.

Video of this item can be viewed at <http://austintx.swagit.com/play/12102019-1189/9/>.

10. Presentation of Fort Worth to Laredo High-Speed Transportation Study

The Chair recognized Mr. Steve Duong of AECOM who provided a detailed overview of the Fort Worth to Laredo High-Speed Transportation Study. Mr. Duong discussed the project purpose, milestones, and summary of technologies. Mr. Duong also presented the preliminary findings of the study and next steps.

Video of this item can be viewed at <http://austintx.swagit.com/play/12102019-1189/10/>.

11. Presentation of Regional Transit Study

The Chair recognized Ms. Doise Miers who provided an overview of CAMPO's Regional Transit Study. Ms. Miers noted that the focus of the study is on transit needs outside of the Capital Metro service area.

Ms. Miers discussed the purpose of the Regional Transit Study, public outreach efforts, 2010 and 2040 regional trips. Ms. Miers also highlighted and discussed the regional transit toolkit and next steps.

Video of this item can be viewed at <http://austintx.swagit.com/play/12102019-1189/11/>.

12. Executive Director's Report on Transportation Planning Activities

12a. Update on 2045 Regional Transportation Plan (RTP)

Mr. Kelly Porter reported that the 2045 RTP Project Call opened on October 31, 2019 and staff conducted a webinar with local governments for those interested in project sponsoring. The application call was closed on November 4, 2019 and a total of 642 project submittals were received from 19 project sponsors. Mr. Porter further reported that staff will begin the process of evaluating projects.

12b. 2020 Technical Advisory Committee Membership Appointments

Mr. Ashby Johnson reported that information was provided to Board members for calendar year 2020 TAC membership appointments. Mr. Johnson noted that the deadline for submittals is December 20, 2019.

12c. Transportation Planning Activities Calendar

Mr. Johnson reported that the transportation planning activities calendar was included in the meeting materials and outlines planning activities for the coming months.

Video of these items can be viewed at <http://austintx.swagit.com/play/12102019-1189/12/>.

13. Announcements

Mr. Ashby Johnson announced that the December 16, 2019 Technical Advisory Committee Meeting was canceled.

The Chair announced that the next Transportation Policy Board Meeting is scheduled for January 13, 2020.

14. Adjournment

The Transportation Policy Board Meeting adjourned at 7:19 p.m.



Date: January 13, 2020
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Tim Tuggey, CAMPO Legal Counsel
Agenda Item: 7
Subject: Election of Officers for Chair and Vice Chair of the CAMPO Transportation Policy Board

RECOMMENDATION

Staff recommends the Transportation Policy Board elect a Chair and Vice Chair for calendar years 2020 and 2021.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO Bylaws and Operating Procedures state that the Transportation Policy Board shall elect a Chairperson and a Vice Chairperson for a term of two years. Elections are to be held at the first meeting of each even year.

BACKGROUND AND DISCUSSION

A resignation by Chairman Will Conley was received by the Transportation Policy Board (TPB) at its February 2019 meeting. The provisions of Section III, D., of CAMPO's Bylaws control state: "D. Officers. The TPB elects a Chairperson and a Vice Chairperson for a term of two years. The Chair and the Vice Chair must come from different counties. Elections are to be held at the first meeting of each even year. If the Chairperson resigns or is no longer eligible to be a member of the TPB, the Vice Chairperson will serve as Chairperson until an election is held."

TPB Vice Chair, Mayor Steve Adler became Chair and Commissioner Cynthia Long was elected Vice Chair at the February 2019 meeting. They were each elected for the remainder of two-year terms which expire in January 2020.

Nominations for TPB Chair and Vice Chair will be taken from the floor and an election conducted at the January 13, 2020 TPB meeting.

FINANCIAL IMPACT

None.

SUPPORTING DOCUMENTATION

Attachment A – *CAMPO Bylaws and Operating Procedures*

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
BYLAWS AND OPERATING PROCEDURES
FOR THE
TRANSPORTATION PLANNING PROGRAM
IN THE AUSTIN METROPOLITAN AREA**

SECTION I DEFINITIONS

For the purposes of these bylaws, the following definitions apply

- A. Metropolitan Transportation Planning Process.** The Metropolitan Planning Organization (MPO), designated as Capital Area Metropolitan Planning Organization (CAMPO), in cooperation with the State and with operators of publicly owned transit services, shall be responsible for carrying out the metropolitan transportation planning process in accordance with Section 134, Title 23, United States Code (23 USC 134) and applicable federal and state regulations. CAMPO shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods.

The metropolitan transportation planning process includes the development of a transportation plan, transportation improvement program (TIP) and a unified planning work program (UPWP) that will encourage the achievement of community goals by evaluating the environmental, energy, economic, and social costs of transportation plans and systems, projecting future travel demands, determining viable transportation alternatives, and evaluating these alternatives to determine the optimum combination of all modes of travel to best serve the citizens of the Austin metropolitan area.

- B. Public Involvement Program.** The metropolitan transportation planning process includes the development of a Public Involvement Program and staff procedures. The

Program is intended to include all Austin metropolitan area citizens, groups, agencies, and transportation providers in a transportation effort that is proactive and provides

complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and programs including the Transportation Plan and Transportation Improvement Program. The Public Involvement Program shall integrate the concerns of a wide variety of involved parties and encourage and provide for the greatest level of education of transportation issues. The program will provide opportunities for citizens to contribute ideas and voice opinions early and often, both during and after preparation of draft plans and programs. Public participation in CAMPO Transportation Policy Board meetings is governed by Section III. E. of this document.

- C. Transportation Plan.** The metropolitan planning process includes the development of a transportation plan addressing at least a twenty-year planning horizon. The plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The transportation plan shall be reviewed and updated at least every five years to confirm its validity and its consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period. The transportation plan must be approved (adopted) by the CAMPO Transportation Policy Board.
- D. Transportation Improvement Program.** The Transportation Improvement Program specifies how federal transportation funds are spent in the Austin metropolitan area for a minimum three-year period. The TIP will be prepared at least every other year and will include a financial plan that demonstrates how the Transportation Improvement Program can be implemented.

- E. Unified Planning Work Program.** The Unified Planning Work Program is a document setting forth, by work element tasks, the planning priorities facing the metropolitan area and documenting the planning activities to be performed with funds available to CAMPO. The estimated expenditures and funding sources for carrying out the work shall be identified.
- F. Metropolitan Planning Organization.** The Metropolitan Planning Organization (MPO) is that organization designated by the Governor as being responsible, together with the state, for carrying out the provisions of 23 USC 134 (The Urban Transportation Planning Process) and 49 USC 5303, as amended. The MPO is the forum for cooperative decision making by principal elected officials of general purpose local and state government and a representative from the Texas Department of Transportation and the Capital Metropolitan Transportation Authority.

SECTION II ORGANIZATION

The structure of the Metropolitan Planning Organization consists of the Transportation Policy Board, the Executive Committee, the CAMPO Office and other Committees, all as described in subsequent paragraphs of these bylaws and operating procedures.

- A. Transportation Policy Board.** The Transportation Policy Board, as the Metropolitan Planning Organization, hereinafter referred to as the TPB, furnishes policy guidance and direction for the continuing transportation study. Ultimate responsibility for the total transportation process including, but not limited to, review and approval of the recommended transportation plan and transportation improvement program rests with the Transportation Policy Board.
- B. Executive Committee.** The Executive Committee are members of the Transportation Policy Board who make recommendations on transportation planning issues, projects and the process as directed by the Transportation Policy Board.

- C. CAMPO Office.** The development of detailed transportation studies, maintenance of accurate data, preparation of reports, and performance of other activities requested by the Transportation Policy Board is the responsibility of the CAMPO Office. The Director of the CAMPO Office is responsible solely to the Transportation Policy Board.
- D. Other Committees.** The Chairperson, with the advice and consent of the Executive Committee, may establish other committees as needed.

SECTION III TRANSPORTATION POLICY BOARD

The following rules shall govern the operations of the Transportation Policy Board.

- A. Membership.** Membership on the Transportation Policy Board is established by the Joint Powers Agreement.
- B. Voting Representation.**

1. **Voting Alternate.** A member of the Transportation Policy Board may designate as an alternate a person eligible pursuant to the applicable subsection (a) and (b) of this subparagraph (B)(1), or any other member of the Transportation Policy Board, to exercise some or all of that member's authority as a member of the Transportation Policy Board. The option provided herein for a Transportation Policy Board Member to designate any other member of the Transportation Policy Board to serve as his or her voting alternate shall not nullify or override the authority of the governing body of a CAMPO member organization to appoint voting alternates pursuant to the applicable subsection (a) and (b) of this subparagraph (B)(1). The alternate designated by a member will count toward a quorum and may vote on any matter authorized by the member designating the alternate. A person designated as a voting alternate

may vote as an alternate on behalf of only one designating member. A member who designates an alternate shall give written notice of the alternate's name and voting authority to the Chairperson prior to the first meeting for which the alternate is designated. The authority of an alternate designated under this subparagraph (B)(1) shall continue until it is rescinded or changed by written notice from the designating member to the Chairperson.

- a. An elected official may designate as an alternate a person appointed as an alternate by the body who appointed that member.
- b. A member who is not an elected official may designate as an alternate a person employed by or who serves on the Board of the organization represented by that member.

2. **Non-Voting Proxy.** A member of the Transportation Policy Board may appoint a proxy to attend a meeting in the member's stead. The proxy appointed by a member does not count toward a quorum and may not vote.

C. Quorum. Fifty percent (50%) of the total members encompassed in paragraph A or their alternate shall constitute a quorum of the members for transaction of business at all meetings.

D. Officers. The Transportation Policy Board elects a Chairperson and a Vice Chairperson for a term of two years. It is the preference that the Vice Chair succeeds to the Chair position. However, the Executive Committee shall reserve the right to recommend that the Vice Chair not succeed to the Chair's position at the end of the two-year term. The Chair and the Vice Chair must come from different counties. Elections are to be held at the first meeting of each even year. If the Chairperson resigns or is no longer eligible to be a member of the Transportation Policy Board, the Vice Chairperson will serve as Chairperson until an election is held.

E. Meetings. The Chairperson, with the advice and consent of the Executive Committee, shall establish the dates and times of meetings, and the Chairperson designates in the written notice of the meetings the location and business to be transacted or considered. Any Board member may submit a matter for consideration on a future agenda. If the Chairperson does not include that item on the agenda, the member may petition the Executive Committee and the Executive Committee may require the item to be placed on a future agenda.

Written notice of the meeting, the agenda, and all supporting documents shall be mailed to each member of the Board at least seven (7) days prior to the meeting.

All meetings are to be held as open meetings as defined in Chapter 551, Government Code, and the CAMPO Director shall insure that the written notice of the meeting is posted in the appropriate governmental offices at least seventy-two (72) hours prior to the meeting, and shall insure that at least two copies of the agenda and such supporting documentation as is available to the members of the Transportation Policy Board are made available for public inspection in the CAMPO Office at the same time they are made available to Board members.

In the absence of the Chairperson and Vice Chairperson from a meeting of the Transportation Policy Board at which a quorum is present, the Executive Director will convene the meeting and the remaining members of the board present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.

Public participation in meetings shall be as follows. Internal reports from CAMPO employees and committees not posted for action by the board are not eligible for public comment. If action is required on an item which has already been the subject of a public hearing, no public comment will be taken. Otherwise, persons wishing to

comment on a specific agenda item must fill out the card provided by the CAMPO staff. The card will be presented to the Chairperson before the board begins consideration of the item. The card must specify the item on which they will comment and include the speaker's name and whom they represent. Speakers are limited to three minutes and a speaker's time may not be assigned to another speaker.

Persons wishing to address the board about issues not on the agenda should offer their comments during the "Citizens Communication" agenda item. Persons wishing to speak during "Citizens Communication" must contact the CAMPO staff via phone, electronic mail, facsimile transmission, or in person between 9:00 a.m. on the 6th day before the meeting at which they wish to speak and 4:30 p.m. on the day of the meeting at which they wish to speak. Such persons must give their name and specify the topic on which they wish to address the board. Topics are limited to those that directly or indirectly affect transportation in the CAMPO geographic area. No more than ten persons will address the board during Citizens Communication at any given meeting. Speakers are limited to three minutes and a speaker's time may not be assigned to another speaker. Speakers are requested to not directly address individual members of the board or the CAMPO staff. The Chairperson will enforce decorum.

- F. Functions.** The functions of the Transportation Policy Board shall be as delineated in the Joint Powers Agreement.

- G. Attendance.** If a member of the Transportation Policy Board misses more than half of the Board meetings scheduled during a calendar year, the Chairperson may contact the member's appointing body to request a replacement appointee to the Transportation Policy Board.

SECTION IV EXECUTIVE COMMITTEE

A. Membership. The Executive Committee will consist of the Transportation Policy Board Chairperson and Vice-Chairperson and members of the Transportation Policy Board that are, at a minimum, representative of the jurisdictions that are signatory of the Joint Powers Agreement. The members of the Executive Committee shall be appointed by the Chairperson of the Transportation Policy Board at the first meeting each year. The jurisdictional representatives of the Joint Powers Agreement are indicated below:

Texas Department of Transportation	1
City of Austin	1
County of Travis	1
County of Williamson	1
County of Hays	1
Capital Metropolitan Transportation Authority	1

B. Function. The functions of the Executive Committee shall be as follows:

1. Meet at the direction of the Chairperson.
2. Take actions on items delegated by the Transportation Policy Board and/or make recommendations on items to the Transportation Policy Board.
3. The Executive Committee will have no distinctive powers on their own unless given by the Transportation Policy Board or established by these bylaws and operating procedures.

SECTION V CAMPO OFFICE

The following rules govern the operations of the CAMPO Office:

A. Direction. The CAMPO Director will be selected by the Transportation Policy Board. The CAMPO Director will hire staff, supervise, and prepare contracts as necessary to perform the work outlined in the Unified Planning Work Program.

B. Funding. The budget of the CAMPO Office must be consistent with the Unified Planning Work Program.

C. Functions. The functions of the CAMPO Director and CAMPO Office are established in the Joint Powers Agreement.

SECTION VI OTHER COMMITTEES

The following rules govern the operations of other committees.

- A. Other Committees.** The committee will perform tasks and functions as requested by the Chairperson, with the advice and consent of the Executive Committee.
- B. Membership.** Members of other committees are appointed by the Chairperson with the advice and consent of the Executive Committee. Membership of each committee may include persons who are not board members with expertise of a nature that would be beneficial to the planning process.
- C. Officers.** The Chairperson and Vice Chairperson for the committee shall be designated by the Chairperson of the Transportation Policy Board.
- D. Meetings.** Meetings of a committee are held as necessary to perform the tasks and functions of the committee. The Chairperson of the committee calls such meetings as necessary and shall notify all committee members of the time, date, and place of the meeting.
- E. Technical Advisory Committee.** The Technical Advisory Committee's purpose is to advise the Transportation Policy Board in its development of
1. The long-range metropolitan transportation plan;

2. The Transportation Improvement Program, including review of and recommendations on candidate projects for the TIP;
3. The Unified Planning Work Program; and
4. Other transportation planning activities, as directed by the Transportation Policy Board or CAMPO's Executive Director.

SECTION VII ETHICS POLICY

A. A member of the Transportation Policy Board or employee of CAMPO shall not:

1. Accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member's or employee's official conduct;
2. Accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position;
3. Accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of the member's or employee's official duties;
4. Make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or
5. Intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or employee's official powers or performed the member's

or employee's official duties in favor of another.

- B. An employee of CAMPO who violates Subsection (a) is subject to termination of the employee's employment or another employment-related sanction. Notwithstanding this subsection, a policy board member or employee who violates Subsection (a) is subject to any applicable civil or criminal penalty if the violation also constitutes a violation of another statute or rule.

SECTION VIII ADOPTION

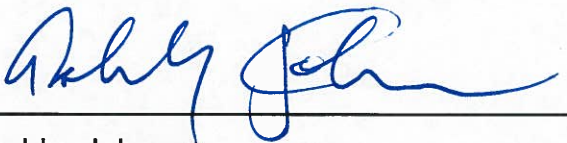
These bylaws and operating procedures shall be in full force and effect at such time as they have been approved by a majority vote of the Transportation Policy Board at a meeting at which a quorum, as defined herein, is present.

SECTION IX REVISIONS

These bylaws and operating procedures may be revised by approval of the Transportation Policy Board at a meeting at which a quorum, as defined herein, is present.

Adopted unanimously by the Capital Area Metropolitan Planning Organization Transportation Policy Board on June 10, 1996; revised by resolution on February 8, 1999, April 14, 2003, February 13, 2006, January 22, 2007, November 9, 2009, January 20, 2010, May 10, 2010, September 13, 2010, February 13, 2012, January 13, 2014, and August 8, 2016.

ATTEST:



Ashby Johnson

Director



Date: January 13, 2020
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 8
Subject: Discussion of FY 2019 Federal Transit Administration (FTA) Section 5310 Projects

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) has received 10 applications totaling \$1,145,156.50 in requested funding. This competitive project selection process awards federal funding through the FTA Section 5310 Program administered by the Capital Metropolitan Transit Authority (Capital Metro). Additional information in the project call including the schedule, selection criteria, and eligibility information are provided in Attachment A.

FINANCIAL IMPACT

This call for projects will allocate up to \$847,661.00 in FTA 5310 funding to local sponsors.

BACKGROUND AND DISCUSSION

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program is intended to enhance mobility for seniors and person with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans With Disabilities Act (ADA) complementary paratransit services.

The Capital Metropolitan Transportation Authority (Capital Metro) serves as the designated recipient of FTA Section 5310 Funds in the Austin Urbanized Area and serves as the program administrator. Recipients of the grant funding are selected by the Capital Area Metropolitan Planning Organization (CAMPO) through a competitive process. Selected applicants enter into a grant agreement with Capital Metro and become subrecipients for these funds. These grant agreements outline federal, state, and local requirements related to project administration and reporting and vary depending on the type of funding, project proposed, agency, and other factors.

The Section 5310 program is a reimbursable grant program, where the selected sub-recipients incur expenses and are reimbursed through the program at a rate of 80 percent for eligible traditional capital expenses and 50 percent for eligible other expenses such as operations until the federal award is exhausted. Because of this, sub-recipients must have sufficient funds available to incur program expenses.

SUPPORTING DOCUMENTS

Attachment A – Fiscal Year 2019 Call for Project Program Guide

Federal Transit Administration: FTA Section 5310

Enhanced Mobility of Seniors and Individuals with Disabilities

Call for Projects

Fiscal Year 2019



Program Information

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program is intended to enhance mobility for seniors and person with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans With Disabilities Act (ADA) complementary paratransit services.

The Capital Metropolitan Transportation Authority (Capital Metro) serves as the designated recipient of FTA Section 5310 Funds in the Austin Urbanized Area and serves as the program administrator. Recipients of the grant funding are selected by the Capital Area Metropolitan Planning Organization (CAMPO) through a competitive process. Selected applicants enter into a grant agreement with Capital Metro and become subrecipients for these funds. These grant agreements outline federal, state, and local requirements related to project administration and reporting and vary depending on the type of funding, project proposed, agency, and other factors.

The Section 5310 program is a reimbursable grant program, where the selected sub-recipients incur expenses and are reimbursed through the program at a rate of 80 percent for eligible traditional capital expenses and 50 percent for eligible other expenses such as operations until the federal award is exhausted. Because of this, sub-recipients must have sufficient funds available to incur program expenses.

Information regarding requirements and reimbursement rates are provided by FTA linked in the additional resources section of this document as well as the application.

Eligible Entities

Only certain organizations are eligible for FTA Section 5310 funding which is dependent on the type of project being submitted for potential funding. Below are the eligible entities as specified by the project type and activities.

Traditional Capital Projects

- A private non-profit organization
- A state or local governmental authority that is approved by the state to coordinate services for seniors and individuals with disabilities
- A state or local governmental authority that certifies that there are no non-profit organizations readily available in the area to provide the service

Other Capital and Operating Projects

- A state or local government authority
- A private non-profit organization
- An operator of public transportation that receives a FTA Section 5310 grant indirectly through a recipient

Eligible Activities

The FTA Section 5310 program provides federal funding for both capital and operating expenses to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. Below are the general eligible activities for both traditional capital and other project types.

Traditional Capital Projects

1. Rolling stock and related activities for FTA Section 5310-funded vehicles
2. Passenger facilities related to FTA Section 5310-funded vehicles
3. Support facilities and equipment for FTA Section 5310-funded vehicles.
4. Lease of equipment when lease is more cost effective than purchase.
5. Acquisition of transportation services under a contract, lease, or other arrangement.
6. Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.
7. Capital activities to support ADA-complementary paratransit service.

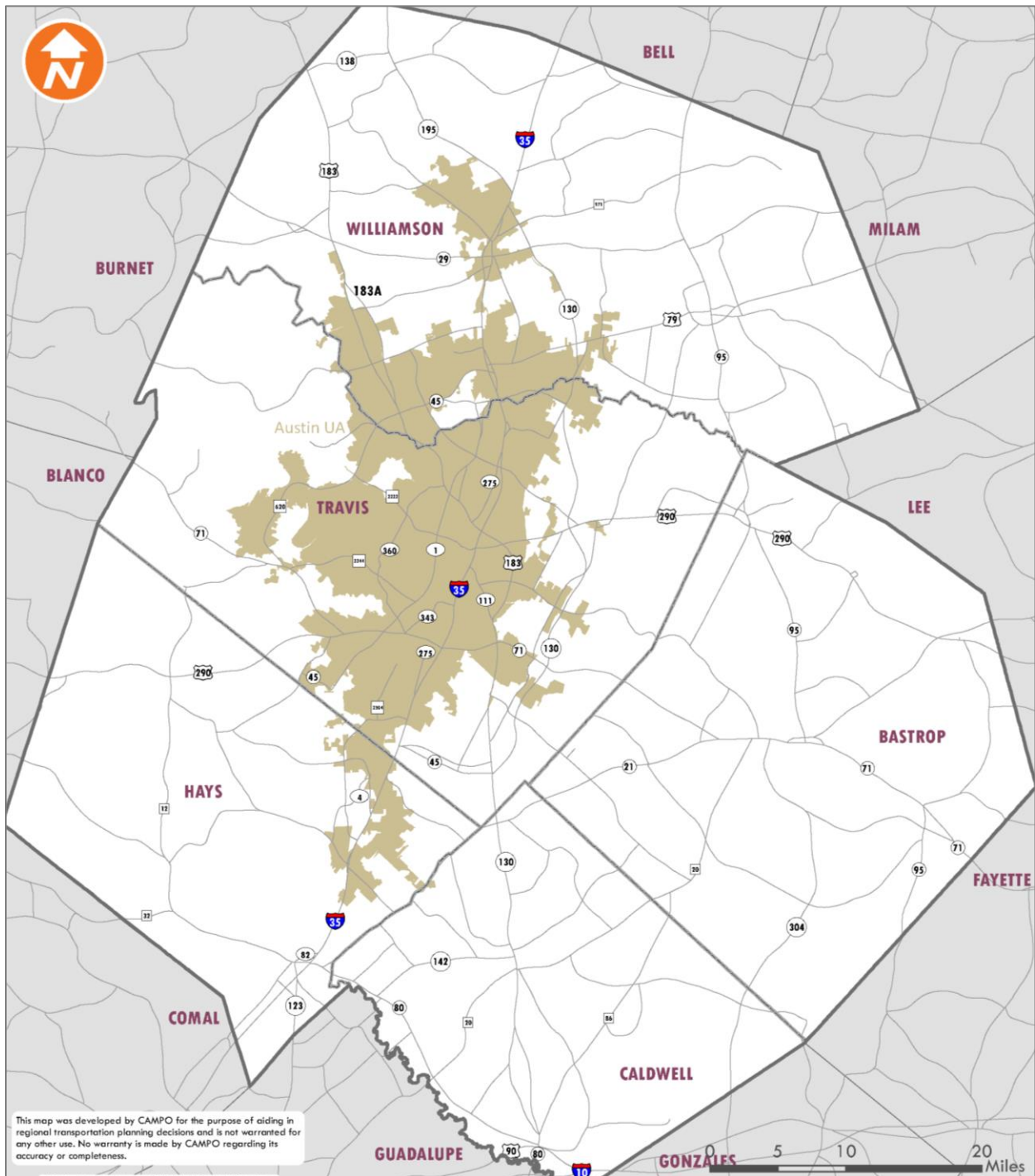
Other Eligible Capital and Operating Expenses

1. Public transportation projects that exceed the requirements of the ADA.
2. Public transportation projects that improve accessibility.
3. Public transportation alternatives that assist seniors and individuals with disabilities with transportation.
4. Operating assistance.

For detailed information on the activities listed please refer to Chapter 3 in the FTA Guidance or contact the program manager.

Eligible Locations

Eligible projects and activities must serve the Austin Urbanized Area detailed (brown area) below:



Project Call Information

The Capital Area Metropolitan Planning Organization (CAMPO) is soliciting project proposals from eligible entities for the FTA 5310 program through a competitive selection process. This project call will allocate up to \$847,661.00 in funding to eligible projects with no less than \$518,015.00 to be allocated to traditional capital projects and no more than \$329,646.00 to be allocated for other eligible projects and operating expenses as defined in Chapter 3 of the FTA Guidance Circular.

Applicants must complete an online application with the requested information by the date noted in the timeline below in order to be considered for funding. Additional information and guidance is provided in the application which can be located here:

Date	Milestone
10/25/2019	Application Period Opens
11/6/2019	Informational Webinar
12/20/2019	Applications Due by 5:00 p.m.
January	Technical Review and Scoring of Applications
1/13/2020	Transportation Policy Board – Information
1/27/2020	Technical Advisory Committee – Information
2/10/2020	Transportation Policy Board – Approval

Selection Criteria

Projects will be evaluated on the approved selection criteria for a total of up to 100 points. Evaluations will be based on information provided directly in the application as well as supporting materials provided by the sponsor.

Benefit

(20 points)

Describe how this project will establish, preserve and/or improve public transportation, mobility, and access within the region. In particular, describe how the project will benefit seniors and individuals with disabilities. Please provide the current number of users per year being served and an estimate of the total number of additional users per year who would benefit from the project. If no additional users per year will be served, please describe the impact on the current users being served by the project.

Score	Description
20	High user base, clear transportation impact and benefit
15	Medium user base, some transportation impact and benefit
10	Low user base, minimum impact and benefit
0	Unanswered, unclear, or does not meet criteria

Financial Sustainability

(15 points)

Describe how this project will be sustained after the grant funding is expended. In particular, describe whether there is long term funding commitment from another source/sources, or what proactive efforts will be undertaken to ensure continuation of the project at the end of the grant period.

Score	Description
15	Clear, long-term dedicated funding (other than 5310)
10	Clear, short-term dedicated funding (can include 5310)
5	Potential funding identified (can include 5310)
0	Unanswered, unclear, or does not meet criteria

Coordination and Partnerships

(15 points)

Describe how the project will be coordinated with other efforts and will leverage partnerships. Please provide information on coordination efforts, including partner agencies and details of activities. If there is no current coordination, please provide your agency's plan for coordination.

Score	Description
15	Strong coordination and partnerships with other organizations
10	Some coordination and partnerships with other organizations
5	Little coordination and partnerships with other organizations
0	Unanswered, unclear, or does not meet criteria

Interconnectivity

(15 points)

Describe how the project will build on or connect with the existing system of public transportation, non-profit providers, medical transportation services, and special transit services in the Capital Area.

Score	Description
15	High-level of interconnectivity to existing system
10	Medium-level of interconnectivity to existing system
5	Minimum interconnectivity or independent from existing system
0	Unanswered, unclear, or does not meet criteria

Implementation of Capital Area Regional Transit Coordination Plan

(10 points)

Describe how the project will support the 2017 Capital Area Coordinated Plan. Describe which Plan Goals, Sub-goals or Strategies will be directly supported by the project.

Score	Description
10	Clearly supports 5 goals of the plan
8	Clearly supports 4 goals of the plan
6	Clearly supports 3 goals of the plan
4	Clearly supports 2 goals of the plan
2	Clearly supports 1 goals of the plan
0	Does not clearly support any goals of the plan.

Cost Effectiveness

(15 points)

Describe how the project will be cost effective. (The project will be evaluated based on the additional resources noted in the application and a comparison of costs to similar projects.)

Score	Description
1-15	Cost per User (Projects ranks based on number of applications received)

Budget and Project Implementation

(10 points)

Describe how the project will be developed based on a reasonable and realistic budget and work tasks. (The project will be evaluated based on the answer provided as well as an analysis of the budget submitted and demonstrated experience with FTA and TxDOT project agreements. Sponsors will be required to be in good standing with the Federal Transit Administration, Capital Metropolitan Transportation Authority, and the Texas Department of Transportation.)

Score	Description
10	Clear, developed budget (template) and demonstrated experience
5	Budget (template) is not developed, experience is minimal
0	Unanswered, unclear, or does not meet criteria

Evaluation Process

Projects will be evaluated based on the information provided in the application and in supporting documentation. Each application and project will be individually evaluated using the approved criteria by each member of the technical review committee. Where applicable in the criteria, committee scores will be averaged. Sponsors and projects will also be subject to a review by the grant program manager at Capital Metro to ensure complete applications and that basic eligibility requirements are met. Final evaluations, scores, and recommendations will be provided to the Transportation Policy Board (TPB) for approval.

Resources

Fact Sheet on the FTA Section 5310 Grant Program (FTA):

https://www.transit.dot.gov/sites/fta.dot.gov/files/5310_Enhanced_Mobility_of_Seniors_and_Disabled_Fact_Sheet.pdf

Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions (FTA):

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf

Coordinated Public Transit-Health and Human Services Transportation Plan:

<https://47kzwj6dn1447gy9z7do16an-wpengine.netdna-ssl.com/wp-content/uploads/2018/04/Coordinated-Public-Transit-Health-and-Human-Services-Transportation-Plan.pdf>

Questions

If you have questions about the application, selection process, or the funding program please contact:

Ryan Collins
Short-Range Planning Manager

Capital Area Metropolitan Planning Organization
3300 North Interstate Highway (IH) 35
Suite 630
Austin, TX 78767
(512) 215-2541
ryan.collins@campotexas.org



Date: January 13, 2020
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 9
Subject: Discussion on the Development of the 2021-2024 Transportation Improvement Program (TIP)

RECOMMENDATION

None. This item is for informational purposes only.

EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) develops and maintains the Transportation Improvement Program (TIP). The TIP is a four-year transportation programming document and project listing that provides required administrative permission from the Transportation Policy Board (TPB) for individual projects and programs that are funded through federal sources to move forward. The TIP consists of the four-year transportation programs from regional transportation entities including TxDOT-Austin District, Capital Metro, CARTS, and other local sponsors that have federally funded or regionally significant projects.

2021-2024 Transportation Improvement Program Development

The Transportation Improvement Program is amended regularly and is required to be updated and adopted by the TPB every two years. The Transportation Policy Board adopted the current 2019-2022 Transportation Improvement Program on May 7th, 2018. Staff is currently developing the new 2021-2024 to be adopted in May 4th, 2020.

An opportunity to submit new projects for inclusion will take place in January. Project in the current TIP in the overlapping fiscal years will be automatically rolled over unless otherwise directed by sponsors. Upon approval of the 2021-2024 TIP, the program will be included in the Statewide Transportation Improvement Program (STIP) for approval by the Texas Transportation Commission, before the projects are individually reviewed and approved by the Federal Highway Administration and Federal Transit Administration.

2019-2022 Transportation Improvement Program Spring Amendment Cycle

Concurrent with the development and adoption of the 2021-2024 TIP, CAMPO will be conducting the final amendment cycle for the 2019-2022 TIP. This amendment cycle allows sponsors to make changes to projects in the current document before the new TIP becomes active upon FHWA approval in the Fall.

Funding Allocation

It is important to note that unlike the 2019-2022 TIP, there is no competitive project call or funding allocation associated with the development process of the 2021-2024 TIP. This is a result of the allocation of the remaining Category 2 and Category 7 funding to major projects including IH-35 in 2019.

Because no funds are going to be directly allocated through this process, projects that are submitted for the TIP must have funding secured. The adoption of the new TIP is not related to potential funding opportunities in the future including the Regional Infrastructure Fund (RIF).

FINANCIAL IMPACT

The development and adoption of the 2021-2024 Transportation Improvement Program will not include any direct allocation of funding from the Transportation Policy Board. However, adoption and approval of the TIP is required for projects and programs that receive federal funding includes those transportation programs from regional transportation entities including TxDOT-Austin District, Capital Metro, CARTS, and other local sponsors that have received funding from CAMPO or other federal grants.

BACKGROUND AND DISCUSSION

The TIP is the four-year transportation programming document and project listing that provides required administrative permission from the Transportation Policy Board (TPB) for individual projects and programs that are funded through federal sources to move forward.

SUPPORTING DOCUMENTS

None.



Date: January 13, 2020
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Kelly Porter, Regional Planning Manager
Agenda Item: 10a
Subject: Update on 2045 Regional Transportation Plan (RTP)

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

Every five years, CAMPO is required to develop a long-range planning document that forecasts traffic and demographics at least 20 years into the future. The purpose of the long-range plan is to coordinate regional transportation planning activities, prioritize a comprehensive list of projects, activities, and programs, and a develop fiscal constraint analysis that estimates the region's capacity to fund projects in the Plan. CAMPO is currently operating under the CAMPO 2040 Long-Range Plan which was adopted by the Transportation Policy Board in May 2015. CAMPO is now working on the development of the 2045 Long-Range Plan that must be adopted no later than May 2020 if the region is to remain in compliance with federal rules.

Staff has worked closely with a subcommittee of the TPB to develop goals and objectives for the plan. Staff has also worked with the Technical Advisory Committee and local partners in the development of the 2045 demographic forecast and Travel Demand Model update. On October 31, 2019, staff released the RTP Project Application and data to all eligible project sponsors. The due date for the application was December 4, 2019. 642 projects were received from 19 project sponsors.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range transportation plan for the six-county region. The transportation plan, with a horizon at least 20 years in the future, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

The chair of the Transportation Policy Board (TPB), Mayor Steve Adler, established a committee of CAMPO TPB members to work with staff on the draft goals and objectives for the 2045 Regional Transportation Plan (RTP) at the February 2, 2019 scheduled meeting. The committee included Vice-Chair Commissioner Cynthia Long, Councilmember Alison Alter, Judge Sarah Eckhardt, Mayor Craig Morgan, Councilmember Jimmy Flannigan, Commissioner Clara Beckett, and Mayor Jane Hughson. Vice-Chair Long lead the discussions with supporting material from staff.

The committee met three times, on April 18, May 22, and August 13, 2019, and had two tasks conveyed by Chair Adler:

- 1) Craft the goals and objectives for the update to the CAMPO RTP, and
- 2) Identify and flag additional discussion topics for further deliberation by the full board

The first meeting of the committee included initial discussion of RTP purpose, content and structure. The committee proposed that the RTP should focus on federally required elements and regional discussion items, with reference elements and local character included as supporting appendix material.

The second meeting was a conference call of the committee that introduced them to the draft goals and objectives.

The third meeting included review by staff of the revised draft goals and objectives, which expanded their breadth and added context from the ongoing regional studies. Committee members proceeded to ask questions and generally discuss the intent of topics such as fiscal constraint, regional aspirations, crash reduction, and challenges of managing systems. The committee reached consensus on revisions to several objectives, with minor edits to others. The committee concluded with general agreement on the revised text, and the direction to refer the revised list on to the full Board for review and direction to staff for next steps in development of the RTP.

At the July TAC meeting, CAMPO staff discussed the project submission process for the RTP. Criteria for assessing projects submitted to CAMPO for the RTP is attached. There was a special meeting of the TAC called in October to help refine these criteria so that they could be utilized in scoring and developing a financially constrained project listing. In addition, the TAC was presented information on a fiscal constraint analysis in February 2019. CAMPO has worked with local governments to estimate fiscal constraint and continues to develop Federal and State fiscal constraint figures. CAMPO is working to further develop other potential local funding capacity through incorporating local bonding capacity and other potential funding sources to flesh out the final estimated fiscal constraint number.

The draft project selection criteria were presented at the September TAC meeting. The draft criteria mirror the goals and objectives developed for the 2045 RTP. Comments from TAC members led to an updated draft of both the selection criteria and the application for projects. Both items were discussed at a special meeting of the TAC on October 16th. The TAC concurred with the project evaluation criteria at their October 21st meeting. On October 31, 2019, staff released the RTP Project Application and data to all eligible project sponsors. The due date for the application was December 4, 2019. 642 projects were received from 19 project sponsors. Six projects did not meet the minimum qualification for inclusion in the plan. Please see the project list in the attachments. The list includes projects that are both anticipating federal and state dollars, as well as 100% locally-funded projects. Project sponsors were also able to submit concept projects to an illustrative list.

The process of developing a fiscal constraint figure has been discussed at previous TAC meetings and the assumptions and process for developing federal and state figures was discussed at the October TAC meeting. Staff are working with project sponsors to finalize the fiscal constraint analysis.

Next Steps

Below is a high-level milestone timeline for the 2045 RTP:

October 16, 2019	TAC Workshop on project selection criteria
October 21, 2019	TAC Concurrence on criteria
November 13, 2019	Local Government webinar regarding RTP project call
October 31, 2019 - December 4, 2019	RTP Call for Projects Application Intake
November 2019	1 st Round of Public Outreach (existing conditions)
December 2019 - January 2020	Constrained Plan and Compiled RTP Report Completion (draft plan)
January 13, 2020	TPB Presentation on Project List
January 27, 2020	TAC information presentation on draft plan of constrained project list
February 10, 2020	TPB informational item regarding constrained project list
February 2020 - March 2020	2 nd Round Public Outreach – Constrained Plan – Comment Period
March 9, 2020	Informational item for TPB
March 23, 2020	TAC recommendation
April 6, 2020	TPB Action

**Dates are subject to change.*

SUPPORTING DOCUMENTS

Attachment A – *Project Evaluation Criteria*

Attachment B – *Draft Constrained Project List - Candidates*

Attachment C – *Draft Illustrative Project List*

Attachment A



Capital Area Metropolitan Planning Organization

2045 Regional Transportation Plan

(there is no funding available for this call)

Project Submittal Instructions

And

Evaluation Criteria

Fall 2019

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Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range regional transportation plan (RTP) for the six-county region. The RTP, with a forecast year of at least 20-years, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

CAMPO is currently developing the next five-year update of the 2045 Regional Transportation Plan (RTP). In addition to providing goals, policies and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that will be developed and implemented over the next 20 years. In order to create the project list, CAMPO has developed a submission process through which sponsors can submit their regionally significant projects for inclusion in the RTP. Any projects in the Transportation Improvement Program (TIP) window, i.e. the first four years of the RTP, should have dedicated funding.

In the CAMPO region, the Metropolitan Transportation Plan (MTP) as it is described in the Code of Federal Regulations (CFR) is referred to as the Regional Transportation Plan (RTP).

Schedule

Date	Action item
October 16, 2019	TAC Workshop on Project Selection Criteria
October 21, 2019	TAC Concurrence on criteria
November 2019	Local Government webinar regarding RTP project call
November 1, 2019 - December 4, 2019	RTP Call for Projects Application Intake
November 2019	1 st round of public outreach (existing conditions)
December 16, 2019	TAC informational item regarding RTP project applications received
December 2019 – January 2020	Constrained Plan and Compiled RTP Report Completion (draft plan)
January 13, 2020	TPB Presentation on Project List
January 27, 2020	TAC information presentation on draft plan of constrained project list
February 10, 2020	TPB informational item regarding constrained project list
February - March 2020	2 nd Round Public Outreach – Constrained Plan – Comment Period
March 9, 2020	Informational item for TPB
March 23, 2020	TAC recommendation
April 6, 2020	TPB Action

Application and Submittal Process

The project listing in the Regional Transportation Plan (RTP) outlines the implementation of the vision and goals of the Transportation Policy Board (TPB) and guides and facilitates the expenditure of federal and state transportation funds.

The listing is comprised of regionally significant projects that are sponsored by federal, state and local transportation agencies and governments. These sponsors may submit projects during the submission period for consideration using the 2045 RTP Application spreadsheet and this guide located [this link](#). The webpage is password word protected (password: **2045RTP!**). Applicants are required to include a GIS map package with shapefiles as part of their submittals, as many of the criteria can be answered via GIS analysis. CAMPO has a GIS map package (.mpk) available on the agency website for use by local governments with relevant geospatial data needed for the application. Please let the CAMPO team know if you have any issues producing a map package and associated shapefiles. CAMPO will review the submittals and will coordinate as needed with sponsors. Additional instructions are provided in the application spreadsheet.

All projects submitted with anticipated year of project implementation or construction from 2025 to 2045 should be included in the RTP. Unfunded projects that are expected to be funded in the near future (before 2025) should be rolled into year 2025 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.

All submittals should be uploaded to CAMPO's FTP site. Project sponsors are required to contact Jay Keaveny, Regional Planner at jay.keaveny@campotexas.org to receive a link to a folder on the FTP site where they may upload their submittal application, back-up documentation and GIS data.

Please send any questions about the process to Kelly Porter, Regional Planning Manager at kelly.porter@campotexas.org.

Application Workbook

The 2045 RTP project application is how project sponsors will submit projects to be considered for the fiscally constrained project listing. The application spreadsheet (Excel-based) is divided by project type: Roadway, Transit, Intelligent Transportation System (ITS), Active Transportation, Transportation Demand Management (TDM) and Other. Sponsors should select the appropriate project tab and fill out the required fields detailed below. Please note that any projects being submitted in the TIP window (before 2025) must have proof of dedicated funding. Any projects submitted with a let year before 2025, or as illustrative or 100% locally-funded only need to fill out the project information spreadsheet.

Application Workbook Information

Instructions	This tab contains detailed instructions on how to use to Application Workbook and how to submit projects for consideration.
Definitions and Resources	To be able to answer questions, CAMPO has included a list of definitions and resources to be able to complete the application. Near the bottom, this tab features tables that explain how to best access information to support the answers that sponsors provide for their projects. Please refer to these tables while filling out the project scoring tabs.
Project Information	This tab asks for basic information of the project sponsor, such as address, contact information, and organization type. Please list each project here and the project score will be automatically populated from the criteria tabs when sponsors self-score projects.
Roadway Scoring	For all Roadway Projects, please use this tab to complete each scoring criteria questions.
Transit Scoring	For all Transit Projects, please use this tab to complete each scoring criteria questions.
ITS Scoring	For all ITS/Operational Projects, please use this tab to complete each scoring criteria questions.
Active Scoring	For all Active Transportation Projects, please use this tab to complete each scoring criteria questions.
TDM Scoring	For all TDM Projects, please use this tab to complete each scoring criteria questions.
Other Scoring	For all Other Projects, please use this tab to complete each scoring criteria questions.

Instructions

1. Complete all columns for each project within the Project Information worksheet. Sponsors can use the Project Information Definitions as a guide. Many cells in the top row have upper right corners highlighted in purple to signify additional information.
2. Number the Projects in ascending order and ensure they correspond to those listed in the Project Type tabs (Roadway, Transit, ITS, Active, TDM, or Other) as you work your way through the application.
3. Optional: Complete the Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional project details.
4. Use the drop-down function to answer the yes/no performance measures and questions.
5. The Narrative Answer column will be used to further explain how a sponsor addressed the performance measure.
6. Use the drop-down function to answer the Data Type (Shapefile, Narrative, or Both) that best addresses the performance measure. Both are encouraged to provide clarity of the project.
7. Input where the sponsor obtained their data (CAMPO, Local Plan, State Plan, or Other). The relevant pages should be included in backup material sent in with the application and should denote (through highlights or other) where to find relevant graphics and text.
8. If the sponsor is using a data source other than one provided by CAMPO, explain where data was obtained to answer the Performance Measure. The relevant pages should be included in backup material sent in with the application and should denote (through highlights or other) where to find relevant graphics and text.
9. Objectively self-score how the project addresses each performance measure (total available points are in parentheses).
10. The Project Self-Score Total column will auto-populate based on all the performance measure scores.
11. Ensure projects are on the appropriate tab (Roadway, Transit, ITS, Active Transportation, TDM, Other).

Project Information

Column	Title	Information
A	Project Number	This is the number assigned to each project within this worksheet. Use this number throughout when scoring projects.
B-H	Sponsor Information	Primary sponsor of the project. <i>(Sometimes referred to as submitter)</i>
I-P	Sponsor Project Manager Information	Contact information for day-to-day manager of project. If project manager information is the same as sponsor information only include the name, position, and email under this section (columns I-P). Please make sure the contact information is the most direct way of reaching the manager, such as a direct telephone number.
Q-AD	Co-Sponsor Information	Secondary sponsor of the project as applicable. Ensure that any needed documentation demonstrating concurrence is included in column AY and in backup documentation.
AE	Project Type	Roadway, Transit, ITS, Active, TDM, or Other
AF	Is this a Grouped Project?	See Appendix D for Group Project Information
AG	If Grouped Project, what category?	See Appendix D
AH	County(s)	County where the project is located. If the project is in multiple counties than please list all the counties in the next column
AI	If Multiple counties, please list	Only use if in multiple counties
AJ	Roadway/Facility Name	Name of roadway or facility where the project will occur

AK	Limits (From)	Indicates the physical location of the start of the project
AL	Limits (To)	Indicates the physical location of the end of the project
AM	Limits (At)	Indicates point of project (intersection, interchange or other point specific projects only)
AN	Description (Short)	The description of the project should include a brief one to two sentence description that includes the current facility and anticipated facility upon completion of the project. Examples: <i>Upgrade current two-lane undivided facility to a four-lane divided facility with bike lanes</i> or <i>New location two-lane facility with shoulders.</i>
AO	Estimated Project Cost (year of expenditure)	Estimated cost should be given at the anticipated year of expenditure. It can include any high-level estimate of construction, principal engineering, and other costs, as well as ROW and utility costs if available. A 4% per year rate of inflation should be used to calculate costs at the year of expenditure.
AP	Funding Source(s)	Anticipated funding source if readily identifiable. Reference to back up material can be provided along with items in cell AW. Local funding includes all funding that comes from inside the region such as from cities, counties, CTRMA tolls, transit, etc. <i>If source is private, please show as local.</i>
AQ	Explain Combination of Sources	Explain any combination of anticipated funding sources, local, state, or federal etc.
AR	Let Year	Anticipated year of project implementation or construction (from 2025 to 2045). **Note: Unfunded projects that are

		expected to be funded in the near future (before 2025) should be rolled into year 2025 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.
AS	Existing Facility (Yes, No, or Both)	Indicate if project is on an existing facility.
AT	Current Functional Classification	Current functional classification of the facility as defined by FHWA if applicable
AU	Anticipated Function Classification	Anticipated functional classification of the facility. <i>The 2045 Regional Arterials Study can be a guide as to the anticipated functional class. Regional Corridors not shown as Limited Access, Regional Connectors, or Principal Arterials in the Regional Arterials Study are assumed to be a future Minor Arterial. For other connections, not in the arterials study, please use FHWA methodology for determining what the anticipated functional class may be. See Regional Significance definition found in next section for additional details.</i>
AV	TxDOT On-System	Identify if project is on the TxDOT system (project submittals with on-system projects must have written state concurrence via a letter from or submitted by TXDOT correspondence).
AW	Illustrative Project (only fill out the project information tab)	If the project is considered illustrative, sponsors will include the project here and will not need to score the project.
AX	100% Locally Funded (only fill out the project information tab)	If the project is regionally significant and will be 100% locally funded, sponsors will identify the project here and will not need to score the project or answer the associated planning factors spreadsheet.

		If the project needs federal funding in the future, the project will then need to be resubmitted at that time.
AY	Back-up Documentation of Planning Process and Public Outreach	Please list all relevant back-up documentation, which could include pages from local plans to support performance measure scoring, minutes showing plan adoption, or any additional public outreach documentation or materials for the project. These documents will be uploaded with the application and used to validate or show projects submitted meet the various performance measures. It is okay to include multiples of documentation from other projects if projects overlap. Maps and text can be highlighted to show relevant project information if not clear.
AZ	Sponsor Self-Score Total (100 Points Possible) <i>This cell is locked as it auto-populates.</i>	This is an automated score from the project's worksheet and will auto-populate based on the total of all the Sponsor's Self-Scores.
BA	MPO Score Total (100 Points Possible) <i>This cell is locked as it auto-populates.</i>	This is an automated score from the project's worksheet and will auto-populate based on the total of all MPO Scores.

Regionally Significant Projects

Regionally significant project means a transportation project (other than an exempt project) on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all minor and principal arterial highways and regional high-capacity transit services.

Roadway Regional Significance definition:

- Roadways and intermodal connectors included in the federally adopted National Highway System (NHS)
- Roadways identified as minor arterials or higher in the Federal Regional Functional Classification System or are expected to be re-classified as an arterial or higher when open for public use.
- Grade-separated interchange projects on regionally significant roadways
- Frontage and backage roads (up to ¼ mile from the corridor)
- Roadways that serve as a connection to/or between existing or planned regional activity centers and corridors. See Appendix C for further discussion on activity centers.

Simplified Classification	Typical Spacing	FHWA Classification Table	
Limited Access	5 – 10 miles	Interstate	Interstates are the highest level of roadway and designed for long-distance travel offering limited access.
		Freeway	These roads have directional travel lanes and are separated by some type of physical barriers. Access is purely controlled by interchanges and on- and off-ramps to maximize their mobility function.
		Toll Road	Roadways (either public or private) where passengers pay a usage fee to use the roadway.
Principal/Major/Regional Connector	3 – 5 miles	Expressway	Roadways with directional travel lanes that are typically separated with controlled access to maximize mobility.
		Principal Arterials	Roads serve major centers and provide a high level of mobility but abutting land uses can be served directly.
Minor Arterials	1 – 3 miles	Minor Arterials	Provide service for trips of moderate length and offer connectivity to the higher arterial system.

For a detailed guide on how FHWA determines functional class, please reference the following report:

https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Transit Regionally Significance definition:

- Rail Transit
- Commuter Routes
- Bus Rapid Transit
- Other limited or skip stop routes
- Park and Rides
- Vanpool Programs

Active Transportation Regionally Significance definition:

- Connections illustrated in the Tier I, Tier II, or Vision Network of the 2045 Regional Active Transportation Plan
- Projects that connect or serve regional activity centers and corridors

- Long-distance corridors that connect multiple communities and jurisdictions
- Safe Routes to School
- Safety and operations projects
- Other projects that allow active transportation connectivity to other regional modes

Please note: Transportation Demand Management (TDM) and Intelligent Transportation System (ITS) and Operations Projects will be considered on a case by case basis. See Group Project Guidance in Appendix D.

Roadway Project Selection

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Goal Area	Objective	Value	Performance Measure
Safety	C. G. J.	10	The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route.
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.
	A. B. H. P.	10	The project includes access management features such as raised median, turning movement improvements, driveway consolidations, and other operational/safety features.
Mobility	C. E.	10	The project fills in a gap by creating a new consistent or improved facility.
	C. E.	5	The project provides parallel capacity on corridors with higher than average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.
	C. E.	10	The project crosses a physical barrier and enhances network connectivity. One (1) point will be awarded for each barrier traversed, types of barriers include (up to 10 points): <ul style="list-style-type: none"> - Railroads (including grade separations) - Limited Access Roads - Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).
	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements or service routes and/or identifying needs as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, or another local or regional transportation plan.

Stewardship	K. P.	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of environmental factors and cultural resources.
Economy	M.	5	The project is located along a major freight or hazardous materials route.
	L.	5	The project supports local, regional or state development plans and strategies.
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors. See Appendix C for additional detail.
Equity	N. O.	5	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies), and new technologies such as connected/autonomous vehicles.
Total Points		100	

Transit Project Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
Safety	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan
	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage or increases frequency of a route.
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing ridership potential, this can be a planning level estimate.
Stewardship	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.
Economy	E. N. O. P.	5	The project integrates existing or planned transit-supportive land use and infrastructure.
	L.	5	The project supports local, regional or state economic development plans and strategies.
Equity	N. O. P.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	E. Q. R.	5	The project demonstrates innovative design, technology, or service.
Total Points		100	

ITS/Operations Project Selection

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
Safety	D. H. M.	15	The project contributes to improvements in incident management.
	D. E. H. L. M. Q. R.	15	The project can be used for management of special events or emergencies.
Mobility	F.	10	The project is a part of an overall concept identified through a comprehensive local or regional transportation planning process
	C. E. M.	10	The project will provide system and network redundancy to ensure continuity in operations.
Stewardship	D. I. M. Q.	5	The project lifecycle is greater than five years.
	D. I. Q.	5	The project has a formal maintenance program in place.
Economy	D. M.	5	The project will help reduce delays and travel time in the network.
Equity	O.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	D. H. Q. M.	5	The project will improve or expand the regional transportation ITS network
	D. H. Q. R. M.	5	The project will utilize technology compatible with other relevant systems
	D. H. Q. M	5	The project will tie into a centralized operations center.
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.
Total Points		100	

Active Transportation

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objective	Value	Performance Measure
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan
	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.
	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, activity centers, etc.
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: <i>15 points</i> , if .25 miles or less or <i>10 points</i> , if .26 to .5 miles or <i>5 points</i> , if the project demonstrates a potential for future connection to a transit system.
Stewardship	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.
	K. O.	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A.
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.
Total Points		100	

Transportation Demand Management

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
Mobility	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	G. P.	10	The planning process or document identifies an outreach component addressing commuting patterns and traveler engagement.
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts regional congested roadways, or impacts activity centers.
	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization or park and rides.
	G.	10	The project and/or activity includes the direct participation of other federal, state, or local jurisdictions.
	G. L. M.	10	The project and/or activity includes participation from regional employers and other trip generators impacting travel patterns.
Equity	M. N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements on public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Total Points		100	

Other Projects

Criteria	Performance Measure
Sponsor Selected	The project sponsor demonstrates how the selected criteria apply to the project and provide supporting documentation.

Appendix A: Additional Planning Factor Information

Roadway Projects

Safety – Describe how the project would be expected to improve safety. Include information on multimodal safety and proven safety countermeasures like access management and operational improvements that will be included in the project. Furthermore, include materials showing how the project connects to hurricane or wildfire evacuation routes.

Mobility – Provide detail on the current and forecast levels of congestion in the corridor and how this project will improve or manage congestion by filling gaps, crossing barriers, and connecting multiple functional classifications of roadways. Projects should be identified in locally or regionally adopted plans and should note if the project is designated on the National Highway System. Include documentation of the multijurisdictional nature of the project, the proposed design section, and its context in the corridor and region in addressing bottlenecks, gaps, or redundancy. If the roadway corridor serves existing or proposed transit or active transportation routes, include information on the route(s) from the transit provider or managing jurisdiction.

Stewardship – Describe how the project will incorporate context sensitive measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. Environmental factors include soil plasticity, aquifers, flood plains, protected lands, and urban-wildfire interface. Cultural resources include parks (state and local), cemeteries, schools, hospitals/health care offices, historic buildings, museums, and civic centers. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

Economy – Describe how the project relates to economic development plans. Include information on new developments, redevelopments, key industries, or commercial and freight interests that the roadway would be expected to serve.

Equity – Refer to CAMPO's map of Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from the corridor's study that details how the project will minimize environmental impacts or improve current conditions.

Innovation – Describe how the project leverages innovative technologies, designs, or operations to improve transportation efficiency and safety. Include information about how the project can facilitate and incorporate future technological developments such as platooning of vehicles and connected/autonomous vehicles.

ITS/Operations Projects

Safety – Describe how the project would be expected to improve safety. Include information on how the project will be used for the management of incidents, special events, and emergencies.

Mobility – Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, Regional ITS Architecture plans, and city, county or state ITS master or implementation plans. Provide information on how the project will provide system redundancy and identify conformity to the Regional ITS Architecture. Provide data on current operational deficiencies, including delays and crashes and describe how the project will address these.

Stewardship – Identify the expected lifecycle of the project including the technology and equipment proposed. Provide information that supports the expected lifecycle and identify when updates, if required, may be needed. Identify if a formal ITS maintenance plan exists and provide a brief explanation of the plan and how the project will be included and whether current maintenance funds can support the project or new funds will be required. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

Economy – Describe how the project relates to economic development plans. Include information on how the project can serve new developments, redevelopments, key industries, or commercial and freight interests in the region.

Equity – Demonstrate how the project will positively impact Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

Innovation – Describe how the project will adapt to and expand the regional transportation ITS network as defined in the Regional ITS Architecture Update (June 2015) or other ITS master plan document that references the regional architecture. Describe how the project will integrate with existing and proposed equipment and technology including field devices, communications, and traffic management center(s). Provide information on how data collected will provide benefit and how it will be shared with the public.

Transit Projects

Safety – Note specific safety enhancements that the project will include to reduce the potential for crashes and create a safer, more secure experience for customers. If specific safety deficiencies exist on the corridor today, provide documentation to describe how they will be addressed.

Mobility – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan. Provide information on how the project has been coordinated with agencies maintaining roadways and how it provides connections to other transit services or modes of transportation. Projects should improve gaps in service, expand coverage, or increase frequency of a route to improve the overall operation of transit.

Stewardship – Provide documentation of anticipated ridership and potential growth due to the project. Include references to studies or analyses used to determine ridership figures and a description of the method or model used to forecast ridership. Refer to the life expectancy thresholds and state of good repair guidelines established by the Federal Transit Administration. Document how the project is expected to meet or exceed all relevant guidelines and make the most efficient use of the existing transit system through robust maintenance procedures.

Economy – Describe how the project relates to economic development plans. Include information on how the project provides new access to employment and integrates existing or planned transit-supportive lane use and infrastructure.

Equity – Refer to CAMPO's map of Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from that details how the project will minimize environmental impacts or improve current conditions.

Innovation – If the project provides a new kind of service through technological advances, new types of vehicles or modes of travel, expansion of transit through pioneering partnerships, or other means, describe this innovation, any supporting studies or analyses, and the expected results.

Active Transportation Projects

Safety – Describe how the project would be expected to improve active transportation safety. Include information on how the project will provide additional separation from travel lanes, illumination, all-weather surface treatment, and other best practice infrastructure design.

Mobility – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan, or CAMPO documents such as the 2017 Regional Active Transportation Plan (RATP) or 2040 Regional Transportation Plan (RTP). Provide information about how the project removes a barrier or provides connections to transit routes and/or existing facilities such as schools, community facilities, residential, residential, activity centers, etc.

Stewardship – Provide information demonstrating how the project improves public health through the provision of active transportation facilities that are safe and accessible. Moreover, describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

Equity – Demonstrate how the project will minimize environmental impacts or improve current conditions for Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

Innovation – Describe how the project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.

Transportation Demand Management

Safety – Describe how the project would be expected to address and improve safety.

Mobility – Describe how the project has undergone a comprehensive planning process and utilized a formal outreach component to address commuting patterns and traveler engagement. Provide information on how this project will encourage alternative forms of transportation while reducing vehicle miles traveled and single-occupant vehicle travel. Also detail how it will improve or manage congestion by filling gaps in service and providing new service. Include documentation of the multijurisdictional nature of the project and the ways in which the project utilizes the existing roadway network, bicycle network, and transit network.

Stewardship – Provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project. Also describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

Equity – Demonstrate how the project will minimize environmental impacts or improve current conditions for Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

Other Projects

Projects that do not readily fit the five traditional project categories will be provided opportunity to apply, however these projects will not be scored traditionally. The sponsor must detail how the project will benefit the region, how it meets applicable criteria, and provide supporting documentation for all criteria selected. These projects will be presented separately alongside the scored projects during the evaluation and awarding process.

Below is a sample criterion that is mixed and matched from criteria in the five categories above. This example demonstrates how a sponsor can use the criteria that best fits the project.

Example Criteria

Criteria*	Objectives	Performance Measure**
Safety	A. B.	The project addresses transportation safety.
Mobility	D. E. H. L.	The project includes enhancements that improve mobility and congestion.
	G.	The project is multijurisdictional.
	F.	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	E. G.	The project includes multimodal elements.
Stewardship	K. P.	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.
Economy	L.	The project supports local, regional or state economic development plans and strategies.
Equity	N. O. P.	The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Innovation	E. Q. R.	The project demonstrates innovative design, technology or service.
Total Points		

*Criteria is selected by the project sponsor as appropriate for the project.

**There are no specific performance measures for the other category. The sponsor must demonstrate how the criteria applies to the project and provide supporting documentation.

Appendix B: 2045 Regional Transportation Plan Goals and Objectives

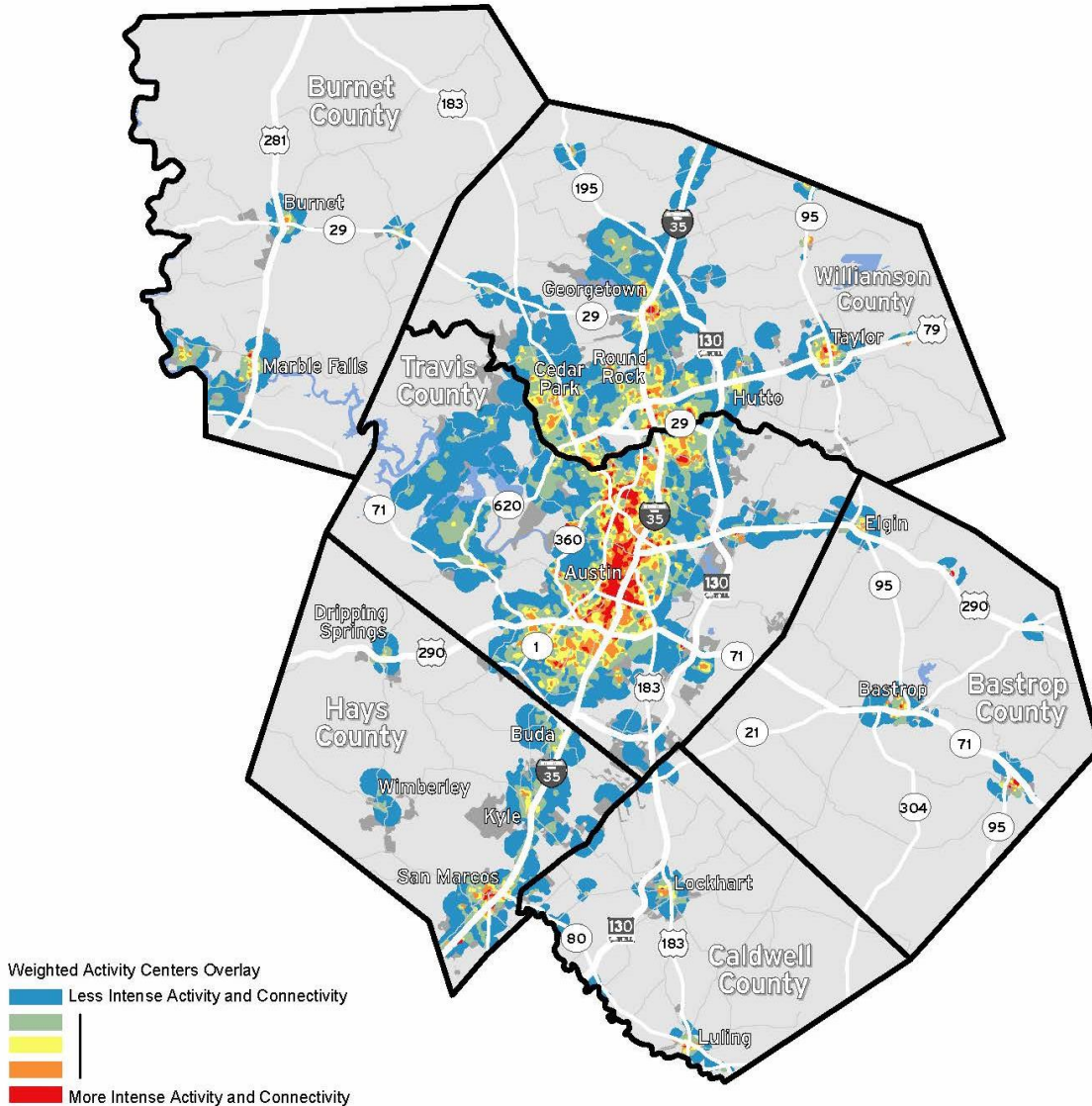
2045 Regional Transportation Plan Goals and Objectives	
Goals	Objectives
Safety	A. Crash Reduction – Reduce severity and number of crashes for all modes.
	B. Vision Zero - Support local government and transit agencies reaching vision zero metrics.
Mobility	C. Connectivity - Reduce network gaps to add connectivity, eliminate bottlenecks, and enhance seamless use across all modes.
	D. Reliability - Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM).
	E. Travel Choices - Offer time-competitive, accessible and integrated transportation options across the region.
	F. Implementation – Plan and deliver networks for all transportation modes, with reduced project delivery delays.
	G. Regional Coordination - Continue interagency collaboration between transportation planning, implementation, and development entities.
Stewardship	H. System Preservation – Use operations, ITS, and optimization techniques to expand the useful lifecycle of the multimodal system elements.
	I. Fiscal Constraint - Strategically prioritize fiscally constrained investments to maximize benefits to the region.
	J. Public Health - Improve public health outcomes through air and water quality protection and active mobility.
	K. Natural Environment - Develop transportation designs that avoid, minimizes and mitigates negative impacts to water and air quality, as well as habitat.
Economy	L. Economic Development – Enhance economic development potential by increasing opportunities to live, work, and play in proximity.
	M. Value of Time - Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
Equity	N. Access to Opportunity - Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, education and services.
	O. Impact on Human Environment – Promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.
	P. Valuing Communities – Align system functionality with evolving character and design that is respectful to the community and environment for current and future generations.
Innovation	Q. Technology - Leverage technological advances to increase efficiency of travel across all modes and for users of the network.
	R. Flexibility – Develop a system that is adaptable and flexible to changing needs and conditions.

Most of the above draft 2045 RTP goals and objectives were based on previously adopted or in-draft CAMPO regional plans as seen in the list to the right. Any newly developed draft objectives not found in an existing CAMPO study are highlighted in gray.

Source:
RATP - Regional Active Transportation Plan
RIMP - Regional Incident Management Plan
RAS - Regional Arterial Study
TDMP - Regional TDM Plan
New

Appendix C: Major Regional Activity Centers

This map can be used to define activity centers and corridors. This map takes an index of three factors which include employment, population, and street grid connectivity. Centers may range from less intensively developed places such as a rural community like Wimberley to large activity centers like Downtown Austin with a high intensity of uses. We recognize that by 2045 there may be other planned regional activity centers that are in the planning phase now but may be fully developed at that time. If an entity has a future center(s) identified through a planning process, please provide information through backup documentation from the referenced plan or policy.



Appendix D: Grouped Projects

The Texas Department of Transportation, in consultation with the Federal Highway Administration, developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Plan (STIP). As the TIP and the Regional Transportation Plan are coordinated, the Capital Area Metropolitan Planning Organization (CAMPO) is including these grouped project categories in the 2045 Regional Transportation Plan (RTP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the general grouping of projects as:

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

In the development of the RTP, CAMPO uses project grouping categories to allow the plan to more appropriately focus on the most regionally significant projects. It also allows for a more streamlined process for projects undergoing development as it considerably reduces delays and allows for a more efficient method of scheduling and letting projects.

The Transportation Policy Board (TPB) has authorized the use of all 11 available grouped categories for use. CAMPO reviews each project submitted for inclusion in the RTP to determine project eligibility for grouping. Regardless of eligibility, selection for inclusion in the grouped listing is at the discretion of the TPB. Applicants are required to list individual projects as part of any grouping and include those projects under a “master grouped project” listing as shown on page 32. The master listing will be what is scored; the individual sub-projects that make up the master grouped project will provide CAMPO enough detail to determine the eligibility of the grouping.

Additional Notes

- Appendix D is for informational purposes only and is subject to change.
- Projects funded with Transportation Alternatives Set-Aside (TASA) and Transportation Enhancement (TE) funding require a Federal eligibility determination and are not approved to be grouped.
- Projects funded as part of the Recreational Trails Program consistent with the revised grouped project category definitions may be grouped. Recreational Trail Program projects that are not consistent with the revised grouped project category definitions must be individually noted in the 2045 Regional Transportation Plan.

Grouped Project Categories

CSJ	Group	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.

See example below:

Individual Projects										
ID	Sponsor	Cosponsor	County	Facility Name	Project Type	Limits (From)	Limits (To)	Description	Let Year	YOE Cost (In Millions)
City2	City	City 2	County 1	Elm St	Bike/Ped	Avenue Z	Avenue F	Reconstruct sidewalk on one side	2030	\$0.80
City3	City	City 2	County 1	Cedar St	Bike/Ped	Main St	Avenue C	Add sidewalk on one side	2030	\$0.40
City4	City	City 2	County 1	Market St	Bike/Ped	Main St	Avenue C	Reconstruct sidewalk on one side	2030	\$0.40
City5	City	City 2	County 1	Locust St	Bike/Ped	A Street	B Street	Add sidewalk on one side	2030	\$0.20

Master Grouped Project (This is what will be scored)										
ID	Sponsor	Cosponsor	County	Facility Name	Project Type	Limits (From)	Limits (To)	Description	Let Year	YOE Cost (In Millions)
City1 Grouped	City	City 2	County 1	City Downtown Sidewalk System	Bike/Ped	200S-200N Blocks of Elm St, 100 Block of Cedar St, 100 Block of Market St, 100 Block of Locust St	-	Add and Reconstruct Sidewalks in Downtown City	2030	\$1.60

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Bastrop County	New Bridge, Lovers Lane, Shiloh Road	Construction of New Bridge Across The Colorado River Between Lovers Lane And 304, With Upgrade To Shiloh Between 304 And FM 20	SH 71	FM 20	
Bastrop County	New Road	Construct A New Arterial Road Connecting SH 71 To Pearce Lane/FM 535	FM 535	SH 71	
Bastrop County	New Bridge, Colorado Drive	Extension of FM 1704 (New County Facility) South of FM 969, Construction of Bridge Over Colorado River, Upgrade Colorado Drive To An Arterial From Bridge To SH 71	FM 969	SH 71	
Burnet County	Wirtz Dam Road	New 2-Lane Roadway With 10' Shoulders Including A Bridge Over The Colorado River	RM 1431	RM 2147	
City of Austin	Adelphi Ln	Construct New 4-Lane Divided With Enhanced Multimodal Improvements	Mc Neil Rd	Parmer Ln	
City of Austin	Anderson Mill Rd	Reconstruct Existing 4-Lane Undivided With continuous Left Turn Lane To And Construct New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	US 183	Mc Neil Rd	
City of Austin	Blue Bluff Road	Construct A 4-Lane Divided With Enhanced Multimodal Improvements	North of SH 130	Lindell Ln	
City of Austin	Braker Ln	Construct A New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Dawes Pl	Samsung Blvd	
City of Austin	Braker Ln (Bloor Rd)	Widen Existing 2-Lane Undivided And Construct New A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Decker Ln	SH 130	
City of Austin	Brodie Ln	Reconstruct 2-Lane Undivided To 2-Lane Undivided With Center Turn Lanes And Pedestrian/Bicycle And Transit Improvements (Expanded)	Slaughter Ln	FM 1626	
City of Austin	Bullick Hollow Rd	Reconstruct 2-Lane Undivided To 2-Lane Undivided With Center Turn Lanes And Pedestrian/Bicycle And Transit Improvements (Expanded)	FM 2769 Rd	RM 620 Rd	
City of Austin	Burleson Rd	Retrofit A 4-Lane Undivided With ContinuoUS Left Turn Lane To 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	SH 71	US 183	
City of Austin	Burnet Rd (FM 1325 Rd)	Widen 4-Lane Undivided With ContinuoUS Left Turn Lane To A Six-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Mopac Expwy	US 183	
City of Austin	Burnet Rd	Retrofit A 4-Lane Undivided With ContinuoUS Left Turn Lane To 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	US 183	Koenig Ln	
City of Austin	Cameron Rd	Widen 2-Lane Undivided To 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	US 290	51St St	
City of Austin	Cr 172	Construct A New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements (Expanded)	SH 45	FM 1325 Rd	
City of Austin	Dallas Dr Connector	Construct A New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Parmer Ln	SH 45-Mc Neil Rd Connector	
City of Austin	Davis Ln	Widen 2-Lane Undivided To A 2-Lane With ContinuoUS Left Turn Lanes And Pedestrian/Bicycle And Transit Improvements	Brodie Ln	Menchaca Rd	
City of Austin	Dessau Rd	Widen 4-Lane Divided To 6-Lane Divided With Pedestrian/Bicycle And Transit Improvements	East Brook	Parmer Ln	
City of Austin	E 7Th St	Retrofit 4-Lane Divided With continuous Left Turn Lane To A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	I-35	US 183	
City of Austin	E Cesar Chavez	Widen 2-Lane Undivided To A 2-Lane With ContinuoUS Left Turn Lanes And Pedestrian/Bicycle And Transit Improvements	I-35	US 183	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
City of Austin	E Martin Luther King Blvd	Reconstruct 4-Lane Undivided To 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Airport Blvd	US 183	
City of Austin	E Rundberg Ln	Construct A New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Cameron Rd	Ferguson Ln	
City of Austin	E William Cannon Blvd	Widen 2-Lane Undivided To A 6-Lane Divided With Pedestrian/Bicycle And Transit Improvements (Expanded)	Running Water Dr	Mc Kinney Falls Pkwy	
City of Austin	E Yager Ln	Construct A 2-Lane With Center Turn Lanes And Pedestrian/Bicycle And Transit Improvements (Expanded)	South of Tech Ridge Dr	Parmer Ln	
City of Austin	FM 969	Widen 4-Lane Undivided With ContinuoUS Left Turn Lane To 6-Lane Divided With Pedestrian/Bicycle And Transit Improvements (Expanded)	US 183	Decker Ln	
City of Austin	Four Points Drive - Mcneil Connector	Construct A New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements (New)	Four Points Dr	Mc Neil Dr	
City of Austin	Grand Avenue Pkwy	Construct A New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements (New)	Mc Neil Rd	Quick Hill Rd	
City of Austin	Industrial Oaks Blvd	Widen Existing 4-Lane Undivided And Construct A New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Southwest Pkwy	US 290	
City of Austin	Johnny Morris Rd	Widen Exsiting 4-Lane Undivided To A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	US 290	FM 969 Rd	
City of Austin	Jollyville Rd	Retrofit Existing To 4-Lane Undivided To A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	US 183	Great Hills Trl	
City of Austin	Lake Austin Blvd	Widen 4-Lane Undivided To A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Red Bud Trl	Mopac Expy	
City of Austin	Lakeline Blvd	Widen 2-Lane Undivided To A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	West of Staked Plains Dr	West of Parmer Ln	
City of Austin	Menchaca Rd	Retrofit And Widen 4-Lane Undivided To A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Stassney Ln	Ravenscroft	
City of Austin	Mc Neil Dr	Retrofit 4-Lane Undivided With ContinuoUS Left Turn Lane To A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	US 183	Avery Island	
City of Austin	Mc Neil Rd	Widen 2-Lane Undivided To A 6-Lane Divided With Pedestrian/Bicycle And Transit Improvements	SH 45	Mc Neil Dr/Howard Ln	
City of Austin	N Lamar Blvd	Reconstruct 4-Lane Undivided With Center Turn Lane To A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	I-35	Parmer Ln	
City of Austin	N Lamar Blvd	Reconstruct 4-Lane Undivided With Center Turn Lane To A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	45Th St	Lady Bird Lake	
City of Austin	N Pleasant Valley Rd	Widen 2-Lane Undivided To A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Cesar Chavez St	Riverside Dr	
City of Austin	Old Bee Caves Rd	Widen 2-Lane Undivided To A 2-Lane Undivided With Center Turn Lanes And Pedestrian/Bicycle And Transit Improvements	SH 71	Mountain Shadows	
City of Austin	Old Bee Caves Rd	Widen 2-Lane Undivided To A 2-Lane Undivided With Center Turn Lanes And Pedestrian/Bicycle And Transit Improvements	Mountain Shadows	US 290	
City of Austin	Onion Creek Pkwy	Widen Existing 2-Lane Undivided And Construct A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Old San Antonio Rd	I-35	
City of Austin	RM 2222 To Four Points Dr Connector	Construct A New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	RM 2222 Rd	Four Points Dr	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
City of Austin	Robinson Ranch Rd	Construct A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	SH 45	Mopac Expy	
City of Austin	S Lamar Blvd	Retrofit 4-Lane Undivided With ContinuoUS Left Turn Lane To A 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Barton Springs Rd	Loop 360	
City of Austin	S Pleasant Valley Rd (Burleson Rd/Todd Ln/Nuckols Crossing Rd/Old Lockhart Rd/Bradshaw Rd)	Widen Existing 2-Lane Undivided And Construct New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Oltorf St	South of River Plantation Dr	
City of Austin	SH 45 - Mcneil Rd Connector	Construct A New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	SH 45	Mcneil Rd	
City of Austin	SH 45 - Merriltown Dr Connector	Construct A New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	SH 45	Merriltown Dr	
City of Austin	Shoreline Dr	Construct A New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements (New)	FM 1325 Rd	Howard Ln	
City of Austin	Spicewood Springs Rd	Reconstruct 4-Lane Undivided With ContinuoUS Left Turn Lane To 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements (Expanded)	West of Four Iron Dr	US 183	
City of Austin	Vega Ave	Widen Existing 2-Lane Undivided E And Construct New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Southwest Pkwy	Eiger/Patton Ranch	
City of Austin	W Rundberg Ln	Widen Existing 2-Lane Undivided With ContinuoUS Left Turn Lane And Construct New 4-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Burnet Rd	Metric Blvd	
City of Austin	W Slaughter Ln	Widen 4-Lane Divided To A 6-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Mopac Expy	Brodie Ln	
City of Austin	W William Cannon Dr	Widen 4-Lane Divided To A 6-Lane Divided With Pedestrian/Bicycle And Transit Improvements	Brodie Ln	Menchaca Rd	
City of Bastrop	Agnes Street	Extension of Agnes Street To Provide Needed East/West Connectivity South of Sh71	Sh304	Hasler Boulevard	
City of Bastrop	Jessica Place	Extension of Jessica Place To Provide Needed East/West Connectivity North of Sh71	Blakey Lane	Jessica Place	
City of Bee Caves	Hamilton Pool Road Connector	Construct 2 Lane Undivided Roadway	3238 (Hamilton Pool Road) Approx. 2,300 Ft. S of Sh-71	RM 2244	Sh-71
City of Cedar Park	Ronald Reagan Blvd	Widen From 4 To 6 Lane Divided With Bike Lanes	South of RM1431	North Cedar Park City Limit	
City of Cedar Park	New Hope Drive	Widen From 2 To 4 Lane Divided	RM1431	Lakeline Blvd	
City of Cedar Park	Little Elm Trail	Construct New 2 Lane Divided With Bike Lanes	Us183	183A Frontage Rd	
City of Cedar Park	Park Street	Construct New 2 Lane Divided With Bike Lanes	Anderson Mill Rd	Lakeline Blvd	
City of Cedar Park	Brushy Creek Road	Construct New 2 Lane Overpass	West of Parmer Lane	East of Parmer Lane	Parmer Lane
City of Cedar Park	Lakeline Blvd	Construct Cfi	West of Cypress Creek Rd	East of Cypress Creek Rd	Cypress Creek Rd

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
City of Cedar Park	Whitestone Blvd/RM1431	Construct Cfi	West of Us183/Bell Blvd	East of Us183/Bell Blvd	Us183
City of Cedar Park	Bell Blvd/US 183	Construct Sidewalks Where Missing	South City Limit	North City Limit	
City of Cedar Park	Lakeline Blvd	Construct Bicycle Facility	South City Limit	North City Limit	
City of Cedar Park	Bell Blvd/US 183	Construct Dual Left Turn Lanes			New Hope Drive
City of Cedar Park	Bell Blvd/US 183	Construct Dual Left Turn Lanes			Cypress Creek Rd
City of Cedar Park	Brushy Creek Road	Widen From 2 To 4 Lane Divided	Ranch Trails	East City Limit	
City of Cedar Park	Cypress Creek Road	Construct 2 Lane Overpass	West of Us183/Bell Blvd	East of Us183/Bell Blvd	Us183
City of Georgetown	Se Inner Loop	Improve Intersection And Alignment of Se Inner Loop To Allow For Improved By-Pass			IH-35
City of Georgetown	Williams Drive	Widen From 4 Undivided To 6 Lanes Divided Arterial	Austin Avenue	Ronald Reagan	
City of Georgetown	FM 971	Widen From 2 Lane Undivided To 4 Lane Divided	Gann Street	SH 130	
City of Georgetown	Sh-29	Improve From 4 Lane Undivided To 4 Lane Divided With Pedestrian Improvements	Se Inner Loop/Maple Street	Patriots Way	
City of Georgetown	Sam Houston	Construct New And Improve Existing Facility To 4 Lane Limited Access	Patriots Way	Sh-29	
City of Georgetown	Shell Road	Widen From 2 Lane Undivided 4-Lane Divided	Sh-195	Williams	
City of Georgetown	Southwest By-Pass	Construct New And Improve Existing Facility To 4 Lane Limited Access	Sh-29	Leander Road	
City of Georgetown	Austin Avenue Bridges	Rehabilitate / Reconstruct Existing Bridges			San Gabriel River
City of Georgetown	Se Inner Loop	Widen From 2-Lanes To 4-Lanes Divided. Limited Access	Sh-29	Austin Avenue	
City of Pflugerville	130 Frontage Road/FM685	Widen Frontage Roads From 2 To 3 Lanes Each Direction And Ramp Reversals	Rowe Lane	Southern City Limits	
City of Pflugerville	Pecan Street	Widen From 4 Lane Undivided To 6 Lane Divided	Sh130	Weiss	
City of Pflugerville	Pecan Street	Reconstruct To 4-Lane Undivided With Ctl And Pedestrian Improvements	Wells Branch	Pfennig Lane (Future)	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
City of Pflugerville	Rowe Lane	Widen To 4-Lane And Construct 4-Lane Divided, New Overpass	Heatherwild e	Jakes Hill	
City of Round Rock	Kenney Fort Blvd. Seg. 2 & 3	Construct New Location 6-Lane Divided Urban Facility.	Forest Creek Blvd.	SH 45	
City of Round Rock	Gattis School Rd. Seg. 6	Reconstruct Existing 4-Lane Urban Roadway To A 6-Lane Divided Urban Roadway.	E. of Red Bud Lane	W. of Via Sonoma	
City of Round Rock	University Boulevard	Upgrade Existing 2-Lane Rural Roadway To A 4-Lane Rural Divided Roadway.	A W Grimes Blvd.	SH 130	
City of San Marcos	Hopkins Street/SH 80	Reconstruct 4-Lane Undivided With ContinuoUS Left Turn Lane To 4-Lane Divided With On-Street Parking, And Pedestrian/Bicycle Improvements	Guadalupe Street	IH 35	
City of San Marcos	Cm Allen Pkwy	Reconstruct 2-Lane Undivided To Include Pedestrian/Bicycle Improvements	IH 35	University Drive	
City of San Marcos	Stagecoach Road Extension	Construct 2-Lane Undivided With continuous Left Turn Lane With Pedestrian/Bicycle Improments And On-Street Parking	Dutton Drive	Gravel Street	
City of San Marcos	E Aquarena Springs Drive	Retrofit of 4-Lane To 2-Lane With ContinuoUS Left Turn Lane And On-Street Parking, And Pedestrian/Bicycle Improvements	IH 35	River Road	
City of San Marcos	SH 123	Reconstruct From 4-Lane Undivided To 4-Lane Boulevard With Pedestrian/Bicycle Improvements	IH 35	Broadway Street	
City of San Marcos	SH 123	Reconstruct From 4-Lane Undivided To 4-Lane Boulevard With Pedestrian/Bicycle Improvements	Broadway Street	Wonder World Drive/RM 12	
City of San Marcos	SH 80	Reconstruct 4-Lane Undivided With ContinuoUS Left Turn Lane To 4-Lane Divided Boulevard With On-Street Parking And Pedestrian/Bicycle Improments	Old Bastrop Highway	River Road	
City of San Marcos	SH 80	Widen 4-Lane Undivided With ContinuoUS Left Turn Lane To 6-Lane Divided Boulevard With On-Street Parking And Pedestrian/Bicycle Improments	River Road	IH 35	
City of San Marcos	Airport Highway	Construct 4-Lane Divided Boulevard With On-Street Parking And Pedestrian/Bicycle Facilities.	SH 80/SH 21	Staples Road	
City of San Marcos	Airport Highway	Construct 4-Lane Divided Boulevard With On-Street Parking And Pedestrian/Bicycle Facilities.	Staples Road	Crystal River Pkwy	
City of San Marcos	Airport Highway	Construct 4-Lane Divided Boulevard With On-Street Parking And Pedestrian/Bicycle Facilities.	Crystal River Pkwy	Mccarty Lane	
City of San Marcos	Mccarty Lane	4-Lane Boulevard With Pedestrian/Bicycle Improvements	Hunter Road/FM 2439	IH 35	
City of San Marcos	Thorpe Lane	Retrofit of 4-Lane To 2-Lane With ContinuoUS Left Turn Lane, On-Street Parking, And Pedestrian/Bicycle Improvements	Hopkins Street/SH 80	Aquarena Springs Drive/Loop 82	
City of San Marcos	Wonder World Drive/RM 12	Reconstruct 4-Lane Undivided With ContinuoUS Left Turn Lane To 4-Lane Divided Boulevard With On-Street Parking And Pedestrian/Bicycle Improvements	Hunter Road/FM 2439	Stagecoach Trail	
City of San Marcos	Wonder World Drive/RM 12	Reconstruct 4-Lane Undivided With ContinuoUS Left Turn Lane To 4-Lane Divided Boulevard With On-Street Parking And Pedestrian/Bicycle Improvements	Stagecoach Trail	SH 123	
City of San Marcos	Proposed Parkway Loop	Construct New 4-Lane Divided With off-Street Shared Paths	Yarrington Road	RM 12	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
City of San Marcos	Proposed Parkway Loop (La Cima Tract)	Construct New 4-Lane Divided With off-Street Shared Paths	RM 12	Proposed Parkway Loop	
City of San Marcos	Proposed Parkway Loop (Ph-0)	Construct New 4-Lane Divided With off-Street Shared Paths	La Cima Tract Boundary	Proposed Blvd 1	
City of San Marcos	Centerpoint Road Extension	Construct New 4-Lane Divided With off-Street Shared Paths	Proposed Blvd 1	FM 2439/Hunter Road	
City of San Marcos	Guadalupe Street/Loop 82	Retrofit of Existing One-Way 3-Lane And Two-Way 4-Lane Undivided To Two Lane Undivided With On-Street Parking And Bike Lanes	University Drive	I-35	
City of San Marcos	Hopkins Street/SH 80	Retrofit of Existing One-Way 3-Lane And Two-Way 4-Lane Undivided To Two Lane Undivided With On-Street Parking And Bike Lanes	Guadalupe Street	Cm Allen	
City of San Marcos	SH 80	Reconstruct 4-Lane Undivided With Continuous Left Turn Lane To 4-Lane Divided Boulevard With On-Street Parking And Pedestrian/Bicycle Improvements	River Road	East of FM 110	
City of San Marcos	Airport Highway	Construct 4-Lane Divided Boulevard With On-Street Parking And Pedestrian/Bicycle Facilities	Mccarty Lane	Posey Road	
City of San Marcos	SH 123	Reconstruct 4-Lane Undivided To 4-Lane Divided Boulevard With On-Street Parking And Pedestrian/Bicycle Improvements	Wonder World Drive/RM 12	FM 110	
City of San Marcos	Hopkins Street	Crosstown Trail	Cm Allen Pkwy	Thorpe Road	
City of San Marcos	Loop 82/Aquarena Springs Drive	Reconstruct 4-Lane Undivided To 4-Lane Divided Boulevard With Pedestrian/Bicycle Improvements	Sessom Dr	University Drive	
City of San Marcos	Loop 82/University Dr	Retrofit of 4-Lane Undivided Arterial To 2-Lane Undivided With continuous Left Turn Lane And off-Street Shared Path	Cm Allen Pkwy	Guadalupe St.	
City of San Marcos	West Hopkins Street	Reconstruct 3 - 4 Lane Undivided To 4-Lane Divided	Moore St	Loop 82	
City of San Marcos	River Ridge Pkwy	Widen 2-Lane Undivided To 4-Lane Divided Boulevard With off-Street Shared Path On One Side	Lime Kiln Rd	I-35	
City of San Marcos	Old Rr 12 Bike/Ped & Widening	Construct Bike/Ped Improvements And Center Turn Lane	Craddock Ave	RM 12	
Travis County	Braker Ln	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Samsung Blvd	Harris Branch Pkwy	
Travis County	Pearce Ln	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Kellam Rd	Wolf Ln	
Travis County	Burleson-Manor Rd	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks. Includes Colorado River Crossing	Blake Manor Rd	SH 71 E	
Travis County	Dessau Rd	Upgrade Existing 4-Lane Divided Roadway To A 6-Lane Divided Roadway With Shoulders And Shared Use Paths	Wells Branch Pkwy	Howard Ln	
Travis County	Four Daughters Rd	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	SH 71 E	FM 812	
Travis County	Harold Green Rd	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Austin Colony Blvd	Burleson Manor Rd	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Travis County	Jesse Bohls Rd (FM 1100 Connector)	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 6-Lane Divided Roadway With Bike Lanes And Sidewalks	Weiss Ln	FM 1100	
Travis County	Pflugerville East Rd (Cameron Rd)	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Weiss Ln	FM 973	
Travis County	Slaughter Ln	Upgrade Existing 4-Lane Divided Roadway And Construct New Roadway To A 6-Lane Divided Roadway With Bike Lanes And Sidewalks	Bluff Springs Rd	Maha Loop Rd	
Travis County	Thaxton Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Sassman Rd	FM 1327	
Travis County	Wells Branch Pkwy	Upgrade Existing 4-Lane Divided Roadway And Construct New Roadway To A 6-Lane Divided Roadway With Bike Lanes And Sidewalks	I 35	FM 973	
Travis County	Decker Ln	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Rowe Ln	Gregg Manor Rd	
Travis County	Littig Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	FM 973	County Line Rd	
Travis County	Hamilton Pool Rd	Upgrade Existing 2-Lane Roadway To A 2-Lane Divided Roadway With Bike Lanes And Sidewalks	East Side of Pedernales River	RM 12	
Travis County	Maha Loop Rd	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	SH 71	FM 812	
Travis County	Decker Lake Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	FM 3177	FM 973	
Travis County	Mcneil Dr/Howard Ln	Upgrade Existing 4-Lane Roadway To A 6-Lane Divided Roadway With Bike Lanes And Sidewalks	Parmer Ln	Mopac North	
Travis County	Pearce Ln	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	FM 973	Kellam Rd	
Travis County	FM 969	Widen FM 969, An Existing 2-Lane Undivided Arterial, To Provide For Two Additional Travel Lanes, A Continuous Left Turn Lane, Shoulders, And A Sidewalk On One Side Of The Roadway	FM 973	Hunters Bend Rd	
TxDOT	FM 1626	Widen 2-Lane Undivided To 4-Lane Undivided With Center Turn Lane	IH 35	Manchaca Road	
TxDOT	FM 734	Widen 4-Lane Divided To 6-Lane Divided	IH 35	US 290	
TxDOT	FM 734	Widen 4-Lane Divided To 6-Lane Divided	RM 1431	SH 45	
TxDOT	FM 812	Realign And Widen 2-Lane Undivided To 6-Lane Divided	US 183	SH 21	
TxDOT	FM 969	Widen 2-Lane Undivided To 4-Lane Divided	SH 71	FM 1209	
TxDOT	FM 973	Realign And Widen 2-Lane Undivided To 6-Lane Divided	SH 71	US 290	
TxDOT	FM 973	Widen 2-Lane Undivided To 6-Lane Divided	US 290	US 79	
TxDOT	FM 973	Widen 2-Lane Undivided To 4-Lane Divided	SH 71	US 183	
TxDOT	IH 35	Add Northbound And Southbound Non-Tolled Managed Lanes, Reconstruct Ramps, Improve Frontage Road, Freight Movements, And Add Auxillary Lanes	SH 45N	US 290E	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
TxDOT	IH 35	Add Northbound And Southbound Non-Tolled Managed Lanes , Reconstruct Ramps, Improve Frontage Road, Freight Movements, And Add Auxillary Lanes	US 290E	US 290W/SH 71	
TxDOT	IH 35	Reconstruct Ramps , Improve Frontage Road, Freight Movements, And Add Auxillary Lanes	US 290W/SH 71	SH 45E	
TxDOT	IH 35	IH-35 Future Transporation Corridor	SH 45 N	SH 130	
TxDOT	IH 35	Construct Intersection Improvements & Turnaround			Westinghou se Rd
TxDOT	IH 35	Construct 1 Southbound Auxillary Lane	SH 45 N	US 79	
TxDOT	IH 35	Construct Intersection Imprvmnts, Turnaround Brg & Southbound Aux Lanes, Replace Brg At RM 2243 And Reverse Southbound Ramps	North RM 2243	Se Inner Loop	
TxDOT	IH 35	Construct Intersection Improvements, Southbound Auxillary Lanes & Reverse Southbound Ramps	RM 1431	RM 2243	
TxDOT	IH 35	Operational Improvements-Interchange: IH 35: Reconstruct Interchange, Reverse Ramps, Add Intersection Bypass Lanes And Bike/Ped Facilities			SH 29
TxDOT	IH 35	Reconstruct Interchange			Williams Drive
TxDOT	IH 35	Construct New 1 Lane Southbound Frontage Road	South of Lakeway	South of Williams Drive	
TxDOT	IH 35	Relocate Northbound Entrance Ramp From SL 82, Add New 1 Lane Northbound Exit Ramp To River Ridge Pkwy, 1 Northbound Auxillary Lane At SL 82 And River Ridge Pkwy	North of River Ridge Parkway	Loop 82	
TxDOT	IH 35	Operational Improvements And Ramp Reversals	Blanco River	River Ridge Parkway	
TxDOT	IH 35	Northbound Ramp Reversal	Kyle Crossing	RM 150	
TxDOT	IH 35	Reconstruct Ramps	Loop 82	South of Loop 82	
TxDOT	IH 35	Reconstruct IH 35 Mainlane Bridge At Sh123, Northbound Bridges At San Marcos River And Willow Springs Creek, Add Auxillary Lanes With SH 123 Intersection And Pedestrian Improvements	South of SH 80	North of RM 12	
TxDOT	IH 35	Operational, Intersection, Mainlane And Frontage Road Improvements	North SH 123	South of Posey Rd	
TxDOT	IH 35	Construct Up To 2 Non-Tolled Managed Lanes In Each Direction	SH 45 Se	Posey Rd	
TxDOT	RM 1826	Widen 2-Lane Undivided To 4-Lane Divided	SH 45	US 290	
TxDOT	RM 1826	Widen 2-Lane Undivided To 6-Lane Divided	RM 967	SH 45	
TxDOT	RM 2222	Construct Diverging Diamond Intersection			SL 360
TxDOT	RM 2243	Widen 2-Lane With Center Turn Lane To 4-Lane Divided With Pedestrian Improvements	East of Southwest Bypass	Norwood Dr	
TxDOT	RM 3238	Add Shoulders And Center Turn Lane	RM 12	SH 71	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
TxDOT	RM 620	Widen 4-Lane Undivided To 6-Lane Divided	SH 71	Aria Dr/Cavalier Dr	
TxDOT	RM 620	Widen 4-Lane Undivided To 6-Lane Divided	Aria Dr/Cavalier Dr	Oak Grove Blvd	
TxDOT	RM 620	Widen 4-Lane Undivided To 6-Lane Divided	Hudson Bend Road	SH 71	
TxDOT	RM 620	Reconstruct Intersection To Add Overpass At Anderson Mill Road	North of Foundation Road	North of Hatch Road	
TxDOT	RM 620	Reconstruct 4-Lane Undivided To Frontage Roads With 3 Lanes In Each Direction And Constuct 2 Managed Lanes In Each Direction	US 183	RM 2222	
TxDOT	RM 620	Widen 4-Lane Undivided To 6-Lane Divided	RM 2222	Hudson Bend Rd	
TxDOT	SH 123	Construct Sidewalks	IH 35	Dezavalla Dr	
TxDOT	SH 130	Widen From 4 To 6 Lanes (3 Lanes In Each Direction)	SH 71	SH 45 Se	
TxDOT	SH 130	Widen From 4 To 6 Lanes (3 Lanes In Each Direction)	IH 35	SH 45 N	
TxDOT	SH 195	Grade Separation			Shell Road
TxDOT	SH 21	Widen From 2-Lane Undivided To 4-Lane Divided	SH 71	SH 80	
TxDOT	SH 71	Construct 3 Lane Eastbound Frontage Road, 1 Lane Direct Connector From US 183 South To SH 71 East, And One Lane Direct Connector From US 183 North To SH 71 East	SH 71/US 183 Interchange	Presidential Blvd	
TxDOT	SH 71	Construct Overapss Approach And Add 2 Lane One-Way Eastbound And Westbound Frontage Roads	.85 Miles West of Tucker Hill Lane	Travis / Bastrop County Line	
TxDOT	SH 71	Construct 3-Lane Eastbound Frontage Rd Along SH 71 And 1-Lane Direct Connector From 183S To 71E	East of Riverside	US 183	
TxDOT	SH 71	Widen From 2-Lane Undivided To 4-Lane Divided	Blanco County Line	SilverMine	
TxDOT	SH 71	Widen 4-Lane Undivided To 4-Lane With ContinuoUS Left Turn Lane And Shoulders	Blanco County Line	0.4 Mi West of RM 2322	
TxDOT	SH 71	Construct Westbound Frontage Road	US 183	Presidential Blvd	
TxDOT	SH 71	Construct 4-Lane Overapss With 2-Lane East And Westbound Frontage Roads			Pope Bend Rd
TxDOT	SH 71	Construct 4-Lane Overapss With 2-Lane East And Westbound Frontage Roads	Cr 206	SH 21	
TxDOT	SH 71	Widen 2-Lane Undivided To 4-Lane With ContinuoUS Left Turn Lane And Shoulders	FM 2147	Travis County Line	
TxDOT	SH 80	Complete Gap In Shoulder For Bicycle Travel	SH 21	FM 1984	
TxDOT	SL 360	Grade Separate Intersection			Westlake Drive

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
TxDOT	SL 360	Grade Separate Intersection			Spicewood Springs Road
TxDOT	SL 360	Grade Separate Intersection			Courtyard Drive
TxDOT	SL 360	Grade Separate Intersection			Lakewood Drive
TxDOT	US 183	Construct New 1 Lane Southbound Frontage Road	0.46 Miles South of Thompson Ln	0.07 Miles Sw of Airport Commerce Dr	
TxDOT	US 183	Reconstruct Existing 4-Lane Divided	SH 71	SH 130	
TxDOT	US 183	Construct 2-Lane Grade Separated Northbound And South Bound Frontage Roads Along 183A	RM 1431	Avery Ranch Blvd	
TxDOT	US 183	Reconstruct Existing Undivided 4-Lane To 4-Lane Divided	Lampasas County Line	SH 29	
TxDOT	US 281	Reconstruct Interchange			SH 71
TxDOT	US 290	Reconstruct From 4-Lane Undivided To 6-Lane Limited Access With 2 To 3 Frontage Roads In Each Direction	RM 1826	RM 12	
TxDOT	US 79	Widen From 4-Lane Undivided To 6-Lane Divided	FM 1460	FM 619	
TxDOT	US 79	Widen From 4-Lane Divided To 6-Lane Divided	IH 35	East of FM 1460	
City of Austin	Airport Blvd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	N Lamar Blvd	US 183	
City of Austin	Anderson Mill Rd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	Centennial Trl	US 183	
City of Austin	Barton Springs Rd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	S Lamar Blvd	S Congress Ave	
City of Austin	Blue Goose Rd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Expanded Roadway)	Harris Branch Pkwy	US 290	
City of Austin	Braker Ln	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	N Lamar Blvd	Bluff Bend	
City of Austin	City Park Rd	Construct A Two-Lane Roadway With Center Turn Lanes And Enhanced Multimodal Improvements (Substandard Roadway)	City of Austin Limits	FM 2222	
City of Austin	Cross Park Dr	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	Cameron Rd	Forbes Dr	
City of Austin	E 41St St	Enhanced Multimodal Improvements	Red River St	I-35	
City of Austin	E 51St St	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Expanded Roadway)	Springdale Rd	Rangoon Rd	
City of Austin	E 51St St	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	Cameron Rd	Berkman Dr	
City of Austin	E Oltorf St	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	I-35	Grove Blvd	
City of Austin	Enfield Rd	Construct A Two-Lane Roadway With Center Turn Lanes And Enhanced Multimodal Improvements (Expanded Roadway)	Lake Austin Blvd	Exposition Blvd	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
City of Austin	Escarpment Blvd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Expanded Roadway)	La Crosse Ave	SH 45-Mc Neil Rd Connector	
City of Austin	Exposition Blvd	Construct A Two-Lane Roadway With Center Turn Lanes And Enhanced Multimodal Improvements (Expanded Roadway)	35Th St	Enfield Rd	
City of Austin	FM 973-SH 71 Fr-FM 973 Connector Connector	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (New Roadway)	FM 973	SH 71 Fr-FM 973 Connector Connector	
City of Austin	Gracy FaRMs Ln	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Expanded Roadway)	Burnet Rd	Metric Blvd	
City of Austin	Guadalupe St	Enhanced Multimodal Improvements.	N Lamar Blvd	Martin Luther King Jr Blvd	
City of Austin	Harris Ridge Blvd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Expanded Roadway)	Howard Ln	Parmer Ln	
City of Austin	Jollyville Rd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Expanded Roadway)	Loop 360	Business Park Dr	
City of Austin	Longhorn Blvd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (New And Expanded Roadway)	York Blvd	Burnet Rd	
City of Austin	Metro Center Dr	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (New And Expanded Roadway)	Burleson Rd	Metlink Dr	
City of Austin	Metropolis Dr	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	Burleson Rd	US 183	
City of Austin	N Lamar Blvd	Enhanced Multimodal Improvements.	Parmer Ln	Guadalupe St	
City of Austin	Pond Springs Rd-Oak Knoll Connector	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (New Roadway)	Mc Neil Dr	Oak Knoll Dr	
City of Austin	Read Granberry Tr	Construct A Four-Lane Roadway With Enhanced Multimodal Improvements (New And Expanded Roadway)	Mopac Expy	Burnet Rd	
City of Austin	Red River St	Construct A Two-Lane Roadway With Center Turn Lanes And Enhanced Multimodal Improvements (New Roadway)	Clyde Littlefield Dr	12Th St	
City of Austin	Rutland Dr	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	Burnet Rd	Quail Valley Blvd	
City of Austin	S Congress Ave	Enhanced Multimodal Improvements	Riverside Dr	Slaughter Ln	
City of Austin	SH 71 Fr-FM 973 Connector	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (New Roadway)	SH 71	FM 973	
City of Austin	Shoal Creek Blvd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	Steck Ave	Foster Ln	
City of Austin	Spicewood Springs Rd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Expanded Roadway)	Loop 360	North of Mesa Dr	
City of Austin	Springdale Rd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	Sansom Rd	US 183	
City of Austin	Technology Blvd	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	Mc Neil Dr	US 183	
City of Austin	Tuscany Way	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	Ferguson Ln	Springdale Rd	
City of Austin	W 35Th St/ W 38Th St	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management And Expanded Roadway)	Jefferson St	Speedway	
City of Austin	W 45Th St	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	Rosedale Ave	Avenue A	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
City of Austin	W Anderson Ln	Construct A Four-Lane Divided Roadway With Enhanced Multimodal Improvements (Access Management)	Burnet Rd	US 183	
City of Austin	Various	Construct Four-Lane Divided Roadways With Enhanced Multimodal Improvements (Access Management)	Various	Various	Various
City of Austin	Various	Vision Zero Transportation System Safety & Mobility Improvements	Various	Various	Various
City of Georgetown	Airport Drive	Widen From 2 Lane Undivided To 4-Lane Divided	Sh-195	TerMinal Drive	
City of Georgetown	Db Woods	Widen From 2 Lane Undivided 4-Lane Divided	Oak Ridge Road	Sh-29	
City of Georgetown	Db Woods	Widen From 2 Lane Undivided 4-Lane Divided	Williams Drive	Oak Ridge Road	
City of Georgetown	Ne Inner Loop	Widen From 2-Lanes To 4-Lanes Divided. Limited Access	Austin Avenue	Sh-29	
City of Pflugerville	Colorado Sand Drive	Construct New 2 Lane Undivided With Ctl	Copper Mine	Weiss Lane	
City of Pflugerville	FM685/Dessau	Conduct Corridor Study	Wells Branch	Cr138	
City of Pflugerville	Immanuel/Old Austin Hutto/TimmeRMan	Reconstruct To 2 Lane Undivided With Ctl	Wells Branch	Pflugerville Parkway	
City of Pflugerville	Pfennig Lane (East)	Construct New 4-Lane Divided	FM685	Pecan Street	
City of Pflugerville	Pflugerville Parkway	Widen To 6-Lane Divided	Sh130	Weiss Lane	
City of Pflugerville	Weiss	Widen To 4-Lane Divided & Bridge Widening	Pleasanton	Pecan	
City of Pflugerville	Royston	Widen To 3-Lane (Full Depth Reconstruction)	Central Commerce	Grand Avenue	
City of Pflugerville	Picadilly	Widen To 3-Lane (Full Depth Reconstruction)	100' East of I-35	Central Commerce	
City of Pflugerville	Central Commerce	Widen To 3-Lane (Full Depth Reconstruction)	Picadilly	Royston	
City of Round Rock	Gattis School Rd. Seg. 3	Upgrade Existing 4-Lane Urban Divided Roadway To A 6-Lane Urban Divided Roadway.	Windy Park Dr.	Double Creek Dr.	
City of Round Rock	Gattis School Rd. Seg. 2	Upgrade Existing 4-Lane Urban Divided Roadway To A 6-Lane Urban Divided Roadway.	Lawnmont Dr.	Windy Park Dr.	
City of Round Rock	Gattis School Rd. Seg. 4	Upgrade Existing 4-Lane Urban Divided Roadway To A 6-Lane Urban Divided Roadway.	Double Creek Dr.	Kenney Fort Blvd.	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
City of Round Rock	Gattis School Rd. Seg. 5	Upgrade Existing 4-Lane Urban Divided Roadway To A 6-Lane Urban Divided Roadway.	Rusk Rd.	Via Sonoma Trail	
City of Round Rock	Kenney Fort Blvd. Seg. 4	Upgrade Existing 3-Lane Roadway And 4-Lane Urban Divided Roadway To A 6-Lane Urban Divided Roadway.	Joe Dimaggio Blvd.	Old Settlers Blvd.	
City of Round Rock	Kenney Fort Blvd. Seg. 5	Construct New Location 4-Lane Divided Urban Facility.	Old Settlers Blvd.	Cr 112	
City of Round Rock	Kenney Fort Blvd. Seg. 6	Construct New Location 4-Lane Divided Urban Facility.	Cr 112	University Blvd.	
City of Round Rock	Kenney Fort Blvd. Seg. 7	Construct New Location 4-Lane Divided Urban Facility.	University Blvd.	Westinghouse Rd.	
City of Round Rock	Old Settlers Blvd.	Construct New Location 4-Lane Divided Urban Facility.	Red Bud Lane (Cr 122)	Cr 110	
City of Round Rock	Old Settlers Blvd.	Construct New Location 4-Lane Divided Urban Facility.	Cr 110	SH 130	
City of Round Rock	University Blvd.	Upgrade Existing 4-Lane Urban Divided Roadway To A 6-Lane Urban Divided Roadway.	Sunrise Rd.	Teravista Club Dr.	
City of Round Rock	University Blvd.	Upgrade Existing 4-Lane Urban Divided Roadway To A 6-Lane Urban Divided Roadway.	Teravista Club Dr.	Aw Grimes (FM 1460)	
CTRMA	US 183A	Construct 6-Lane Tolloled Expressway; Phase 1 To Include 4-Lane Tolloled Expressway	Hero Way	SH 29	
CTRMA	US 183 N	Add 2 Express Lanes In Each Direction	RM 620/SH 45	Travis County Line	
CTRMA	US 183 N	Add 2 Express Lanes In Each Direction	Williamson County Line	SL 1	
CTRMA	SL 1	Add 1 Lane Direct Connector With Transitions And One Collector Distributor	US 183	RM 2222	
CTRMA	SL 1	2 Express Lanes In Each Direction	Cesar Chavez	Slaughter Lane	
Hays County	SH 123	Mad-6 Widen Existing Roadway To 6 Lanes With Median And Shoulders	FM 110	Guadalupe County Line	
Hays County	FM 110 - Ultimate	Mad-4 Widen To 4 Lanes	IH 35 N	Yarrington	
Hays County	FM 110 - Ultimate	Mad-4 Widen To 4 Lanes	Yarrington	SH 123	
Hays County	Kyle Loop (Nf 17)	Mad-4 New Facility	FM 150 W	FM 1626	
Hays County	FM 150 W	Mad-4 Widen To 4 Lanes	RM 12	RM 1826	
Hays County	FM 150 W	Mad-4 Widen To 4 Lanes	RM 1826	FM 3237	
Hays County	FM 2439 (Hunter Rd)	Mad-4	Centerpoint Rd	Comal County Line	
Hays County	RM 12	Mad-2 Add Shoulders, Median And Turn Lanes	FM 150 W	Winters Mill	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Hays County	RM 12	Mad-2; Designate As Br 12	Winters Mill	FM 3237	
Hays County	RM 12	Mad-2 Add Shoulders, Median And Turn Lanes	FM 3237	RM 32	
Hays County	RM 12	Mad-6 Widening	FM 2439 (Hunter Rd)	SH 123	
Hays County	RM 12	Mad-4 Widen To 4 Lanes	Fitzhugh Rd	FM 150 W	
Hays County	RM 12	Mad-2 Add Shoulders, Median And Turn Lanes	FM 3238	Fitzhugh Rd	
Hays County	RM 12	Pkwy-4 Widen Existing 2 Lane	RM 32	Old Rr 12 / SH 80	
Hays County	RM 32	Mad-2 Add Shoulders, Median And Turn Lanes	RM 12	Comal County Line	
Hays County	RM 2325	Mad-2 Add Shoulders, Median And Turn Lanes	Blanco County Line	Jacobs Well	
Hays County	RM 2325	Mad-2 Add Shoulders, Median And Turn Lanes	Jacobs Well	RM 12	
Hays County	RM 3237	Mad-2 Add Shoulders, Median And Turn Lanes	RM 12	Flite Acres Rd	
Hays County	RM 3237	Mad-2 Add Shoulders, Median And Turn Lanes	Flite Acres Rd	Winters Mill	
Hays County	RM 3237	Mad-2 Add Shoulders, Median And Turn Lanes	Winters Mill	FM 150 W	
Hays County	Bebee / High Road	Mad-2 Widen To Add Shoulders, Median And Turn Lanes	IH 35	SH 21	
Hays County	Centerpoint Rd (Cr 234)	Mad-4 Widen To 4 Lane Urban Section	IH 35	Old Bastrop Hwy (Cr 266)	
Hays County	Centerpoint Rd (Cr 234)	Mad-4 Widen To 4 Lane Urban Section	FM 2439 (Hunter Rd)	IH 35	
Hays County	Centerpoint Rd (Cr 234)	Mad-4	Old Bastrop (Cr266)	Beback Inn Rd	
Hays County	Darden Hill Rd	Mad-4 Widen Existing 2 Lane, Safety Improvements	FM 150 W	RM 1826	
Hays County	Dacy Lane	Mau-4 Widen To 4 Lane Urban Section	Hillside Terrace	Bebee Road	
Hays County	Fitzhugh Rd (Cr 101)	Mau-4 Widen To 4 Lanes	RM 12	Travis County Line	
Hays County	Hillside Terrace	Mad-4 Widen To 4 Lane Urban Section	IH 35	Old Goforth Rd	
Hays County	Hillside Terrace	Mad-4 Widen To 4 Lane Urban Section	Old Goforth Rd	FM 2001	
Hays County	Jacobs Well Rd (Nf 25)	Mau-2 Add Shoulders And Safety Improvements	RM 2325	Wayside Drive	
Hays County	Kohlrs Crossing Uprrr Overpass	Mad-4 Add Grade Separated Crossing Over Uprrr Tracks	.1 Mil East of FM 1626	.6Mi East of FM 1626	Uprrr
Hays County	Kyle Loop W	Mad-5 New Facility	FM 1626	Nf 17	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Hays County	Kyle Loop W	Mad-4 New Facility	Nf 17	Old Stagecoach Rd	
Hays County	Kyle Loop W	Mad-4 New Facility	Old Stagecoach Rd	IH 35	
Hays County	Kyle Parkway	Mad-4 Extend Kyle Parkway East of IH 35 Along Existing Bunton And Gristmill Roads To SH 21	IH 35 At FM 1626	SH 21	
Hays County	Marketplace Ave	Mad-4 New Facility	RM 967	IH 35 At Burleson Rd	
Hays County	Mccarty Lane (Cr 233)	Mad-4 Safety Improvements With Row For Uprf Grade Separated Crossing	FM 2439 (Hunter Rd)	IH 35	
Hays County	Nf 2 (Dripping Springs)	Mau-4 New Facility	US 290 W	US 290 Bypass	
Hays County	Nf 10 (Dripping Springs)	Mau-4 New Facility	RM 12	US 290 Bypass	
Hays County	Nf 18 - Dripping Springs	Mad-2 New Facility (Extension of FM 150 West of RM 12)	RM 12	US 290 W At Holder	
Hays County	Nutty Brown Rd (Cr 163)	Mad-4 Add Shoulders And Safety Improvents	US 290 W	RM 1826	
Hays County	Posey Rd (Cr 235)	Mad-4 Safety Improvements With Row For Uprf Grade Separated Crossing	FM 2439 (Hunter Rd)	IH 35	
Hays County	Posey Rd (Cr 235)	Mad-4 Widen With Shoulders And Safety Improvements	IH 35	Old Bastrop Hwy (Cr 266)	
Hays County	Post Rd (Cr 140)	Mau-4 Widen To 4 Lanes	IH 35	Aquarena Springs Rd	
Hays County	Robert S Light Blvd	Mad-4 - Phase 2 Ultimate Widening To 4 Lanes	RM 967	FM 1626	
Hays County	Sawyer Ranch Rd (Cr 164)	Mad-4 Widen To 4 Lanes	US 290 W	Darden Hill Rd	
Hays County	Shadow Creek Blvd	Mad-2 Extension of Shadow Creek (New Facility)	Hillside Terrace	Bebbee Road	
Hays County	Turnersville Rd Extension	Mad-4 New Facility	SH 45 Se	FM 2001	
Hays County	Turnersville Rd Extension	Mad-4 New Facility	FM 2001	FM 110	
Hays County	Windy Hill Rd	Mad-2 Add Shoulders, Turn Lanes, Safety Improvements	IH 35	Turnersville Rd Extension	
Hays County	Winters Mill Pkwy	Mau-4 Safety Improvements	RM 12	RM 3237	
Hays County	Yarrington Road	Mad-4 Realignment of Yarrington To Align With Future FM 110	FM 110	SH 21	
Hays County	Rutherford Ranch Bypass (Nf 13)	Mau-2 New Facility	FM 150 W	Travis County Line	
Hays County	Nf	Fwy - Environmental And Preliminary Engineering For New Freeway (Design Only)	FM 1626	IH 35	
Hays County	SH 80	Mad-6 Widen From Mad-4 To 6 Lane Section	SH 21	Caldwell County Line	
Hays County	FM 165	Mau-2 Add Shoulders And Safety Improvements	US 290 W	Blanco County Line	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Hays County	FM 621 (Staples)	Mau-2 Add Shoulders And Safety Improvements	Old Bastrop (Cr 266)	Caldwell County Line	
Hays County	RM 967	Mau-4 Widen From Existing Mau-2	RM 1826	1.5 Mile West of Oak Forrest	
Travis County	Blake-Manor Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	FM 973	East Metro Park	
Travis County	Braker Ln	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Petrichor Blvd	Taylor Ln	
Travis County	Cameron Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	SH 130	Gregg Ln	
Travis County	Elroy Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Ross Rd	Fagerquist Rd	
Travis County	Grand Ave Pkwy	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	350' N of Roller Crossing	Bratton Ln	
Travis County	Harold Green Rd	Construct New 2-Lane Divided Roadway With Bike Lanes And Sidewalks	SH 130	Austin Colony Blvd	
Travis County	Hamilton Pool Rd	Upgrade Existing 2-Lane Roadway To A 2-Lane Divided Roadway With Wide Outer Shoulders	Travis County Line	RM 12	
Travis County	South Pleasant Valley Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	1,000' of River Plantation	FM 1327	
Travis County	Ross Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Pearce Ln	Heine FaRM Rd	
Travis County	Slaughter Ln	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Pleasant Valley Rd	Mckinney Falls Pkwy	
Travis County	Taylor Ln	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Blake Manor Rd	Braker Ln	
Travis County	Thaxton Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Mckinney Falls Pkwy	Sassman Rd	
Travis County	Wells Branch Pkwy	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Killingsworth Ln	Cameron Rd	
Travis County	Wild Horse Connector	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Parmer Ln	FM 973	
Travis County	FM 973 To Blake Manor Rd Connector	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	FM 973	Blake Manor Rd	
Travis County	William Cannon Dr	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Mckinney Falls Pkwy	US 183 S	
Travis County	Arterial B Extension	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Harold Green Rd	FM 973	
Travis County	Blake-Manor Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	East Metro Park	Burleson-Manor Rd	
Travis County	Braker Ln	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Taylor Ln	Burleson-Manor Rd	
Travis County	Old Kimbro Rd/Parsons Rd.	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	US 290 E	Blake Manor Rd	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Travis County	Vail Divide Rd	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	SH 71 W	RM 3238	
Travis County	Bee Creek Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Highland Blvd	FM 2322	
Travis County	County Line Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	SH 95	Carlson Ln	
Travis County	County Line Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	US 290 E	Littig Rd	
Travis County	Taylor Ln	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Braker Ln	FM 969	
Travis County	Fagerquist Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Elroy Rd	Four Daughters Rd	
Travis County	Main St	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	IH 35	Turnersville Rd	
Travis County	Melber Ln	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Pecan St	Rowe Ln	
Travis County	Arterial A	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	US 290 E	FM 734	
Travis County	Cameron Rd	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	SH 130	Weiss Ln Bridge	
Travis County	Ferguson Ln	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Rundberg Ln	Arterial A	
Travis County	Gregg Manor Rd	Upgrade Existing 2-Lane Roadway And Construct New Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	SH 130	US 290 E	
Travis County	Hodde Ln	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Rowe Ln	Cele Rd	
Travis County	South Pleasant Valley Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	FM 1327	Main St	
Travis County	Dunlap Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	FM 969	S Dunlap Rd	
Travis County	Fitzhugh Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	US 290 W	Barton Creek Bridge	
Travis County	Immanuel Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Wells Branch Pkwy	Howard Ln	
Travis County	Lohman Ford Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	4200' North of Sylvester Ford	Sylvester Ford Rd	
Travis County	Quinlan Park Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Country Trails Ln	Tierra Grande Trail	
Travis County	Ross Rd	Upgrade Existing 2-Lane Roadway To A 4-Lane Divided Roadway With Bike Lanes And Sidewalks	SH 71	Pearce Ln	
Travis County	Ross Rd	Construct New 4-Lane Divided Roadway With Bike Lanes And Sidewalks	Elroy Rd	McangUS Rd	
Txdot	RM 1431	Widen, Add Shoulders And Safety Improvements	Mustang Dr	Williamson County Line	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Txdot	RM 2244	Widen 4-Lane Undivided To 4-Lane With ContinuoUS Left Turn Lane And Shoulders	WalSH Tarlton	Montebello	
Txdot	SH 29	Widen From 2-Lane Undivided To 4-Lane With CotinuoUS Left Turn Lane	Summit Ridge Rd	Cr 252	
Txdot	SH 95	Reconstruct 2-Lane Rural To 3-Lane Urban To Include CotinuoUS Left Turn	SL 230	South of FM 535	
Txdot	US 183	Construct A Bicycle Or Pedestrian Path			Colorado River
Txdot	US 183	Widen 4-Lane Undivided To 4-Lane With ContinuoUS Left Turn Lane And Shoulders	0.3 Mi South of Cr 218	Rj Ranch Rd	
Txdot	US 281	Widen 4-Lane Undivided To 4-Lane With ContinuoUS Left Turn Lane And Shoulders	Lampasas County Line	Burnet City Limits	
Txdot	US 281	Widen 4-Lane Undivided To 4-Lane With ContinuoUS Left Turn Lane And Shoulders	Park Road 4	RM 1855	
Williamson County	Whitestone Boulevard / RM 1431	Widen To 6-Lane Divided	Parmer Lane / Ronald Reagan Boulevard	IH 35	
Williamson County	University Boulevard / Corridor B1	Widen 4-Lane Undivided To 6-Lane Divided	IH 35	SH 130	
Williamson County	Chandler Road / Corridor B2	Widen 2-Lane Undivided To 6-Lane Divided	SH 130	Corridor E2 / Corridor E3	
Williamson County	Chandler Road / Corridor B2	Widen 2-Lane Undivided To 6-Lane Divided	Corridor E2 / Corridor E3	SH 95	
Williamson County	Corridor B3	Widen 2-Lane Undivided To 2-Lane With A ContinuoUS Left Turn Lane	SH 95	US 79	
Williamson County	Corridor B3	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	SH 95	US 79	
Williamson County	Southeast Loop / Corridor E1	Construct New 2-Lane With A ContinuoUS Left Turn Lane	SH 130	FM 3349	
Williamson County	Southeast Loop / Corridor E1	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	SH 130	FM 3349	
Williamson County	Southeast Loop / Corridor E1	Widen 6-Lane Divided To 10-Lane Limited Access With 3-Lane Frontage Roads In Each Direction	SH 130	FM 3349	
Williamson County	Corridor A2	Construct New 2-Lane With A ContinuoUS Left Turn Lane	FM 3349	FM 973	
Williamson County	Corridor A2	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	FM 3349	FM 973	
Williamson County	Corridor A2	Construct New 2-Lane With A ContinuoUS Left Turn Lane	FM 973	SH 95	
Williamson County	Cr 470 / Corridor A	Construct New 2-Lane With A ContinuoUS Left Turn Lane	SH 95	Cr 450	
Williamson County	Corridor A	Construct New 2-Lane With A ContinuoUS Left Turn Lane	Cr 450	Williamson / Milam County Line	
Williamson County	Chandler Road / Corridor B / Cr 413	Construct New 2-Lane With A ContinuoUS Left Turn Lane	Corridor B3 / FM 619	FM 1063	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Williamson County	Hero Way	Widen 2-Lane Undivided To 4-Lane Divided	US 183A	Ronald Reagan Boulevard	
Williamson County	Hero Way	Widen 4-Lane Divided To 8-Lane Limited Access With 2-Lane Frontage Roads Each Direction	US 183A	Ronald Reagan Boulevard	
Williamson County	RM 2243	Widen 2-Lane Undivided To 4-Lane Divided	Ronald Reagan Boulevard	Southwest Bypass	
Williamson County	RM 2243	Widen 4-Lane Divided To 8-Lane Limited Access With 2-Lane Frontage Roads Each Direction	Ronald Reagan Boulevard	Southwest Bypass	
Williamson County	Liberty Hill Bypass	Construct New 2-Lane With A ContinuoUS Left Turn Lane	Corridor I	RM 1869	
Williamson County	Liberty Hill Bypass	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	Corridor I	RM 1869	
Williamson County	Liberty Hill Bypass	Construct New 2-Lane With A ContinuoUS Left Turn Lane	RM 1869	Cr 279	
Williamson County	Liberty Hill Bypass	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	RM 1869	Cr 279	
Williamson County	Liberty Hill Bypass	Construct New 2-Lane With A ContinuoUS Left Turn Lane	Cr 279	US 183A	
Williamson County	Liberty Hill Bypass	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	Cr 279	US 183A	
Williamson County	SH 29	Widen 4-Lane Undivided With Center Turn Lane To 6-Lane Divided	US 183A	Ronald Reagan Boulevard	
Williamson County	SH 29	Widen 6-Lane Divided To 10-Lane Limited Access With 3-Lane Frontage Roads In Each Direction	US 183A	Ronald Reagan Boulevard	
Williamson County	SH 29	Widen 4-Lane Undivided With ContiuoUS Turn Lane To 6-Lane Divided	Ronald Reagan Boulevard	Southwest Bypass	
Williamson County	SH 29	Widen 6-Lane Divided To 10-Lane Limited Access	Ronald Reagan Boulevard	Southwest Bypass	
Williamson County	Southwest Bypass	Widen 2-Lane Undivided To 6-Lane Divided	SH 29	IH 35	
Williamson County	Southwest Bypass	Widen 6-Lane Divided To 10-Lane Limited Access With 3-Lane Frontage Roads In Each Direction	SH 29	IH 35	
Williamson County	SH 29 Bypass	Widen 2-Lane Undivided To 6-Lane Divided	IH 35	SH 130	
Williamson County	SH 29 Bypass	Construct New 2-Lane With A ContinuoUS Left Turn Lane	SH 130	Corridor E3 / Corridor E4	
Williamson County	SH 29 Bypass	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	SH 130	Corridor E3 / Corridor E4	
Williamson County	SH 29	Construct New 2-Lane With A ContinuoUS Left Turn Lane	Corridor E3 / Corridor E4	SH 95	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Williamson County	SH 29	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	Corridor E3 / Corridor E4	SH 95	
Williamson County	Corridor I	Construct New 2-Lane With A ContinuoUS Left Turn Lane	SH 29	US 183	
Williamson County	Corridor I / FM 3405	Widen 2-Lane Undivided To 6-Lane Divided	US 183A	Ronald Reagan Boulevard	
Williamson County	FM 734 / Parmer Lane	Widen 6-Lane Divided With 8-Lane Limited Access With 3-Lane Frontage Roads In Each Direction	Williamson / Travis County Line	SH 45	
Williamson County	FM 734 / Parmer Lane	Widen 4-Lane Divided To 8-Lane Limited Access With 2-Lane Frontage Roads Each Direction	SH 45	Whitestone Boulevard / RM 1431	
Williamson County	Ronald Reagan Boulevard	Widen 4-Lane Divided To 6-Lane Divided	Whitestone Boulevard / RM 1431	RM 2243	
Williamson County	Ronald Reagan Boulevard	Widen 4-Lane Divided To 6-Lane Divided	RM 2243	SH 29	
Williamson County	Ronald Reagan Boulevard	Widen 2-Lane Undivided To 6-Lane Divided	SH 29	FM 3405	
Williamson County	Ronald Reagan Boulevard	Widen 2-Lane Undivided To 6-Lane Divided	FM 3405	SH 195	
Williamson County	Ronald Reagan Boulevard	Widen 2-Lane Undivided To 6-Lane Limited Access	SH 195	IH 35	
Williamson County	Ronald Reagan Boulevard Extension / Corridor D	Construct New 2-Lane With A ContinuoUS Left Turn Lane	IH 35	Corridor E4 / Corridor E5	
Williamson County	Ronald Reagan Boulevard Extension / Corridor D	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	IH 35	Corridor E4 / Corridor E5	
Williamson County	Ronald Reagan Boulevard Extension / Corridor D	Construct New 2-Lane With A ContinuoUS Left Turn Lane	Corridor E4 / Corridor E5	SH 95	
Williamson County	Ronald Reagan Boulevard Extension	Construct New 2-Lane With A ContinuoUS Left Turn Lane	SH 95	Cr 363	
Williamson County	Ronald Reagan Boulevard Extension	Construct New 2-Lane With A ContinuoUS Left Turn Lane	Cr 363	Cr 425	
Williamson County	Ronald Reagan Boulevard Extension	Construct New 2-Lane With A ContinuoUS Left Turn Lane	Cr 425	US 79	
Williamson County	Ronald Reagan Boulevard Extension	Construct New 2-Lane With A ContinuoUS Left Turn Lane	US 79	Cr 472	
Williamson County	Ronald Reagan Boulevard Extension	Construct New 2-Lane With A ContinuoUS Left Turn Lane	Cr 472	Williamson / Lee County Line	
Williamson County	Corridor J	Widen 2-Lane Undivided To 2-Lane With A ContinuoUS Left Turn Lane	US 183	SH 195	
Williamson County	Corridor J	Construct New 2-Lane With A ContinuoUS Left Turn Lane	SH 195	IH 35	

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Williamson County	Corridor E5	Construct New 2-Lane With A ContinuoUS Left Turn Lane	IH 35	Ronald Reagan Boulevard Extension / Corridor D	
Williamson County	Corridor E4	Construct New 2-Lane With A ContinuoUS Left Turn Lane	Ronald Reagan Boulevard Extension / Corridor D	SH 29	
Williamson County	Corridor E4	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	Ronald Reagan Boulevard Extension / Corridor D	SH 195	
Williamson County	Corridor E4	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	SH 195	SH 29	
Williamson County	Corridor E3	Construct New 2-Lane With A ContinuoUS Left Turn Lane	SH 29	Chandler Road / Corridor B2	
Williamson County	Corridor E3	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	SH 29	Chandler Road / Corridor B2	
Williamson County	Corridor E2 / Cr 101	Widen 2-Lane Undivided To 2-Lane With A ContinuoUS Left Turn Lane	Chandler Road / Corridor B2	US 79	
Williamson County	Corridor E2 / Cr 101	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	Chandler Road / Corridor B2	US 79	
Williamson County	Mokan	Construct New 4-Lane Divided	Georgetown Inner Loop	University Boulevard	
Williamson County	Mokan	Construct New 4-Lane Divided	University Boulevard	SH 45	
Williamson County	SH 130	Construct New 2-Lane Frontage Road In Each Direction	US 79	Limmer Loop	
Williamson County	Corridor K	Construct New 2-Lane With A ContinuoUS Left Turn Lane	IH 35	Corridor E4	
Williamson County	Corridor K	Widen 2-Lane With A ContinuoUS Left Turn Lane To 6-Lane Divided	IH 35	Corridor E4	
Williamson County	SH 45 & IH 35	Construct Southwest & Southeast Direct Connectors (No Txdot Concurrence)			SH 45 & IH 35

Subject to Change

**Attachment B
Roadway Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Williamson County	FM 734 / Parmer Lane & SH 45	Construct 3-Level Diamond Interchange (No Txdot Concurrence)			FM 734 / Parmer Lane & SH 45
Williamson County	IH 35 & Inner Loop	Bridge Replacement And Intersection Improvements (No Txdot Concurrence)			IH 35 & Inner Loop
Williamson County	Whitestone Boulevard / RM 1431	Widen 4-Lane Undivided With CotinuouS Left Turn Lane To 6-Lane Divided	Williamson / Travis County Line	Bagdad Road	

**Attachment B
Transit - Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To
Capital Metro	N. Lamar Blvd, Guadalupe St, 1St St Bridge, Riverside Dr, S. Congress Ave	Orange Line - Project Connect	Howard Ln	Slaughter Ln
Capital Metro	Airport Blvd, Clarkson Ave, 41St St, Red River St, Medical Arts St, Dean Keeton St, San Jacinto Blvd, Trinity St, East Riverside Dr, US 183 North, SH 71 East	Blue Line - Project Connect	Airport Blvd And Highland Mall Blvd	Presidential Blvd (AUS North Terminal)
Capital Metro	Berkman Dr, Manor Rd, Airport Blvd, Oak Springs Dr, Webberville Rd, Pleasant Valley Rd, William Cannon Dr, Mckinney Falls Pkwy, Slaughter Ln	Pleasant Valley BRT Light (Metrorapid) Line From Mueller To Southeast Austin. This Line Would Be Approximately 11 Miles Long And Mainly Follow Pleasant Valley Road And Have 14 Stops Along The Line Including The Activity Centers of Mueller, 97 Acres, Easton Park & Goodnight Ranch. There Would Also Be 2 Park & Rides At Easton Park And Goodnight Ranch.	Zach Scott St	Goodnight Ranch Blvd
Capital Metro	Lake Austin Blvd, 5th/6th Sts, Guadalupe/Lavaca Sts, 7th St, Shady Ln	7Th/Lake Austin BRT Light (Metrorapid) Line From West Austin To East Austin. This Line Would Be Approximately 8 Miles Long And Mainly Follow Lake Austin And 7Th Street And Have 10 Stops Along The Line Including The Activity Centers of Downtown, Saltillo, And Govalle. There Would Be Two Park & Rides At Redbud And Shady Ln As Well As Connections To The Carts Eastside BUS Plaza At Shady Ln.	Enfield Rd	Cesar Chavez St
Capital Metro	Decker Ln, Loyola Ln, Crystalbrook Dr, Pecan Brook Dr, Manor Rd, 51St St, Berkman Dr, Manor Rd, Dean Keeton St, San Jacinto Blvd, 4Th St	Manor Rd BRT Light (Metrorapid) Line From Expo Center To Republic Square. This Line Would Be Approximately 11 Miles Long And Mainly Follow Pleasant Valley Road And Have 17 Stops Along The Line Including The Activity Centers of Colony Park, Mueller, University of Texas, Capitol Complex & Downtown Austin. There Would Be Two Park & Rides At Expo Center And Delco Center.	Expo Center	Guadalupe St
Capital Metro	Burnet Rd, 45th St, Lamar Blvd, 5th/6th St	Burnet BRT Light (Metrorapid) Line From The Domain To Republic Square. This Line Would Mainly Follow Burnet Road And Have 18 Stops Along The Line Including The Activity Centers of Domain, Triangle, University of Texas, Capitol Complex & Downtown Austin. There Would Be 1 Park & Ride At Domain (Shared Park & Ride With Red Line).	Palm Way	Guadalupe St
Capital Metro	Manchaca Rd, Ben White Blvd, S Lamar Blvd, 5th/6th St	Manchaca BRT Light (Metrorapid) Line From South Austin To Republic Square. This Line Would Mainly Follow Manchaca Road And S. Lamar Blvd And Have 11 Stops Along The Line Including The Activity Centers of Westgate, S Lamar, Seaholm, & Downtown Austin. There Would Be 2 Park & Rides Along The Line At Slaughter And Westgate Transit Center.	Slaughter Ln	Guadalupe St
Capital Metro	US 290 Service Rd, S Lamar Blvd, 5Th/6Th St	Oak Hill BRT Light (Metrorapid) Line From Oak Hill To Republic Square. This Line Would Mainly Follow US 290 Service Road And S. Lamar Blvd And Have 12 Stops Along The Line Including The Activity Centers of Oak Hill, Sunset Valley, S Lamar, Seaholm & Downtown Austin. There Would Be 1 Park & Ride On The Line At Oak Hill (Shared With Oak Hill Metroexpress Route).	Convict Hill Rd	Guadalupe St
Capital Metro	Enfield Rd, Guadalupe/Lavaca St, Milk Blvd	Milk BRT Light (Metrorapid) Line From West Austin To Northeast Austin. This Line Would Mainly Follow Enfield Road And Milk Blvd And Have 12 Stops Along The Line Including The Activity Centers of Exposition, Capitol Complex & University of Texas. There Would Be 2 Park & Rides On The Line At Redbud (Shared With 7Th/Lake Austin BRT Light) And Decker Ln.	Lake Austin Blvd	Decker Ln
Capital Metro	Airport Blvd, US 290 Service Rd, Cameron/Dessau Rd, Parmer Ln, McCallen Pass, Center Ridge Dr	Cameron/Dessau BRT Light (Metrorapid) Line From Acc Highland To Tech Ridge Park & Ride. This Line Would Mainly Follow Cameron/Dessau Road And Have 8 Stops Along The Line Including The Activity Centers of Acc Highland, Norwood & Tech Ridge. There Would Be 2 Park & Rides On The Line At Acc Highland (Shared With Blue Line) And Tech Ridge (Shared With Orange Line)	Highland Mall Blvd	Tech Ridge Park & Ride
Capital Metro	Capital Metro Track	The First Phase of Red Line Improvements Provides Additional Track To Help Improve Operational Flexibility. There Are Also 3 Additional Stations Added Along The Line.	Downtown Station	Leander Station
Capital Metro	Capital Metro Track	New Commuter Rail Line (Green Line) From Downtown Austin To Manor. Approximately 13 Miles of Existing Freight Track Would Be Upgraded To Passenger Service With 5-8 Additional Stations (Total of 8-10 Including Existing Downtown And Plaza Saltillo). There Is Potential For 2-3 Park & Rides Along The Line. 6 New Vehicles Are Purchased For Service And A Light Maintenance Facility Is Built For The Line.	Downtown Station	Fm 973
Capital Metro	Capital Metro Track	The Second Phase of The Red Line Improvements Adds Double-Tracking As Necessary To Support Expanded Operations And Increased Frequency. Station Platforms Are Extended To Increase Passenger Carrying Capacity. 4 New Trains Are Added To The Fleet And A Heavy Maintenance Facility Is Built For Metrorail.	Downtown Station	Leander Station
Capital Metro	I-35, SH-45, Loop 1	Express Route From Georgetown And Round Rock To Howard Station And Downtown Austin	Carts Georgetown	Downtown Austin
Capital Metro	SH-130, SH-45, Loop 1	Express Route From Hutto And Pflugerville To Downtown Austin	Hutto	Downtown Austin

Subject to Change

**Attachment B
Transit - Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To
Capital Metro	US 290, I-35	Express Route From Elgin And Manor To Downtown	Elgin	Downtown Austin
Capital Metro	SH-71	Express Route From Bastrop And Del Valle To Downtown Austin	Bastrop	Downtown Austin
Capital Metro	SH-130, US 183	Express Route From Lockhart And Easton Park To Downtown Austin	Lockhart	Downtown Austin
Capital Metro	Loop 1	Express Route From South Mopac To Downtown Austin	Circle C	Downtown Austin
Capital Metro	SH-290, Loop 1	Express Route From Oak Hill To Downtown Austin	Oak Hill	Downtown Austin
Capital Metro	I-35	Express Route From San Marcos And Buda To Southpark Meadows And Downtown Austin	San Marcos Carts Facility	Downtown Austin
Capital Metro	RM 2222	Express Route From Four Points And Downtown Austin	RM 620	Downtown Austin
Capital Metro	Lyndhurst St, Lakeline Blvd, Parmer Ln	Parmer BRT Light (Metrorapid) Line From Lakeline Station To Wildhorse. This Line Would Mainly Follow Parmer Road Road And Have Stops Along The Line Including The Activity Centers of Lakeline Station, New Apple Campus, Tech Ridge, Samsung & Wildhorse. There Would Be 2 Park & Rides On The Line At Lakeline Station (Shared With Red Line) And Wildhorse (Shared With Green Line)	Lakeline Mall Dr	Old Highway 20
Capital Metro		Consolidated Paratransit Maintenance Facility That Would Replace The Current 2 Facilities And Handle Maintenance For The Entire Paratransit Fleet.	Cap Metro Service Area	Cap Metro Service Area
Capital Metro		New BUS Yard For Storage And Maintenance of Fleet To Handle Expanded Fleet And Provide Additional Electrification Opportunities.	Cap Metro Service Area	Cap Metro Service Area
Capital Metro		Upgrades To North Operations BUS Base To Allow For Additional Electrification of Fleet And Upgrades To Maintenance Services.	Cap Metro Service Area	Cap Metro Service Area
Capital Metro		Electrification of Capital Metro Fleet And Installation of Electric Infrastructure At Facilities Throughout The System.	Cap Metro Service Area	Cap Metro Service Area
Capital Metro		Upgrade of Stations And BUS Stops Into Mobility Hubs With Improved Amenities Such As (But Not Limited To): Air Conditioned Shelters, Food/Drink Vendors, Bike Share Program, Kiss & Ride, Park & Ride, Real Time Display, Etc.	Cap Metro Service Area	Cap Metro Service Area
Capital Metro		Additional Park & Ride Facilities To Either Expand Existing Facilities Or New Facilities To Serve New Routes Or New Areas That Do Not Currently Have A Park & Ride.	Cap Metro Service Area	Cap Metro Service Area
Capital Metro		Upgrades And Installation of Improved Fare Collection Infrastructure And Database To Manage Fare Collection For Capital Metro Services.	Cap Metro Service Area	Cap Metro Service Area
Capital Metro	Capital Metro Track	Expansion of The Green Line Commuter Rail Line Extending Out From Manor To Elgin. Approximately 12 Miles of Existing Freight Track Would Be Upgraded To Passenger Service With 1 Additional Station In Elgin. There Is Potential For 1 Park & Ride In Elgin. 2 New Vehicles Are Purchased For Service.	Manor	Elgin
CARTS	Smithville-Bastrop Express BUS Service	Smithville-Bastrop Express BUS Service	Carts Smithville Transit Station	Carts Bastrop Transit Station
CARTS	Luling/Lockhart To Austin Express BUS Service	Luling/Lockhart To Austin Express BUS Service	Downtown Luling To Downtown Lockhart	Downtown Austin/UT
CARTS	Luling-San Marcos Express BUS Service	Luling-San Marcos Express BUS Service	Downtown Luling	Carts San Marcos Transit Center / TxSU
CARTS	Lockhart-San Marcos Express BUS Service	Lockhart-San Marcos Express BUS Service	Downtown Lockhart	Carts San Marcos Transit Center/TxSU
CARTS	Dripping Springs-Austin Express BUS Service	Dripping Springs-Austin Express BUS Service	Downtown Dripping Springs	Downtown Austin/UT
CARTS	Dripping Springs/Wimberley To San Marcos Express BUS Service	Dripping Springs/Wimberley To San Marcos Express BUS Service	Downtown Dripping Springs To Downtown Wimberley	CARTS San Marcos Transit Center/TxSU

Subject to Change

**Attachment B
Transit - Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To
CARTS	Dripping Springs To Buda/Kyle Express BUS Service	Dripping Springs To Buda/Kyle Express BUS Service	Downtown Dripping Springs	Downtown Kyle / Downtown Buda
CARTS	Marble Falls - Oak Hill Express BUS Service	Marble Falls - Oak Hill Express BUS Service	Carts Marble Falls Transit Station	Capital Metro Oak Hill Park-And-Ride
CARTS	Marble Falls-Burnet-Bertram-Liberty Hill-Austin Express BUS Service	Marble Falls-Burnet-Bertram-Liberty Hill-Austin Express BUS Service	Carts Marble Falls Transit Station	Downtown Austin / UT
CARTS	Taylor-Tech Ridge Express BUS Service	Taylor-Tech Ridge Express BUS Service	Carts Taylor Transit Center	Capital Metro Tech Ridge Transit Center
CARTS	Jarrell-Tech Ridge Express BUS Service	Jarrell-Tech Ridge Express BUS Service	Downtown Jarrell	Capital Metro Tech Ridge Transit Center
CARTS	City of Bastrop Microtransit Service	City of Bastrop Microtransit Service	City of Bastrop	City of Bastrop
CARTS	City of Smithville Microtransit Service	City of Smithville Microtransit Service	City of Smithville	City of Smithville
CARTS	City of Elgin Microtransit Service	City of Elgin Microtransit Service	City of Elgin	City of Elgin
CARTS	City of Burnet Microtransit Service	City of Burnet Microtransit Service	City of Burnet	City of Burnet
CARTS	City of Liberty Hill Microtransit Service	City of Liberty Hill Microtransit Service	City of Liberty Hill	City of Liberty Hill
CARTS	City of Marble Falls Microtransit Service	City of Marble Falls Microtransit Service	City of Marble Falls	City of Marble Falls
CARTS	City of Lockhart Microtransit Service	City of Lockhart Microtransit Service	City of Lockhart	City of Lockhart
CARTS	City of Luling Microtransit Service	City of Luling Microtransit Service	City of Luling	City of Luling
CARTS	City of Dripping Springs Microtransit Service	City of Dripping Springs Microtransit Service	City of Dripping Springs	City of Dripping Springs
CARTS	Woodcreek/Wimberley Microtransit Service	Woodcreek/Wimberley Microtransit Service	Woodcreek / Wimberley	Woodcreek / Wimberley
CARTS	Briarcliff/Spicewood Microtransit Service	Briarcliff/Spicewood Microtransit Service	Briarcliff / Spicewood	Briarcliff / Spicewood
CARTS	City of Taylor Microtransit Service	City of Taylor Microtransit Service	City of Taylor	City of Taylor
CARTS	Tucker Hill Lane Park-And-Ride Expansion	Expansion of Existing Park-And-Ride Facility	Tucker Hill Lane Park-And-Ride Facility	Tucker Hill Lane Park-And-Ride Facility
CARTS	Carts Bastrop Transit Station Relocation	Construction of New Bastrop Intermodal Facility With Park-And-Ride Facility	City of Bastrop	City of Bastrop
CARTS	Carts Lockhart Intermodal Station	Construction of New Lockhart Intermodal Station With Park-And-Ride Facility	City of Lockhart	City of Lockhart
CARTS	Carts Luling Intermodal Station	Construction of New Luling Intermodal Station With Park-And-Ride Facility	City of Luling	City of Luling
CARTS	Carts Dripping Springs Intermodal Station	Construction of New Dripping Springs Intermodal Station With Park-And-Ride Facility	City of Dripping Springs	City of Dripping Springs
CARTS	Carts Wimberley/Woodcreek Intermodal Station	Construction of New Wimberley/Woodcreek Intermodal Station With Park-And-Ride Facility	Woodcreek / Wimberley	Woodcreek / Wimberley
CARTS	Carts Jarrell Intermodal Station	Construction of New Jarrell Intermodal Station With Park-And-Ride Facility	City of Jarrell	City of Jarrell
CARTS	Carts Taylor Transit Station: Amtrak Improvements	Construction of New Amtrak Rail Platform	Carts Taylor Transit Station	Carts Taylor Transit Station
CARTS	Carts Liberty Hill Intermodal Station	Construction of New Liberty Hill Intermodal Station With Park-And-Ride Facility	City of Liberty Hill	City of Liberty Hill
CARTS	Super Regional Intercity BUS Service	Super Regional Intercity BUS Service	Jarrell	San Antonio
CARTS	Carts Marble Falls Transit Station Relocation	Construction of New Marble Falls Intermodal Facility With Park-And-Ride Facility	City of Marble Falls	City of Marble Falls
CARTS	Carts Burnet Intermodal Station	Construction of New Burnet Intermodal Station With Park-And-Ride Facility	City of Burnet	City of Burnet

Subject to Change

**Attachment B
Transit - Constrained Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To
Capital Metro	Neighborhood Circulators	A Fleet of Neighborhood Circulators To Expand Access To Capital Metro Services In Order Enhance The Coverage of Our System Into Areas That Are More Difficult To Reach With Existing Fleet.	Cap Metro Service Area	Cap Metro Service Area
City of Austin	Various	Transit Enhancement Program	Various	Various

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Local
City of Bastrop	Old Iron Bridge Rehabilitation	Rehabilitation of the Old Iron Bridge to provide bike/ped connectivity and a recreation location			Old Iron Bridge parallel to SH 150 across the Colorado River	No
Bastrop County	Old Lexington Road/ FM3000	Realign Old Lexington Rd. and upgrade to minor arterial to address safety/visibility concerns; extend Old Lexington Rd. to FM 696 to the east	FM 3000/Old Lexington Road	FM 696		No
City of Austin	Northern Walnut Creek Trail	Design and construct a concrete bicycle and pedestrian trail.	IH 35	Southern Walnut Creek Trail		No
City of Austin	Bergstrom Spur	Design and construct a concrete bicycle and pedestrian trail along the Bergstrom Spur rail corridor.	Vinson Drive	S Hwy 183		No
City of Austin	YBC	Design and construct a concrete bicycle and pedestrian trail.	Mopac Mobility Bridge (S. Mopac Service Road at Gaines Ranch Loop)	Oak Meadow Drive		No
City of Austin	Red Line Trail	Design and construct a concrete bicycle and pedestrian trail along the Red Line rail corridor.	Holly Shores at Town Lake Metro Park	Leander		No
City of Austin	Shoal Creek Trail	Upgrade existing facilities to meet Urban Trail standards and extend existing trail.	Lady Bird Lake	Highway 183		No
City of Austin	FM 969 Trail	Design and construct a concrete bicycle and pedestrian trail along FM 969.	Tannehill Lane	Decker Lane		No
City of Austin	Mopac shared use path	Design and construct a concrete bicycle and pedestrian trail along a rail corridor parallel to Mopac.	Research Blvd/183	Braker Lane		No
City of Austin	Various	Design and construct absent pedestrian facilities on TxDOT facilities in the Austin area.	Various	Various	Various	No
City of Austin	Various	Design and construct approximately 307 miles of Tier II urban trails in the Austin area.	Various	Various	Various	No
City of Austin	US 290	Bicycle and Pedestrian Over/Underpass of US 290.	Northeast Dr	Coronado Hills Drive	US 290	No
City of Austin	Bicycle-Pedestrian Bridge over Town Lake	Bicycle-Pedestrian Bridge over Town Lake.	Lady Birdy Lake Trail at Hostelling International	Lady Bird Lake Trail at Holly Power Plant		No
City of Austin	US 183	Bicycle and Pedestrian Over/Underpass of US 183/Ed Bluestein Dr.	Techni Center Drive	Techni Center Drive		No

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Local
City of Austin	Paredes Middle School Trail Connections	Trail connectivity and lighting between Paredes Middle School and adjacent neighborhoods.	David Moore Drive (West Slaughter Lane to Terminus), Mary Moore Searight Park (David Moore Drive to Chinese Elm Court), Mary Moore Searight Park (Decker Prarie Drive to Wayne Riddell Loop)			No
City of Austin	David Moore Drive Shared Use Path	Shared Use Path along David Moore Drive.	West Slaughter Lane	Terminus		No
City of Austin	Mary Moore Searight Trail	Trail connection in Mary Moore Searight Park between Decker Prarie Drive and Wayne Riddell Loop.	Decker Prarie Drive	Wayne Riddell Loop		No
City of Austin	Mary Moore Searight Trail	Trail connection in Mary Moore Searight Park between David Moore Drive and Chinese Elm Court.	David Moore Drive	Chinese Elm Court		No
City of Austin	River Oaks Elementary Trail Connections	Trail connectivity and lighting between River Oaks Elementary School and adjacent neighborhoods	Walnut Creek Park Road (North Lamar Boulevard to Old Cedar Lane, Willow Wild Drive (Old Cedar Lane to Parmer Lane), Walnut Creek Trail Connector (Lincolnshire Drive to Walnut Creek Park Road), Walnut Creek Trail Connector (Shady Springs Road to Northern Walnut Creek Trail)			No
City of Austin	Walnut Creek Park Road Shared Use Path	Shared Use Path along Walnut Creek Park Road	N Lamar Boulevard	Old Cedar Lane		No
City of Austin	Shady Springs Road Trail Connection	Trail Connection from Shady Springs Rd to Northern Walnut Creek Trail	Shady Springs Road	Northern Walnut Creek Trail		No
City of Austin	River Oaks Elementary to Willow Wild Drive Trail Connection	Trail Connection from River Oaks Elementary to Willow Wild Drive	River Oaks Elementary	Willow Wild Drive		No

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Local
City of Austin	Lincolnshire Drive Trail Connection	Trail Connection from Lincolnshire to Walnut Creek Park Road	Lincolnshire Drive	Walnut Creek Park Road		No
City of Austin	Willow Wild Drive Sidewalk	Sidewalk along Willow Wild Drive Sidewalk	Old Cedar Lane	Parmer Lane		No
City of Austin	US 183/W Anderson Ln	Bicycle and Pedestrian Overpass of US 183/West Anderson Lane connecting to T.A. Brown Elementary School.	T.A. Brown Elementary School	West Anderson Lane Westbound Service Road	US 183/West Anderson Ln	No
City of Austin	Southern Walnut Creek Trail Connector	Trail connection across Southern Walnut Creek Trail to connect adjacent neighborhood to GUS Garcia Middle School and Barbara Jordan Elementary School	Keegans Drive	Crystal Brook Drive		No
City of Austin	IH 35 Overpass	Bicycle and Pedestrian Overpass of North IH 35 connecting to Webb Middle School	Camino La Costa	East Huntland Drive	IH 35	No
City of Austin	La Loma Trail	Trail connection across Southern Walnut Creek Trail to connect adjacent neighborhood to Ortega Elementary School	Prock Lane	Gardner Cove		No
City of Austin	Kiker Elementary Trail	Trail connection from Escarpment Boulevard to Kiker Elementary School	Escarpment Boulevard	Dahlgreen Avenue		No
City of Austin	Various	Design and construction of ages and abilities bicycle facilities in the Austin area.	Various	Various	Various	Yes
Travis County	Lockwood Rd/Hogeye Rd	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	Blake Manor Rd	Bastrop County line		Yes
Travis County	Kimbrow W/Bois de Arc/Tower Rd	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	FM 1100	FM 973		Yes
Travis County	Moore Rd/Hokanson Rd	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	FM 973	Bastrop County line		Yes
Travis County	Cuernavaca/River Hills	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	RM 2244	RM 2244		Yes
City of Pflugerville	MoKan	New multimodal trail	SH 45	Dessau		Yes
Travis County	Crumley Ranch Rd	(Freewheel) Separated on-road bicycle facility or off-road 12 foot concrete shared use path	FM 3238	Hays County line		Yes
Travis County	Decker Lake Rd/Nez Pierce Trace	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	Taylor Ln	SH 130 frontage		Yes
Travis County	Twin Creeks Rd	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	FM 1626	Old San Antonio Rd		Yes

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To
CARTS	Upgrade digital network for data and voice system-wide and Smart Bus Transit Technoloy	Upgrade digital network for data and voice system-wide and Smart Bus Transit Technoloy	CARTS System	CARTS System
City of Austin	Various	Regional Combined Multimodal Management Center	Various	Various
City of Austin	Various	Citywide Traffic Signal/ATMS Improvements	Various	Various

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Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To
City of Austin	TDM		Smart Trips Austin		

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**Attachment C
Roadway Illustrative Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
Burnet County	CR 200 / CR 210 / RM 2657	Upgrade to Undivided Arterial, Include Safety and Operational Improvements	RM 963	Lampasas County Line	
Burnet County	SH 29 Alternate	Divided Arterial, 4 Lanes in Each Direction, New Location and Improvements to Existing Segments	RM 2341	Williamson County Line	
Burnet County	New Facility	Udivided Arterial, 1 Lane in Each Directions, New Location	RM 2147	SH 71	
City of Buda	FM 2770	Widen to 4-lane undivided road	FM 1626	RM 967	
City of Buda	IH-35 to OSR Connector	New 2-lane undivided road	IH-35	Old San Antonio Road	
City of Buda	RM 967	Reconstruct to MAU-4	Main Street	West Goforth Road	
City of Buda	RM 967	Widen to 4-lane undivided road	West Goforth Road	IH-35	
City of Buda	Cabelas Drive	New 2-lane undivided road	Main Street	Future E-W Arterial	
City of Buda	Garison Road	Reconstruct 2-lane undivided road	Main Street	Future E-W Arterial	
City of Buda	Garlic Creek Parkway	New 4-lane divided road	SH-45 SW	Future E-W Arterial	
City of Buda	Hillside Terrace	Widen to 4-lane divided road w/ sidewalks	IH-35	Old Goforth Road	
City of Buda	Hillside Terrace	Widen to 4-lane undivided road w/ sidewalks	Old Goforth Road	FM 2001	
City of Buda	Main Street	Widen to 6-lane divided road w/ sidewalks	IH-35	Firecracker Drive	
City of Buda	Main Street	Widen to 6-lane divided road w/ sidewalks	Cabelas Drive	IH-35	
City of Buda	Future E-W Arterial	New 4-lane divided road	RM 967	IH-35 @ Turnersville	
City of Buda	Old FM 2001	Reconstruct 2-lane undivided road	FM 2001	Old Goforth Road	
City of Buda	Turnersville Road	Reconstruct to MAD-4	SH 45 SE	FM 2001	
City of Lockhart	North Mockingbird Ln.	Construct 2-lane undivided arterial	Windridge Subdivision	FM 2001	
City of Lockhart	CR 212/213	Reconstuct 2-lane undivided	US 183	FM 1322	
City of Lockhart	CR 215	Reconstuct 2-lane undivided	FM 20	US 183	
City of Lockhart	CR 203	Reconstuct and construct 2-lane undivided	FM 20	FM 1322/CR 212	
City of Lockhart	CR 215/214	Reconstuct and construct 2-lane undivided	CR 215	CR 214	US 183
City of Lockhart	NE Lockhart Loop	Construct new 4-lane divided	US 183	FM 20 East	
City of Round Rock	AW Grimes (FM 1460)	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	US 79	Old Settlers Blvd.	

Subject to Change

**Attachment C
Roadway Illustrative Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
City of Round Rock	AW Grimes (FM 1460)	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	Old Settlers Blvd.	University Blvd.	
City of Round Rock	AW Grimes (FM 1460)	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	University Blvd.	Westinghouse Rd.	
TxDOT	FM 1325	Widen 4-lane to 4-lane divided	CR 172	Merrilltown Dr	
TxDOT	FM 1825/Vision Dr	Reconstruct 4-lane undivided to 4-lane divided	Grand Avenue Pkwy	Wells Branch Pkwy	
TxDOT	FM 3177/Decker Ln	Reconstruct 4-lane undivided to 4-lane divided	South of US 290	FM 969	
TxDOT	FM 969	Widen 2-lane undivided to 4-lane divided	Hunters Bend Rd	Bastrop County Line	
TxDOT	RM 1431	Reconstruct 4 lane undivided to 4-lane divided	Lago Vista	Trails End	
TxDOT	RM 1431	Widen 4-lane undivided to 6-lane divided	Anderson Mill Rd	Bagdad Rd	
TxDOT	RM 620	Widen 4-lane undivided to 6-lane divided	Wyoming Springs	SH 45	
TxDOT	SH 142	Widen from 2-lane undivided to 4-lane divided	SH 80	SH 130	
TxDOT	SH 142	Widen from 2-lane undivided to 4-lane with continuous left turn lane	SH 130	US 183	
TxDOT	SH 21	Widen from 2-lane undivided to 4-lane divided	Lee County Line	0.70 MI East of FM 1441	
TxDOT	SH 304	Widen from 2-lane undivided to 4-lane divided	SH 21	Gonzales County Line	
TxDOT	SH 80	Widen from 2-lane undivided to 4-lane divided	SH 21	US 183	
TxDOT	SH 95	Widen from 2-lane undivided to 4-lane divided	Bastrop	US 290/Elgin	
TxDOT	SH 95	Widen from 2-lane undivided to 4-lane divided	US 79	US 290	
TxDOT	SH 95	Widen from 2-lane undivided to 4-lane divided	FM 487	FM 397	
TxDOT	SL 360	Interchange capacity			US 183
TxDOT	SL 360	Construct continuous frontage roads and grade separations	RM 2244	Mopac/SL 1	
TxDOT	US 183	Reconstruct existing 4-lane to 4-lane divided	US 290	FM 20	
TxDOT	US 290	Reconstruct from 4-lane undivided to 4-lane divided	RM 12	Blanco County Line	
TxDOT	FM 1625	Widen 4-lane to 4-lane with raised median	US 183	FM 1327	
City of Lakeway	Flintrock Road	Widen 2-lane undivided to 4-lane divided	FM 620	Serene Hills	
City of Lakeway	Serene Hills Road	Widen 2-lane undivided to 4-lane divided	SH 71	Lakeway Blvd	
City of Lakeway	Flintrock Road Extension	Construct new 4-lane divided	Serene Hills Road	Bee Creek Rd	

Subject to Change

**Attachment C
Roadway Illustrative Candidates**

Jurisdiction	Roadway/Facility Name	Description	Limits From	Limits To	Limits At
City of Lakeway	North/South Shared-Use Path	Construct new shared-use path	Oak Grove Boulevard	Aria Drive	
City of Round Rock	Old Settlers Blvd.	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	IH 35	Sunrise Rd.	
City of Round Rock	Old Settlers Blvd.	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	Sunrise Rd.	AW Grimes (FM 1460)	
City of Round Rock	Old Settlers Blvd.	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	AW Grimes (FM 1460)	Red Bud Lane (CR 122)	
City of Round Rock	Red Bud Lane - North	Upgrade existing 2-lane roadway to a 4-lane urban divided roadway.	CR 117	US 79	
City of Round Rock	Red Bud Lane - South	Upgrade existing 3-lane roadway to a 4-lane urban divided roadway.	Forest Ridge Blvd.	Gattis School Rd.	
City of Round Rock	University Blvd.	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	IH 35	Sunrise Rd.	
City of Round Rock	CR 112	Upgrade existing 2-lane roadway to a 4-lane urban divided roadway w/ ability to construct 6-lane ultimate.	AW Grimes (FM 1460)	CR 117	
City of Round Rock	CR 112	Upgrade existing 2-lane roadway to a 4-lane urban divided roadway w/ ability to construct 6-lane ultimate.	CR 117	CR 110	
City of Round Rock	CR 112	Construct 6-lane urban divided roadway.	CR 110	SH 130	
City of Round Rock	SH 45 (Frontage Roads)	Add 3-lane frontage roads eastbound and westbound with associated ramps.	Heatherwilde Boulevard	Kenney Fort Blvd.	
Travis County	Greenlawn Blvd	Upgrade existing 2-lane roadway to a 4-lane divided roadway with bike lanes and sidewalks	IH 35 N southbound frontage	Grand Avenue Pkwy	

Subject to Change