



TECHNICAL ADVISORY COMMITTEE MEETING

Monday, March 28, 2022

2:00 p.m.

Livestream at: www.campotexas.org

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members
..... Ms. Laurie Moyer, P.E., Chair

ACTION:

2. [Approval of January 24, 2022 Meeting Summary](#).....Mr. Chad McKeown, CAMPO
Mr. McKeown will seek TAC approval of January 24, 2022 meeting summary.
3. [Discussion and Recommendation on Federal Performance Measure Target Updates](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will present the 2022 Performance Measure Report and seek TAC recommendation.

INFORMATION:

4. [Discussion on the 2023-2026 Transportation Improvement Program \(TIP\)](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will present the draft 2023-2026 TIP.
5. [Presentation on SMARTTrack Initiative](#)TxDOT Austin-District
TxDOT-Austin District staff will provide a presentation to the Technical Advisory Committee on the SMARTTrack Initiative.
6. [Update on Regional Transportation Demand Management \(TDM\) Subcommittee](#)
..... Mr. Gary Hudder, Vice Chair
Mr. Hudder will provide an update on the latest activities of the TDM Subcommittee.
7. Report on Transportation Planning Activities
 - a. Update on Demographics Dashboard
8. TAC Chair Announcements
 - Next TPB Meeting – April 11, 2022, 2:00 p.m.
 - Next TAC Meeting – April 25, 2022, 2:00 p.m.
9. 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
Technical Advisory Committee Meeting**

Livestream at: www.campotexas.org

**Meeting Minutes
January 24, 2022
2:00 p.m.**

1. Certification of QuorumMs. Laurie Moyer, P.E., Chair

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:03 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Robert Spillar	City of Austin	N	Eric Bollich
4.	Tom Gdala	City of Cedar Park	Y	
5.	City of Georgetown	City of Georgetown	N	
6.	Jeff Prato	City of Kyle	Y	
7.	Ross Blackketter	City of Leander	Y	
8.	Emily Barron	City of Pflugerville	Y	
9.	Gary Hudder, Vice Chair	City of Round Rock	Y	
10.	Laurie Moyer, P.E., Chair	City of San Marcos	Y	
11.	Mitchell Cameron	Bastrop County	N	Robert Pugh, P.E.

12.	David Harrell	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley	Burnet County	Y	
14.	Mike Hodge	Burnet County (Smaller Cities)	Y	
15.	Will Conley	Caldwell County	N	
16.	Dan Gibson	Caldwell County (Smaller Cities)	Y	
17.	Jerry Borcharding	Hays County	Y	
18.	John Nett	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh	Williamson County	Y	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	Y	Ed Collins
24.	CTRMA	CTRMA	Y	Oscar Solis
25.	Sharmila Mukherjee	Capital Metro	N	Nadia Barrera-Ramirez
26.	Heather Ashley-Nguyen	TxDOT	N	Akila Thamizharasa

2. Election of Officers for Chair and Vice Chair of CAMPO Technical Advisory Committee (TAC)

.....Mr. Chad McKeown, CAMPO
The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who introduced Mr. Cole Kitten (Austin Transportation Department) of the TAC Nominating Committee to present recommendations for the offices of Chair and Vice Chair.

Mr. Kitten informed the Committee that the TAC Nominating Committee which also includes Bob Daigh (Williamson County), and Dan Gibson (City of Lockhart) convened via email and recommends that the Technical Advisory Committee reappoint Ms. Laurie Moyer, P.E. as Chair and Mr. Gary Hudder as Vice Chair for the 2022 membership.

Mr. Mike Hodge moved for approval to reappoint Ms. Laurie Moyer, P.E. as Chair and Mr. Gary Hudder as Vice Chair for the 2022 membership.

Mr. Bob Daigh seconded the motion.

The motion prevailed unanimously.

3. Approval of October 18, 2021 Meeting Summaries

..... Ms. Laurie Moyer, P.E., Chair

The Chair entertained a motion for approval of the October 18, 2021 meeting summary.

Mr. Ed Collins moved for approval of the October 18, 2021 meeting summary.

Mr. David Harrell seconded the motion.

The motion prevailed unanimously.

The Chair recalled a previous TAC discussion of achieving 2 in-person meetings in locations other than CAMPO offices. The Chair confirmed that the TAC will proceed with having 2 in-person meetings and requested that TAC members contact staff for scheduling to hosting a meeting at their offices.

4. Discussion on Federal Performance Measure Target Updates

.....Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short-Range Planning Manager reminded the Committee that regional targets are set on an annual basis depending on the federal performance measure. Mr. Collins provided a brief overview of Transportation Performance Management (TPM) and the performance measure process used to set performance measure targets. The Committee was also informed that the MPO also sets targets to adopt for the region and later incorporation into the long range plan and TIP.

Mr. Collins later presented and discussed the performance measures targets for 2022 and the five (5) year rolling average. Mr. Collins noted that every year that the performance measure targets are updated, the most recent year's data is being incorporated into the five (5) year rolling average. The presentation concluded with the next steps and a timeline for adoption of the federal performance measure targets. A brief question and answer with comments followed.

Mr. Ashby Johnson, CAMPO Executive Director provided additional comment. Mr. Johnson informed the Committee that he is a member of a Safety Work Group formed by the Texas Transportation Commission which is tasked with developing strategies to reduce crashes. Mr. Johnson reported that the TAC and Transportation Policy Board will receive briefings from the Safety Work Group meetings moving forward.

5. Discussion on Upcoming Short-Range Planning Activities

Mr. Ryan Collins also provided an update on CAMPO's Short-Range Planning activities regarding the Spring Amendment Cycle, 2023-2026 Transportation Improvement Program (TIP), and the next CAMPO Project Call.

Mr. Collins informed the Committee that CAMPO will be launching the spring amendment cycle for the current TIP and Regional Transportation Plan (RTP). Mr. Collins reported that the spring amendment cycle is part of a regular amendment cycle that is completed twice a year. Mr. Collins added that amendment requests can be submitted through the online application at any time with the cut-off date of January 28, 2022 and noted that it will be the last amendment cycle for the 2021-2024 TIP. A public hearing will be held in April 2022 followed by a request for Transportation Policy Board approval in May 2022.

Mr. Collins continued the update with a discussion on development of the 2023-2026 TIP. The Committee was informed that an initial call for projects will not be held for the 2023-2026 TIP as projects currently funded and included in the 2021-2024 TIP will automatically be included in the 2023-2026 TIP. The Committee was also informed that requests can be submitted at any time for inclusion in the initial adoption of the 2023-2026 TIP with the cut-off date of January 28, 2022. Mr. Collins noted that projects submitted for inclusion in the 2023-2026 TIP must have committed funding from federal, state or local sources. Mr. Collins concluded the update with a timeline for approval of the 2023-2026 TIP.

Mr. Ashby Johnson provided additional comments. Mr. Johnson added that projects deferred due to the I-35 Capital Express Project are not required to be resubmitted as they will automatically be rolled over into the 2023-2026 TIP. A brief question and answer with comments followed.

Mr. Collins also provided a brief update on the next CAMPO Project Call. The Committee was informed that CAMPO will begin the next project call process in October or November of 2022 as a result of the passage of the Infrastructure Investment and Jobs Act (IIJA). Mr. Collins reported that the project call will include the refunding of any remaining deferred projects and the selection of new projects for Surface Transportation Block Grant (STBG) and Transportation Alternatives Set-Aside (TASA) funding. The Committee was later informed that a project development workshop will be held to assist local sponsors with preparation of transportation projects for federal STBG and TASA funding opportunities from CAMPO. The Committee was also informed that a schedule and additional information regarding the project development workshop will be provided in the coming months.

Mr. Collins later presented the Texas funding apportionments provided by the IIJA through 2026 and provided a brief overview on additional funding opportunities through new discretionary grant programs.

Mr. Ashby Johnson informed the Committee that funding tables have not been received to show what the MPO will receive in Category 7 funding or what Cap Metro will receive directly from the Federal Transit Administration (FTA). Mr. Johnson added that the TAC and Transportation Policy Board will be updated as soon as the information is received. A detailed question and answer with comments followed.

6. Update on Regional Transportation Statistics and Metrics Dashboard

Mr. Nirav Ved, Data and Operations Manager informed the Committee that staff requested input from the TAC on the Regional Transportation Statistics and Metrics Dashboard and approximately 35 comments were received. Mr. Ved discussed a summary of those comments received with responses included in the meeting materials. Mr. Ved also discussed the next steps and informed the Committee that another link will be forwarded to the TAC to request additional comments following further review of the dashboard. The update concluded with a brief question and answer with comments.

7. Report on Transportation Planning Activities

Mr. Chad McKeown provided a report on the Project Readiness for Regional Corridor Improvement Projects, Regional Freight Plan, and Interchange Bottlenecks Study.

a. Spring Amendment Cycle

This item was addressed and incorporated into Agenda Item 5 Discussion on Upcoming Short-Range Planning Activities.

b. 2023-2026 Transportation Improvement Program

This item was addressed and incorporated into Agenda Item 5 Discussion on Upcoming Short-Range Planning Activities.

c. Project Readiness for Regional Corridor Improvement Projects

Mr. McKeown reported that staff completed their review of the proposals and consultant selection in early November 2021 for the Regional Corridor Improvement Projects contract. The Transportation Policy Board approved authorization to begin contract negotiations with the highest ranking firm, BGE at its November 8, 2021 meeting. Mr. McKeown informed the Committee that staff is currently working on the scope of work and Advanced Funding Agreement (AFA) to begin work in March.

d. Regional Freight Plan

Mr. McKeown reported that staff is planning to procure a consultant contract to update the Regional Freight Plan as the current plan dates back to 2008. Mr. McKeown noted that staff will use the TxDOT freight plan as a model to update the plan. The Committee was informed that a Request for Proposals (RFP) for the Regional Freight Plan will post in early February.

e. Interchange Bottlenecks Study

Mr. McKeown informed the Committee that the Interchange Bottlenecks Study will consist of the study of bottlenecks in interchanges, major intersections, and major arterial intersections in the region. Mr. McKeown identified and discussed objective of the study and also informed the Committee that an RFP for procurement of a consultant contract for the Interchange Bottlenecks Study is soon to post.

f. Transportation Demand Management (TDM) Subcommittee

Mr. McKeown introduced Mr. Nirav Ved as the presenter for the TDM Subcommittee report. Mr. Ved reported that the subcommittee has had its first meeting. Mr. Ved added that an update of the discussion from the first meeting was provided to the TAC on October 18, 2021 by the subcommittee Chair, Mr. Gary Hudder. The Committee was informed that the next TDM Subcommittee meeting is anticipated for mid-February. Mr. Ved also reported that a doodle poll will be sent to the TAC to determine and finalize the next meeting date.

The Report on Transportation Planning Activities was concluded by a recap of the TAC discussions, summary of agenda items, and follow-up for the next TAC meeting by the Chair.

8. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on February 14, 2022 and the next TAC meeting will be held on February 28, 2022.

9. Adjournment

The Chair entertained a motion to adjourn the January 24, 2022 meeting of the Technical Advisory Committee.

Vice Chair, Mr. Gary Hudder moved to adjourn the January 24, 2022 meeting of the Technical Advisory Committee.

The January 24, 2022 meeting of the Technical Advisory Committee was adjourned at 3:16 p.m. by unanimous consent.



Date: March 28, 2022
Continued From: January 24, 2022
Action Requested: Recommendation

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 3
Subject: Discussion and Recommendation on Federal Performance Measure Target Updates

RECOMMENDATION

Staff is requesting the Technical Advisory Committee provide a recommendation to the Transportation Policy Board regarding the 2022 Performance Measure Report and target updates.

PURPOSE AND EXECUTIVE SUMMARY

As part of the performance-based transportation planning process the Transportation Policy Board has adopted performance targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) as well as Transit Asset Management (TAM) and Transit Safety. As part of this process, the TPB must adopt Safety (PM1), TAM and Transit Safety on an annual basis. A summary of the annual target updates for 2022 with additional information including regional numbers and upcoming safety-related efforts is provided in the attached 2022 Performance Measure Report.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance targets in key areas. On an annual basis, the Transportation Policy Board adopts updated performance measure targets included in the Performance Measure Report, which are then incorporated into the programming and planning processes.

SUPPORTING DOCUMENTS

Attachment A – 2022 Performance Measure Report (Draft)

Performance Measure Report

2022



Background

To provide more transparency in the selection and prioritization of surface transportation projects, federal legislation requires a performance-based planning process framework in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance measure targets.

The U.S. Department of Transportation (USDOT) developed performance measures in seven key goal areas identified in federal transportation legislation. State departments of transportation and metropolitan planning organizations must set performance measure targets in these key areas as part of a larger performance measure planning system that creates an outcome driven approach.

Safety

Infrastructure condition

Congestion reduction

System reliability

Freight movement and economic vitality

Environmental sustainability

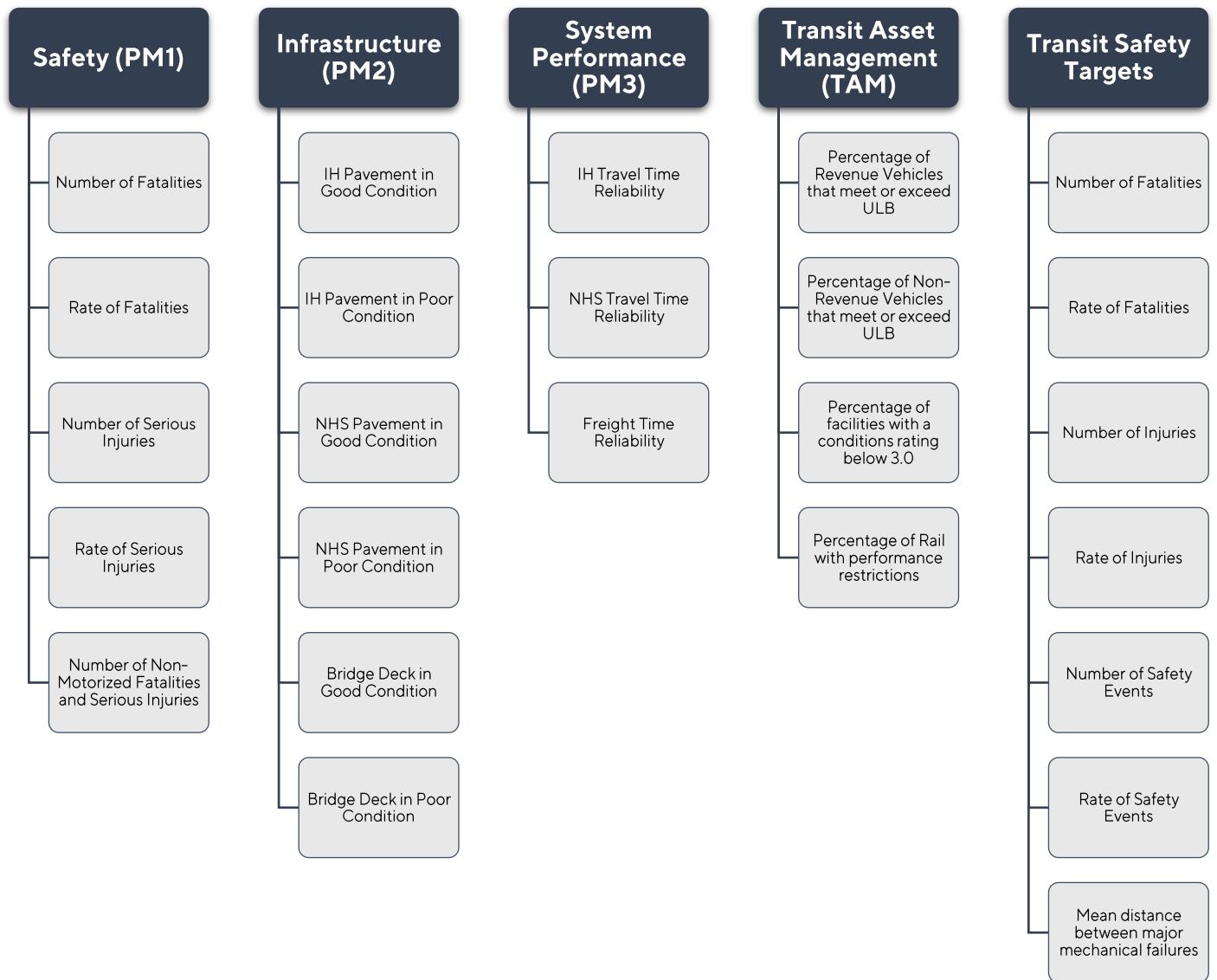
Reduced project delivery delays

Transportation performance management is an iterative process that helps guide the planning process by providing directional goals for the plans and programs, but also provides a feed-back mechanism in which to measure success. To achieve the federal goals, states and MPOs jointly develop performance measures and targets with which to guide the transportation development process.

The Transportation Policy Board adopts the Performance Measure Report and updated performance measure targets on an annual basis. These targets are then incorporated into the programming and planning processes of the Transportation Improvement Program and Regional Transportation Plan.

Summary

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and long-range Regional Transportation Plan (RTP). Part of the performance-based planning process requires the adoption of performance targets in key areas including Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) for on-system facilities as well as Transit Asset Management (TAM) and Transit Safety.



Safety Performance Measures (PM1)

The Transportation Policy Board currently supports the state's efforts and has adopted the Safety targets set by the Texas Department of Transportation. The table below details the statewide safety numbers which are supported by the priorities of the Transportation Policy Board and project investment. Targets are set annually, both at the state and local level, and are adjusted based on the previous year's safety information and policy changes. Additional information on safety efforts and regional performance measure numbers are included in Appendix A.

Safety (PM1)	Current Target	2022 Target
Number of Fatalities	3,384	3,272
Rate of Fatalities	1.25	1.23
Number of Serious Injuries	18,835	19,065
Rate of Serious Injuries	6.51	6.47
Number of Non-Motorized Fatalities and Serious Injuries	2,560	2,642

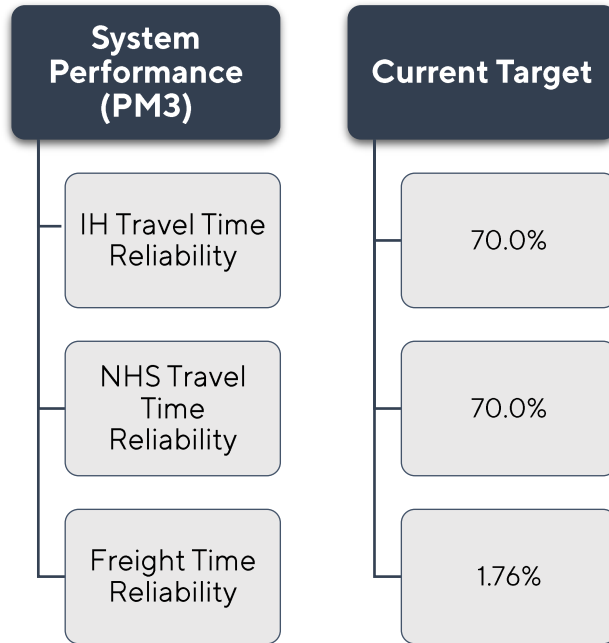
Pavement and Bridge Conditions (PM2)

The Transportation Policy Board evaluates the general condition of the regional transportation system by establishing minimum condition standards and setting targets conditions for pavement and bridges. The Transportation Policy Board currently supports the state's efforts and has adopted the Pavement and Bridge Performance Measures (PM2) targets set by the Texas Department of Transportation.

Infrastructure (PM2)	Current Target
IH Pavement in Good Condition	66.5%
IH Pavement in Poor Condition	.2%
NHS Pavement in Good Condition	54.1%
NHS Pavement in Poor Condition	14.2%
Bridge Deck in Good Condition	50.4%
Bridge Deck in Poor Condition	1.5%

System and Freight Performance (PM3)

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



Transit Asset Management (TAM)

Direct recipients of federal funds from the Federal Transit Agency (FTA), must comply with the FAST Act by adopting Transit Asset Management (TAM) performance measures and targets. These direct recipients, including Capital Metro and the City of Round Rock, must develop a Transit Asset Management (TAM) Plan with performance measure goals related to capital assets. In addition to the plan, the transit agencies must set annual performance measure targets for asset classes that they manage. The region's targets are derived by averaging the TAM targets set by the direct recipients of the region.

Transit Asset Management (TAM)	Current Target	2022 Target
Percentage of Revenue Vehicles that meet or exceed ULB	<15%	<15%
Percentage of Non- Revenue Vehicles that meet or exceed ULB	<15%	<15%
Percentage of facilities with a conditions rating below 3.0	<15%	<15%
Percentage of Rail with performance restrictions	1%	0%

Transit Safety Targets

Direct recipients of 5307 federal funding from the Federal Transit Agency (FTA), must comply with the federal regulations by adopting a Public Transportation Agency Safety Plan (PTASP) which includes transit safety targets that are adopted annually by the agency and the Transportation Policy Board. These direct recipients, including Capital Metro, the City of Round Rock and the City of San Marcos. Targets are weighted averages between the providers.

Transit Safety Targets	Current Targets	2022 Targets
Number of Fatalities	-	-
Rate of Fatalities	-	0
Number of Injuries	-	-
Rate of Injuries	0.35	0.35
Number of Safety Events	-	-
Rate of Safety Events	0.195	0.195
Mean distance between major mechanical failures	26,105.26	17,200

Appendix A – Additional Safety (PM1) Information

Safety is one of the most critical aspects of transportation planning and programming. As the regional transportation planning agency, the Capital Area Metropolitan Planning Organization (CAMPO) has considerable responsibility and agency in addressing transportation safety. In response to the federal target setting requirements that began in 2017, the Transportation Policy Board has routinely supported the safety targets set by the Texas Department of Transportation (TxDOT). By adopting the states targets, the region is directly supporting the state’s Road to Zero initiative that works toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

While target setting provides those critical benchmarks to measure success, it is the actionable investment decisions that most directly impact safety in the region. CAMPO has prioritized safety in its investment strategies and has also developed several tools to help provide real-time information and in-depth analysis regarding safety issues in the region. Understanding that safety is a complex, evolving issue, CAMPO has emphasized the importance of data and practical outcomes in the decision-making process that can lead to better safety outcomes in the region.

Regional Safety Resources	
Project Selection Criteria	Project selection process that included a significant focus on the prioritization of projects that provide significant safety benefits, specifically in a project’s ability to directly reduce fatalities and serious injuries.
Safety Dashboard	Comprehensive digital dashboard that provides the most up-to-date regional crash information. The dashboard provides users with the ability to do in-depth crash and safety analyses from the regional level all the way down to individual crashes.
Regional State of Safety Report	Annual report that provides an overview of traffic safety issues in 16 categories including crashes involving alcohol, distracted driving, pedestrians, speeding and others.
Regional Traffic Safety Plan	Regional Safety Plan that identifies opportunities for improving traffic safety in the region. In conjunction with the Regional State of Safety Report, the plan analyzes what contributes to the region’s traffic safety problems, identifies current safety efforts by local, state and federal partners, and provides project recommendations that can be implemented by CAMPO. (Note: To be made available later this year following updates to include the most recent safety information)

Year	Number of Fatalities		Rate of Fatalities		Number of Serious Injuries		Rate of Serious Injuries		Number of Non-Motorized Fatalities/ Serious Injuries	
	Statewide	CAMPO	Statewide	CAMPO	Statewide	CAMPO	Statewide	CAMPO	Statewide	CAMPO
2018 (Actual)	3,648	235	1.29	1.14	14,975	1,075	5.31	5.61	2,104	160
2019 (Actual)	3,615	239	1.25	1.23	15,855	1,158	5.5	5.87	2,291	208
2020 (Actual)	3,896	261	1.33	1.31	14,656	949	5	5.57	2,238	173
2021 (Current Target)	3,384	N/A	1.24	N/A	18,835	N/A	6.51	N/A	2,560	N/A
2022 (Proposed Target)	3,272	N/A	1.23	N/A	19,065	N/A	6.47	N/A	2,642	N/A
5-Year Average (Rolling)	3,563	N/A	1.27	N/A	16,677	N/A	5.76	N/A	2,367	N/A



Date: March 28, 2022
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 4
Subject: Discussion on the 2023-2026 Transportation Improvement Program (TIP)

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) develops and maintains the TIP, the region's four-year transportation program that provides the required regional authorization or individual projects and programs that are funded through federal surface transportation programs, including federal highway and transit formula and discretionary programs. CAMPO has developed the draft 2023-2026 Transportation Improvement Program in coordination with regional transportation agencies. The remaining schedule is provided below:

Item	Date
Technical Advisory Committee – Information	March 28, 2022
Public Outreach	March 25 – April 25, 2022
Transportation Policy Board and Public Hearing	April 11, 2022
Technical Advisory Committee – Recommendation	April 25, 2022
Transportation Policy Board – Action	May 9, 2022

FINANCIAL IMPACT

The development and adoption of the 2023-2026 TIP will not include any new allocation of funding from programs administered directly by the Transportation Policy Board (TPB) including Surface Transportation Block Grant and Transportation Alternative Set-Aside funding. However, any projects selected for federal funding through surface transportation programs including federal highway and transit formula and discretionary programs, must be approved directly by the TPB; federal funding cannot be obligated to projects or sponsors without TIP authorization.

BACKGROUND AND DISCUSSION

The TIP is adopted every two-years and is amended on a regular basis. The 2021-2024 TIP was adopted in June 2020 with the TIP, expected to be approved in May, will cover fiscal years 2023 through 2026. Upon adoption, the 2023-2026 TIP will be included in the Statewide Transportation Improvement Program before the projects are then individually reviewed and approved by the Federal Highway Administration and Federal Transit Administration.

SUPPORTING DOCUMENTS

Attachment A – 2023-2026 Transportation Improvement Program (Draft)

Transportation Improvement Program

2023- 2026



Draft for Review and Comment

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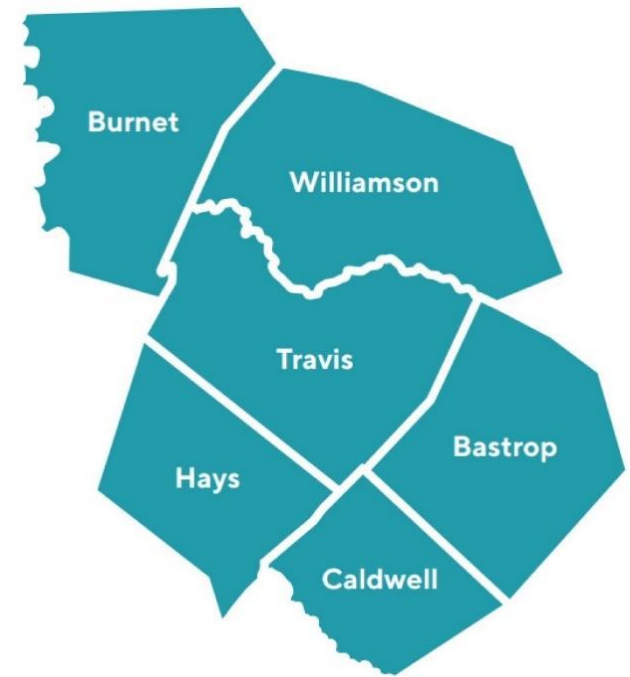
Overview

The Capital Area Metropolitan Planning Organization (CAMPO), established in 1973, serves as the federally designated Metropolitan Planning Organization (MPO) for the six-county Capital region in central Texas. CAMPO coordinates regional transportation planning and funding within Bastrop, Burnet, Caldwell, Hays, Travis and Williamson counties, municipalities, and transportation providers.

In cooperation with the state transportation department, transit operators, and local governments, CAMPO develops and maintains the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). The RTP is the long-range document that outline the goals, strategies, and objectives of the Transportation Policy Board and includes transportation projects planned over the next 20 years. The TIP is the four-year program that consists of federal, state and locally funded transportation projects from the RTP that will be implemented within the next four years. Projects include roadway, transit, active transportation, intelligent transportation systems, studies and programs that will improve the region's transportation system.

In accordance with federal and state regulations, projects must be authorized by the Transportation Policy Board (TPB) for inclusion in the TIP before federal surface transportation funding can be obligated to a project and sponsor.

Both the TIP and RTP undergo extensive public outreach through CAMPO's Public Participation Plan before the program and projects are approved by the Transportation Policy Board, CAMPO's governing body made up of local officials and representatives. The TIP is subsequently included in the Statewide Transportation Improvement Program which is approved by the Texas Transportation Commission before the projects are individually reviewed and approved by the Federal Highway Administration and Federal Transit Administration.



Highway Project Listings

Highway project listings include projects funded through the Federal Highway Administration (FHWA), Texas Department of Transportation and local sponsors whose projects are required to be individually listed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Project listings represent the required regional authorization for federal funding to be released to the project and sponsor.

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0914-04-315	Braker Lane	C	City of Austin	City of Austin	2023	\$14,050,000

Limits (From): Dawes Place

MPO ID: 51-00228-00

Limits (To): Samsung Blvd.

Revision: 7/1/2022

Description: Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$2,300,000	1	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way:	\$1,000,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$14,050,000	3	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$400,000	4	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$3,400,000	5	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$2,200,000	6	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	8	\$11,240,000	\$0	\$0	\$2,810,000	\$0	\$14,050,000
Total Cost:	\$23,350,000	9	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$14,050,000	10	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		11	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	Total	\$11,240,000	\$0	\$0	\$2,810,000	\$0	\$14,050,000
PM 3: System Performance	<input checked="" type="checkbox"/>							

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0914-04-317	Slaughter Lane	C,E	City of Austin	City of Austin	2023	\$15,726,250

Limits (From): Mopac Expressway

MPO ID: 51-00227-00

Limits (To): Brodie Lane

Revision: 7/1/2022

Description: Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,850,000							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$13,876,250	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$1,710,000	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$1,860,000	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$5,055,000	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$12,581,000	\$0	\$0	\$3,145,250	\$0	\$15,726,250
Total Cost:	\$24,351,250	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$15,726,250	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$12,581,000	\$0	\$0	\$3,145,250	\$0	\$15,726,250

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0265-01-116	US 183	C		TxDOT	2023	\$4,596,800

Limits (From): 0.46 Miles South of Thompson Ln

MPO ID: 51-00192-00

Limits (To): 0.07 Miles SW of Airport Commerce Dr

Revision: 7/1/2022

Description: Construct 1-Lane southbound frontage road along US 183 that merges with US 183S-71W Direct Connector

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$228,882							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$4,596,800	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$305,020	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$251,056	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$135,461	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$5,517,218	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$4,596,800	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input type="checkbox"/>	11	\$0	\$4,596,800	\$0	\$0	\$0	\$4,596,800
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$0	\$4,596,800	\$0	\$0	\$0	\$4,596,800

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	0151-10-001	US 183	C	City of Cedar Park	TxDOT	2023	\$75,000,000

Limits (From): RM 1431

MPO ID: 61-00135-00

Limits (To): Avery Ranch Blvd.

Revision: 7/1/2022

Description: Construct 2-lane grade separated northbound and southbound frontage roads

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$3,591,149							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$75,000,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$3,591,149	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$916,109	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$0	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$60,000,000	\$15,000,000	\$0	\$0	\$0	\$75,000,000
Total Cost:	\$83,098,407	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$75,000,000	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$60,000,000	\$15,000,000	\$0	\$0	\$0	\$75,000,000

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0914-04-318	William Cannon	C,E	City of Austin	City of Austin	2023	\$14,687,500

Limits (From): Running Water Drive

MPO ID: 51-00221-00

Limits (To): McKinney Falls Pkwy

Revision: 7/1/2022

Description: Convert existing two-lane to four-lane divided roadway with shared use path and intersection improvements

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,720,000							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$12,967,500	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$1,590,000	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$1,730,000	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$4,804,000	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$11,750,000	\$0	\$0	\$2,937,500	\$0	\$14,687,500
Total Cost:	\$22,811,500	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$14,687,500	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$11,750,000	\$0	\$0	\$2,937,500	\$0	\$14,687,500

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Hays	0914-33-076	FM 150	C,E,R	City of Kyle	Hays County	2024	\$22,666,827

Limits (From): Burleson Street

Limits (To): Kohlers Crossing

Description: Relocation of the UP Rail-Siding in downtown Kyle where it crosses FM 150 to north of FM 1626.

MPO ID: 41-00196-00

Revision: 7/1/2022

History:

Remarks: 3,802,358 awarded in TDC

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$300,000	1	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way:	\$2,014,105	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$16,697,187	3	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$888,000	4	\$0	\$0	\$0	\$0	\$7,457,793	\$7,457,793
Contingencies:	\$2,489,839	5	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$277,696	6	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	8	\$15,209,034	\$0	\$0	\$0	\$0	\$15,209,034
Total Cost:	\$22,666,827	9	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$22,666,827	10	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		11	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	Total	\$15,209,034	\$0	\$0	\$0	\$7,457,793	\$22,666,827
PM 3: System Performance	<input checked="" type="checkbox"/>							

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	1566-01-009	FM 1660	C		Williamson County, TxDOT	2024	\$13,720,145

Limits (From): CR 101 North of Hutto
Limits (To): US 79
Description: Upgrade roadway from 2-lane undivided to a 4-lane undivided

MPO ID: 61-00123-00
Revision: 7/1/2022
History: PTF Agreement. Related to CSJ 1566-02-020
Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$713,025							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$13,720,145	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$713,025	3	\$0	\$0	\$0	\$0	\$13,720,145	\$13,720,145
Contingencies:	\$181,894	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$0	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$794,514	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$16,122,603	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$13,720,145	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$0	\$0	\$0	\$0	\$13,720,145	\$13,720,145

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	1566-02-020	FM 1660	C		Williamson County, TxDOT	2024	\$12,588,857

Limits (From): US 79
Limits (To): FM 3349
Description: Construct new location 4-lane divided roadway

MPO ID: 61-00124-00
Revision: 7/1/2022
History: PTF Agreement. Related to CSJ 1566-01-009.
Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$654,233							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$12,588,857	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$654,233	3	\$0	\$0	\$0	\$0	\$12,588,857	\$12,588,857
Contingencies:	\$166,896	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$0	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$729,002	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$14,793,221	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$12,588,857	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$0	\$0	\$0	\$0	\$12,588,857	\$12,588,857

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Hays	1776-02-018	FM 2001	C		Hay County, TxDOT	2024	\$14,887,057

Limits (From): Graef Road

Limits (To): Existing FM 2001

Description: Construct new location 2-lane roadway with shoulders.

MPO ID: 41-00171-01

Revision: 7/1/2022

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,244,044							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$10,367,031	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$829,362	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,073,406	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$0	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$373,213	7	\$5,808,000	\$0	\$0	\$1,452,000	\$7,627,057	\$14,887,057
Total Cost:	\$14,887,057	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$14,887,057	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$5,808,000	\$0	\$0	\$1,452,000	\$7,627,057	\$14,887,057

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-388	IH 35	C	City of Austin	TxDOT	2025	\$2,615,000,001

Limits (From): US 290E

MPO ID: 51-00189-00

Limits (To): US 290W/SH 71

Revision: 7/1/2022

Description: Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxilarly lanes.

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$121,566,641							
Right-of-Way:	\$5,000	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$2,615,000,002	2	\$244,556,887	\$61,139,222	\$0	\$0	\$0	\$305,696,109
Construction Engineering:	\$145,867,969	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$145,926,339	4	\$111,520,000	\$27,880,000	\$0	\$0	\$0	\$139,400,000
Indirects:	\$71,941,685	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$120,883,114	\$30,220,778	\$0	\$0	\$0	\$151,103,892
Total Cost:	\$3,100,307,636	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$2,615,000,001	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input checked="" type="checkbox"/>	12	\$1,615,040,000	\$403,760,000	\$0	\$0	\$0	\$2,018,800,000
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$2,092,000,001	\$523,000,000	\$0	\$0	\$0	\$2,615,000,001

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-428	IH 35	C	City of Austin	TxDOT	2025	\$285,000,000

Limits (From): Holly Street
 Limits (To): US 290/SH 71
 Description: Reconstruct IH-35 mainlanes and frontage roads from Holly St. to SH 71, add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road, reconstruct intersections and bridges at Riverside, Woodland Ave, and Lady Bird Lake.

MPO ID: 51-00189-02
 Revision: 7/1/2022
 History:
Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$13,619,616							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$285,000,000	2	\$15,040,000	\$3,760,000	\$0	\$0	\$0	\$18,800,000
Construction Engineering:	\$21,207,687	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$23,487,054	4	\$6,880,000	\$1,720,000	\$0	\$0	\$0	\$8,600,000
Indirects:	\$8,060,589	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$7,520,000	\$1,880,000	\$0	\$0	\$0	\$9,400,000
Total Cost:	\$351,374,945	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$285,000,000	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input checked="" type="checkbox"/>	12	\$198,560,000	\$49,640,000	\$0	\$0	\$0	\$248,200,000
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$228,000,000	\$57,000,000	\$0	\$0	\$0	\$285,000,000

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	0320-04-028	FM 397	C		Williamson	2026	\$2,900,000

Limits (From): 0.18 Miles South of CR 366
Limits (To): 0.23 Miles East of CR 366
Description: Realign FM 397 and reconstruct interstection at CR 366.

MPO ID: 61-00128-00
Revision: 7/1/2022
History:
Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$150,171							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$2,900,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$200,126	3	\$0	\$0	\$0	\$0	\$2,900,000	\$2,900,000
Contingencies:	\$164,720	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$88,877	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$3,503,894	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$2,900,000	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input type="checkbox"/>	Total	\$0	\$0	\$0	\$0	\$2,900,000	\$2,900,000

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-423	IH 35	C	City of Austin	TxDOT	2026	\$2,000,000,000

Limits (From): US 290E

MPO ID: 51-00189-01

Limits (To): US 290W/SH 71

Revision: 7/1/2022

Description: Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxilarly lanes.

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$92,968,750							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$2,000,000,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$111,562,500	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$111,607,143	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$55,022,321	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$2,371,160,714	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$2,000,000,000	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input checked="" type="checkbox"/>	12	\$1,600,000,000	\$400,000,000	\$0	\$0	\$0	\$2,000,000,000
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$1,600,000,000	\$400,000,000	\$0	\$0	\$0	\$2,000,000,000

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	2103-01-036	RM 2243 (Leander Rd)	C		City of Georgetown	2026	\$5,040,000

Limits (From): Norwood Drive

Limits (To): SW Bypass

Description: Upgrade to a four-lane divided with new traffic signals and pedestrian improvements

MPO ID: 61-00191-00

Revision: 7/1/2022

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$234,369							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$5,040,000	2	\$4,032,000	\$1,008,000	\$0	\$0	\$0	\$5,040,000
Construction Engineering:	\$284,113	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$283,050	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$138,708	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$5,980,241	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$5,040,000	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input type="checkbox"/>	Total	\$4,032,000	\$1,008,000	\$0	\$0	\$0	\$5,040,000

Highway Project Financial Summary

The highway project financial summary includes only highway projects listed individually in the Transportation Improvement Program (TIP). This summary does not represent the entire transportation investment portfolio including those eligible for grouping.



Capital Area Metropolitan Planning Organization (CAMPO)
Initial FY 2023 - 2026 Transportation Improvement Program

Funding by Category

		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$61,669,595	\$0	\$61,339,363	\$0	\$54,296,758	\$0	\$67,761,858	\$0	\$245,067,574
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$92,884,777	\$0	\$93,823,033	\$324,496,109	\$67,086,051	\$5,040,000	\$116,121,529	\$329,536,109	\$369,915,390
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$33,766,795	\$0	\$0	\$0	\$2,900,000	\$0	\$36,666,795	\$0
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$148,000,000	\$0	\$0	\$0	\$148,000,000	\$0
4	Urban and Regional Connectivity	\$0	\$42,726,997	\$0	\$43,158,595	\$0	\$30,859,583	\$0	\$53,415,903	\$0	\$170,161,078
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$119,463,750	\$40,583,388	\$30,096,091	\$40,248,608	\$160,503,892	\$40,703,777	\$0	\$41,108,646	\$310,063,733	\$162,644,419
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$2,466,598	\$0	\$2,466,598	\$0	\$2,466,598	\$0	\$2,466,598	\$0	\$9,866,392
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$4,596,800	\$5,412,609	\$0	\$5,397,012	\$0	\$5,064,395	\$0	\$5,700,342	\$4,596,800	\$21,574,358
11	Energy Sector	\$0	\$2,637,883	\$0	\$2,623,758	\$0	\$2,322,514	\$0	\$2,898,476	\$0	\$10,482,631
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$2,267,000,000	\$0	\$2,000,000,000	\$0	\$4,267,000,000	\$0
Total		\$124,060,550	\$248,381,847	\$63,862,886	\$249,056,967	\$2,900,000,001	\$202,799,676	\$2,007,940,000	\$289,473,352	\$5,095,863,437	\$989,711,842

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$95,571,000	\$21,017,034	\$2,320,000,001	\$1,604,032,000	\$4,040,620,035
State	\$19,596,800	\$0	\$580,000,000	\$401,008,000	\$1,000,604,800
Local Match	\$8,892,750	\$1,452,000	\$0	\$0	\$10,344,750
CAT 3 - Local Contributions (LC)	\$0	\$41,393,852	\$0	\$2,900,000	\$44,293,852
Total	\$124,060,550	\$63,862,886	\$2,900,000,001	\$2,007,940,000	\$5,095,863,437
CAT 3 - TDC	0	3,802,358	0	0	0

Grouped eligible project and activities are not included in this financial summary. Funding for projects under the statewide grouping are fiscally constrained to available federal, state and local funding sources. Grouped projects for the CAMPO 2023-2026 TIP include, but are not limited to, preventative maintenance and rehabilitation, bridge replacement and rehabilitation, safety, landscaping and bicycle and pedestrian projects.

Transit Project Listings

Transit project listings include projects funded through the Federal Transit Administration (FTA). These projects are required to be individually listed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Project listings represent the required regional authorization for federal funding to be released to the project and sponsor.

MPO ID	53-00001-00	Funding Category	Local	Remarks	Project going through the Capital Investment Grant (CIG) New Starts Process. Federal funding has not been authorized at this time.
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$0		
Fiscal Year	2023	State Funds (TxDOT)	\$0		
Apportionment Year		State Funds (Other)	\$0		
Project Type	Planning	Other Funds	\$21,500,000		
Project Description	Preliminary engineering and environmental clearance for the Orange Line Light Rail from Tech Ridgeto Slaughter	Fiscal Year Cost	\$1,228,060.00		
		Total Project Cost	\$1,228,060.00		
MPO ID	53-00002-00	Funding Category	Local	Remarks	Project going through the Capital Investment Grant (CIG) New Starts Process. Federal funding has not been authorized at this time.
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$0		
Fiscal Year	2023	State Funds (TxDOT)	\$0		
Apportionment Year		State Funds (Other)	\$0		
Project Type	Planning	Other Funds	\$18,500,000		
Project Description	Preliminary engineering and environmental clearance for the Blue Line Light Rail from ABIA to Republic Square	Fiscal Year Cost	\$1,252,620.00		
		Total Project Cost	\$1,252,620.00		
MPO ID	73-00061-00	Funding Category	5307	Remarks	
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$37,436,409		
Fiscal Year	2023	State Funds (TxDOT)	\$0		
Apportionment Year	2023	State Funds (Other)	\$0		
Project Type	Operating	Other Funds	\$9,359,106		
Project Description	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Fiscal Year Cost	\$42,287,410.00		
		Total Project Cost	\$42,287,410.00		

MPO ID	73-00087-00	Funding Category	5307	Remarks
Project Sponsor	City of San Marcos	Federal Funds (FTA)	\$1,390,671	
Fiscal Year	2023	State Funds (TxDOT)	\$221,000	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type		Other Funds	\$654,283	
Project Description	City of San Marcos Public Transit Operations	Fiscal Year Cost		
		Total Project Cost		

MPO ID	73-00062-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$7,127,414	
Fiscal Year	2023	State Funds (TxDOT)	\$0	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$1,781,850	
Project Description	Revenue rolling stock	Fiscal Year Cost	\$3,621,458.00	
		Total Project Cost	\$3,621,458.00	

MPO ID	73-00083-00	Funding Category	5307	Remarks
Project Sponsor	City of Round Rock	Federal Funds (FTA)	\$800,774	
Fiscal Year	2023	State Funds (TxDOT)	\$0	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$978,368	
Project Description	City of Round Rock Public Transit Operations	Fiscal Year Cost	\$1,277,672.00	
		Total Project Cost	\$1,277,672.00	

MPO ID	73-00065-00	Funding Category	5310	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$1,525,962	
Fiscal Year	2023	State Funds (TxDOT)	\$0	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$743,907	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Fiscal Year Cost	\$43,183,950.00	
		Total Project Cost	\$43,183,950.00	

MPO ID	73-00063-00	Funding Category	5337	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$4,799,838	
Fiscal Year	2023	State Funds (TxDOT)	\$0	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$1,199,960	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Fiscal Year Cost	\$3,831,822.00	
		Total Project Cost	\$3,831,822.00	

MPO ID	73-00064-00	Funding Category	5339	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$3,144,077	
Fiscal Year	2023	State Funds (TxDOT)	\$0	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type	Capital, Operating, Administration	Other Funds	\$786,020	
Project Description	Revenue rolling stock	Fiscal Year Cost	\$1,259,506.00	
		Total Project Cost	\$1,259,506.00	

MPO ID	73-00084-00	Funding Category	5307	Remarks
Project Sponsor	City of Round Rock	Federal Funds (FTA)	\$817,617	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$998,892	
Project Description	City of Round Rock Public Transit Operations	Fiscal Year Cost	\$1,303,224.00	
		Total Project Cost	\$1,303,224.00	

MPO ID	73-00088-00	Funding Category	5307	Remarks
Project Sponsor	City of San Marcos	Federal Funds (FTA)	\$1,424,706	
Fiscal Year	2024	State Funds (TxDOT)	\$227,630	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type		Other Funds	\$681,643	
Project Description	City of San Marcos Public Transit Operations	Fiscal Year Cost		
		Total Project Cost		

MPO ID	73-00066-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$38,703,109	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$9,675,781	
Project Description	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Fiscal Year Cost	\$3,683,685.00	
		Total Project Cost	\$3,683,685.00	

MPO ID	73-00067-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$7,024,328	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$1,756,079	
Project Description	Revenue rolling stock	Fiscal Year Cost	\$3,978,556.00	
		Total Project Cost	\$3,978,556.00	

MPO ID	73-00070-00	Funding Category	5310	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$1,565,806	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$763,332	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Fiscal Year Cost	\$3,746,980.00	
		Total Project Cost	\$3,746,980.00	

MPO ID	73-00068-00	Funding Category	5337	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$4,925,167	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Capital, Operating, Administration	Other Funds	\$1,231,292	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Fiscal Year Cost	\$1,285,771.00	
		Total Project Cost	\$1,285,771.00	

MPO ID	73-00069-00	Funding Category	5339	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$3,226,172	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$806,544	
Project Description	Revenue rolling stock	Fiscal Year Cost	\$44,099,498.00	
		Total Project Cost	\$44,099,498.00	

MPO ID	73-00085-00	Funding Category	5307	Remarks
Project Sponsor	City of Round Rock	Federal Funds (FTA)	\$835,877	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$1,020,867	
Project Description	City of Round Rock Public Transit Operations	Fiscal Year Cost	\$5,803,236.00	
		Total Project Cost	\$5,803,236.00	

MPO ID	73-00089-00	Funding Category	5307	Remarks
Project Sponsor	City of San Marcos	Federal Funds (FTA)	\$1,421,940	
Fiscal Year	2025	State Funds (TxDOT)	\$234,459	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type		Other Funds	\$747,601	
Project Description	City of San Marcos Public Transit Operations	Fiscal Year Cost		
		Total Project Cost		

MPO ID	73-00072-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$6,686,481	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital, Operating, Administration	Other Funds	\$1,671,618	
Project Description	Revenue rolling stock	Fiscal Year Cost	\$1,312,583.00	
		Total Project Cost	\$1,312,583.00	

MPO ID	73-00071-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$39,985,576	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$9,996,397	
Project Description	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Fiscal Year Cost	\$4,130,908.00	
		Total Project Cost	\$4,130,908.00	

MPO ID	73-00075-00	Funding Category	5310	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$1,598,152	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$779,100	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Fiscal Year Cost	\$4,289,095.00	
		Total Project Cost	\$4,289,095.00	

MPO ID	73-00073-00	Funding Category	5337	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$5,026,909	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$1,256,728	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Fiscal Year Cost	\$45,034,455.00	
		Total Project Cost	\$45,034,455.00	
MPO ID	73-00074-00	Funding Category	5339	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$3,292,817	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$823,205	
Project Description	Revenue rolling stock	Fiscal Year Cost	\$3,811,362.00	
		Total Project Cost	\$3,811,362.00	
MPO ID	73-00090-00	Funding Category	5307	Remarks
Project Sponsor	City of San Marcos	Federal Funds (FTA)	\$1,457,999	
Fiscal Year	2026	State Funds (TxDOT)	\$241,493	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type		Other Funds	\$776,626	
Project Description	City of San Marcos Public Transit Operations	Fiscal Year Cost		
		Total Project Cost		

MPO ID	73-00077-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$6,522,653	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$1,630,660	
Project Description	Revenue rolling stock	Fiscal Year Cost	\$1,266,138.00	
		Total Project Cost	\$1,266,138.00	

MPO ID	73-00086-00	Funding Category	5307	Remarks
Project Sponsor	City of Round Rock	Federal Funds (FTA)	\$854,357	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type		Other Funds	\$1,043,300	
Project Description	City of Round Rock Public Transit Operations	Fiscal Year Cost		
		Total Project Cost		

MPO ID	73-00076-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$41,335,899	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Capital, Operating, Administration	Other Funds	\$10,333,978	
Project Description	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Fiscal Year Cost	\$1,339,956.00	
		Total Project Cost	\$1,339,956.00	

MPO ID	73-00080-00	Funding Category	5310	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$1,638,780	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$798,907	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Fiscal Year Cost	\$1,335,630.00	
		Total Project Cost	\$1,335,630.00	
MPO ID	73-00078-00	Funding Category	5337	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$5,154,703	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$1,288,676	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Fiscal Year Cost	\$1,296,988.00	
		Total Project Cost	\$1,296,988.00	
MPO ID	73-00079-00	Funding Category	5339	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$3,376,527	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$844,132	
Project Description	Revenue rolling stock	Fiscal Year Cost	\$1,309,468.00	
		Total Project Cost	\$1,309,468.00	

Transit Project Financial Summary

The transit project financial summary includes only transit projects listed individually in the Transportation Improvement Program (TIP). This summary does not represent the entire transportation investment portfolio including those eligible for grouping.

Transit Financial Summary
Capital Area Metropolitan Planning Organization (CAMPO)
FY 2023- 2026 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 11/17/ 2021

Transit Program		FY 2023			FY 2024			FY 2025		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$46,755,268	\$221,000	\$46,976,268	\$47,969,760	\$13,340,025	\$61,309,785	\$48,929,874	\$13,670,942	\$62,600,816
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$1,525,962	\$743,907	\$2,269,869	\$1,565,806	\$763,332	\$2,329,138	\$1,598,152	\$779,100	\$2,377,252
5	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Other FTA	\$7,943,915	\$1,985,980	\$9,929,895	\$8,151,340	\$2,037,836	\$10,189,176	\$8,319,727	\$2,079,933	\$10,399,660
13	Regionally Significant or Other	\$55,503,494		\$55,503,494			\$0			\$0
Total Funds		\$111,728,638	\$2,950,887	\$114,679,525	\$57,686,906	\$16,141,193	\$73,828,099	\$58,847,753	\$16,529,975	\$75,377,728
Transportation Development Credits										
Requested				\$0			\$0			\$0
Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2026			FY 2023-2026 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$50,170,908	\$14,026,057	\$64,196,965	\$193,825,809	\$41,258,024	\$235,083,833
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$1,638,780	\$798,907	\$2,437,687	\$6,328,701	\$3,085,246	\$9,413,947
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Other FTA	\$8,531,230	\$2,132,808	\$10,664,038	\$32,946,211	\$8,236,557	\$41,182,768
13	Regionally Significant or Other			\$0	\$55,503,494	\$0	\$55,503,494
Total Funds		\$60,340,918	\$16,957,772	\$77,298,690	\$288,604,216	\$52,579,827	\$341,184,043
Transportation Development Credits							
Requested				\$0			\$0
Awarded				\$0			\$0

Grouped Projects

Grouped projects are projects, or phases of projects, that are not considered to be of appropriate scale for individual identification and approval in a given program year. These projects are allowed to undergo a more streamlined administrative approval process based on the functional nature and scope of the project. These projects are reviewed individually by the MPO to determine eligibility and then grouped and approved together according to function and scope using the 12 grouped project categories approved for use by the Texas Department of Transportation (TxDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

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/ 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. (See Note 3)
5000-00-953	Bridge Replacement/ 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	ITS 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	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas/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, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet (See Note 4)
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.
Note 1	Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).	
Note 2	Projects funded with CMAQ funding require a Federal eligibility determination and are not approved to be grouped.	
Note 3	Passing lanes include "Super 2" lanes consistent with TxDOT's Roadway Design Manual.	
Note 4	In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.	
Note 5	Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives-Set Aside (TASA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.	

MPO ID	CSJ	Category	Description	Sponsor	FY	Total Cost
74-00001-00	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.	TxDOT	2023-2026	\$0
74-00002-00	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.	TxDOT	2023-2026	\$0
74-00003-00	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. (See Note 3)	TxDOT	2023-2026	\$151,426,645
74-00004-00	5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.	TxDOT	2023-2026	\$11,115,100
74-00005-00	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.	TxDOT	2023-2026	\$0
74-00006-00	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.	TxDOT	2023-2026	\$40,484,588
74-00007-00	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.	TxDOT	2023-2026	\$6,979,665

MPO ID	CSJ	Category	Description	Sponsor	FY	Total Cost
74-00008-00	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.	TxDOT	2023-2026	\$0
74-00009-00	5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).	TxDOT, Local Sponsors	2023-2026	\$11,755,634
74-00010-00	5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.	TxDOT	2023-2026	\$0
74-00011-00	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, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor	TxDOT, Local Sponsors	2023-2026	\$0
74-00012-00	5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.	TxDOT	2023-2026	\$0

Local Projects

Projects that have been requested for inclusion in the Transportation Improvement Program but are funded with local sources only are included here. These projects are listed for representative purposes only and are not subject to federal authorization requirements.

MPO ID	CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor(s)	FY	Total Cost
51-00350-00	0000-00-000	Travis	Redbud Trail Bridge	Lake Austin Blvd	Stratford Dr.	Build a single long-span bridge to replace the two bridges on Redbud Trail with 10-foot sidewalk and bike path.	City of Austin	2023	\$56,550,000
51-00367-01	1376-02-043	Travis	Burnet Road (FM 1325)	Bright Verde Way	Loop 1	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$6,110,000
51-00367-02	1376-02-044	Travis	Burnet Road (FM 1325)	US 183	Bright Verde Way	nstallation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$7,000,000
51-00372-00	0015-11-070	Travis	N. Lamar Boulevard (SL 275)	Rundberg Ln	Parmer Ln	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$47,900,000
51-00373-00	0015-11-068	Travis	N. Lamar Boulevard (SL 275)	Parmer Ln.	Howard Ln	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$7,075,000
51-00374-00	0113-12-002	Travis	S. Lamar Boulevard	Riverside Drive	Barton Springs Rd	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$5,650,000
51-00375-00	0113-09-072	Travis	S. Lamar Boulevard	Barton Springs Rd	US 290	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$37,600,000
51-00900-00	0000-00-001	Travis	South Pleasant Valley	Trail Head	Burleson Rd.	Extend South Pleasant Valley Rd. from it's current end at the trail head north of Burleson Rd. to Burleson Rd.	City of Austin	2023	\$5,920,000
51-00366-00	0151-06-148	Travis	Airport Boulevard (SL 111)	FM 969 (MLK Jr. Blvd.)	US 183	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2024	\$37,200,000
51-00369-00	1186-01-099	Travis	E. MLK Jr. Blvd./FM 969	US 183	FM 3177 (Decker Lane)	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2024	\$9,300,000
51-00371-00	0015-11-069	Travis	N. Lamar Boulevard (SL 275)	US 183	Rundberg Ln	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2024	\$4,370,000

Project Development List

Transportation projects that have moved beyond the conceptual stage and are moving through the early stages of the development process are listed here including those projects undergoing preliminary engineering, design, and the environmental review process.

CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor	Estimated Cost
0807-05-024	Bastrop	FM 535	Travis County Line	Wolf Lane	Widen existing 2-lane roadway to 4-lane divided arterial with 5' bike lanes and 6' sidewalks on both sides	TxDOT	\$1,120,700
1149-01-023	Bastrop	FM 812	Travis County Line	SH 21	Realign and widen existing 2 lane roadway to 4 lane divided roadway	TxDOT	\$18,300,000
0265-03-041	Bastrop	SH 71	CR 206 (Colorado Circle)	SH 21	Construct 4-lane overpass with 2-lane eastbound and westbound frontage roads	TXDOT	\$65,565,269
0252-02-060	Burnet	US 281	SH 71	Blanco County Line	Reconstruct from 4-lane to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	Burnet County	\$6,032,000
0252-02-058	Burnet	US 281	AT SH 71	.	Reconstruct interchange	TxDOT	\$55,000,000
0573-02-009	Caldwell	SH 304	3.2 Miles South of Bastrop County Line	Gonzales County Line	Provide Additional Paved Surface Width	TxDOT	\$7,149,401
0914-22-078	Caldwell	Various	at SH 130	.	Construct new interchange and make connection from FM 2720 to SH 130	TxDOT	\$67,163,470
0914-22-077	Caldwell	Various	FM 2720	CR 229	Construct new 2 lane divided roadway with center left turn lane	TxDOT	\$20,149,041
0384-01-025	Caldwell	SH 142	SH 80	SH 130	Widen from 2 lane undivided to 4 lane divided with shoulders, add cable barrier	TxDOT	\$59,327,732
0805-02-008	Caldwell	FM 2720	Old Spanish Trail	SH 142	Widen from 2 lane undivided to 4 lane divided with shoulders, add cable barrier	TxDOT	\$48,366,117
1776-03-012	Caldwell	FM 2001	FM 2720	US 183	Widen from 2 lane undivided to 4 lane divided with shoulders, add cable barrier	TxDOT	\$32,462,344
0914-33-089	Hays	Kohlers Crossing	0.13 MI west of UPRR ROW	0.26 MI east of UPRR ROW	Construct overpass over UPRR ROW on Kohler's Crossing	Hays Co	\$19,744,000
0805-04-027	Hays	RM 150	RM 3237	FM 2770	Realign and improve 2-lane to 4-lane roadway	Hays County	\$82,867,452
0805-04-028	Hays	RM 150	FM 2770	Burleson St.	Realign and improve 2-lane to 4-lane roadway	Hays County	\$20,345,515
1197-01-019	Hays	RM 150	RM 12	RM 3237	Realign and improve 2-lane to 4-lane	Hays County	\$121,790,160
1197-01-023	Hays	RM 150	At Onion Creek Double Crossings	.	Culvert and Drainage Improvements	TxDOT	\$1,881,203
0805-05-004	Hays	FM 2720	SH 21	Old Spanish Trail	Widen from 2 lane undivided to 4 lane divided with shoulders, add cable barrier	TxDOT	\$2,006,485
0113-07-070	Hays	US 290	RM 12	Travis County Line	Reconstruct existing 4-lane roadway to 6-lane divided roadway	TxDOT	\$47,000,000

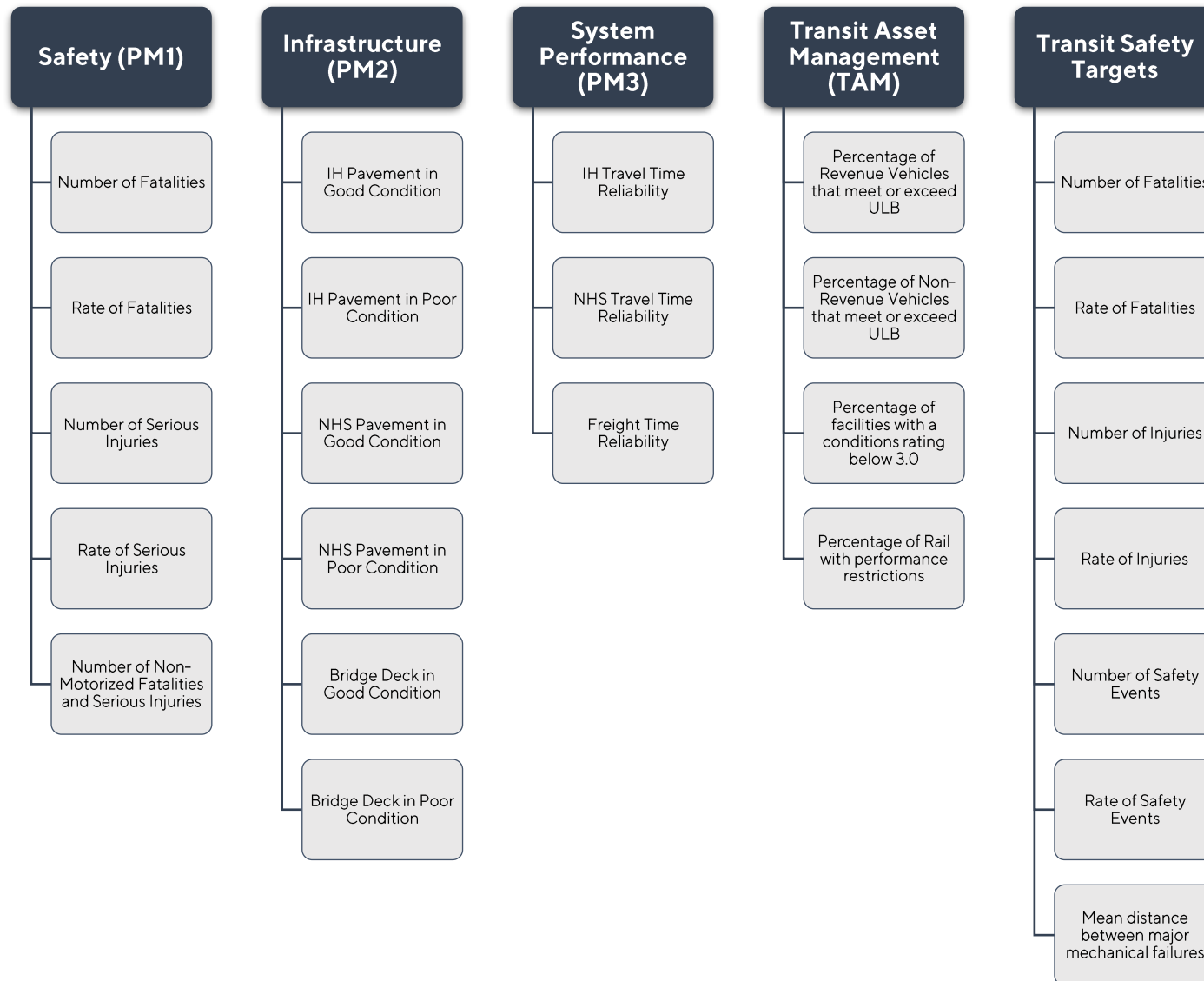
CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor	Estimated Cost
0016-02-150	Hays	IH 35	Blanco River	River Ridge Parkway	Operational improvements ramp reversals	TxDOT	\$8,200,000
0016-03-113	Hays	IH 35	North of SH 123	South of Posey Road	Operational, intersection, main-lane & frontage road improvements	TxDOT	\$219,600,000
0914-33-068	Hays	Robert S. Light	FM 1626	RM 967	Construct a four-lane roadway and a grade-separated crossing with the Union Pacific Railroad	TxDOT, Hays County	\$31,900,000
0914-04-314	Travis	West Rundberg Lane	Burnet Road	Metric Blvd.	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection	City of Austin	\$16,790,668
0000-00-000	Travis	South Pleasant Valley Rd.	Oltorf	Slaughter Lane	Enhance mobility, connectivity and safety for all users in alignment with ASMP. Includes upgrades to the existing roadway as well as closing of gaps.	City of Austin	\$409,000,000
1376-02-042	Travis	Burnet Road	US 183	SL 1 (MoPac)	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	\$31,544,353
1754-01-024	Travis	RM 1826	Hays County Line	US 290	Reconstruct existing 2-ln roadway to a 4-ln divided roadway with bike and pedestrian path	Travis	\$5,400,000
0914-04-316	Travis	Braker Lane N.	Samsung Blvd.	Harris Branch Parkway	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	Travis County	\$22,715,790
0914-04-329	Travis	Pearce Lane	Kellam Road	Wolf Lane	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	Travis County	\$25,520,000
0151-09-148	Travis	US 183	At Colorado River		Construct a bicycle and pedestrian path	TxDOT	\$5,046,860
1200-02-030	Travis	FM 973	Williamson County Line	US 290	Upgrade to 4-lane divided	TxDOT	\$35,923,168
0683-02-072	Travis	RM 620	SH 71	Aria Dr/Cavalier Dr.	Upgrade existing four-lane roadway to a six-lane divided roadway	TXDOT	\$22,653,000
0683-02-073	Travis	RM 620	Aria Dr/Cavalier Dr.	Oak Grove Blvd.	Upgrade existing four-lane roadway to a six-lane divided roadway	TXDOT	\$47,378,500
2100-01-065	Travis	RM 2222	At SL 360		Construct diverging diamond intersection	TXDOT	\$6,023,030
0113-13-169	Travis	SL 360	At Lakewood Drive		Grade separate intersection	TXDOT	\$41,654,600
0114-02-108	Travis	US 290	West of SH 130 Southbound Frontage Road	East of SH 130 Southbound Frontage Road	Add Eastbound Shared Use Path Bridge at SH 130 Interchange	TxDOT	\$1,102,932
0114-02-109	Travis	US 290	West of SH 130 Southbound Frontage Road	East of SH 130 Southbound Frontage Road	Add Westbound Shared Use Path Bridge at SH 130 Interchange	TxDOT	\$1,250,000
0113-13-180	Travis	SL 360	US 183	US 290 [SH 71]	Install its message boards, devices & signs	TxDOT	\$5,599,304

CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor	Estimated Cost
1149-01-023	Travis	FM 812	US 183	Bastrop County Line	Realign and widen existing 2 lane roadway to 4 lane divided roadway	TxDOT	\$63,500,000
0113-08-087	Travis	US 290	Hays County Line	RM 1826	Reconstruct existing 4-ln roadway to 6-ln divided roadway	TxDOT	\$37,000,000
0683-02-067	Travis	RM 620	Williamson/Travis County Line	Colorado River	Widen from 4 to 6-lane divided	TxDOT	\$40,000,000
0113-09-074	Travis	US 290	0.689 Mi. East of Monterrey Oaks Dr	0.864 Mi. East of Brodie Lane	Westbound Auxiliary lane, new pavement markings and signage.	TxDOT	\$574,564
0113-13-172	Travis	SL 360	At Lost Creek Blvd.		Grade separate intersection	TxDOT	\$24,000,000
0113-13-170	Travis	SL 360	At Walsh Tarlton Lane		Grade separate intersection	TxDOT	\$25,000,000
0113-13-171	Travis	SL 360	At Westbank Dr/Scottish Woods Trl		Grade separate intersection	TxDOT	\$25,000,000
0113-13-170	Travis	SL 360	Loop 1	RM 2244	Construct overpasses and add continuous frontage roads	TxDOT	\$99,000,000
2102-01-073	Travis	RM 2244	Walsh Tarlton Lane	Montebello Road	Construct 4-lane roadway with continuous left turn lane and shoulders.	TxDOT	\$9,675,516
1200-03-056	Travis	FM 973	US 290	SH 130	Realign and widen existing 2-lane roadway to 6-lane divided roadway	TxDOT	\$115,000,000
0152-01-086	Travis	US 183	SH 71	SH 130	Reconstruct existing 4-lane roadway to 4-lane divided roadway	TxDOT	\$171,000,000
0440-06-024	Travis	SH 130	0.5 miles N. of E. Howard Lane	E. Howard Lane	Traffic and Revenue Study (T&R) for proposed SB Exit and NB Entrance Ramps along SH 130	TxDOT	\$25,000
0113-13-167	Travis	SL 360	At Spicewood Springs Road		Grade Separate Intersection	TxDOT, City of Austin	\$33,774,000
2690-01-039	Williamson	FM 971	CR 333	CR 334	Rehabilitate pavement, add shoulders and safety treat.	TxDOT	\$2,576,933
2690-01-040	Williamson	FM 971	CR 334	SH 95	Rehabilitate pavement, add shoulders and safety treat.	TxDOT	\$5,036,733
0015-17-029	Williamson	SS 26	FM 1460	SE Inner Loop	Add continuous left turn lane, shoulders, and pedestrian elements.	TxDOT	\$8,466,077
0914-05-197	Williamson	New Hope Drive	Ronald Reagan Blvd.	CR 175/Sam Bass Rd.	Widen existing roadway and extend as a new four-lane divided roadway with bicycle and pedestrian facilities	City of Cedar Park	\$19,699,300
0914-05-187	Williamson	CS	On N. Austin Ave. from 2nd Street	Morrow Street	Reconstruct the North and South Austin Avenue bridges	City of Georgetown	\$7,100,000

CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor	Estimated Cost
0015-09-186	Williamson	IH 35	At Westinghouse Road		Construct intersection improvements & turnaround bridge	TxDOT	\$64,200,000
0015-09-194	Williamson	IH 35	SH 45N	US 79	Add 1 southbound aux lane	TxDOT	\$8,500,000
0015-09-187	Williamson	IH 35	RM 1431	RM 2243	Construct intersection improvements, southbound aux lanes & reverse southbound ramps	TxDOT	\$42,800,000
2103-01-038	Williamson	RM 2243	183A	SW Bypass	Upgrade to 4 lane divided	TxDOT	\$57,100,000
0440-02-016	Williamson	SH 195	Approx 2930' North of Shell Rd	Approx 3720' South of Shell Rd	Construct overpass	TxDOT	\$14,300,000
1200-01-026	Williamson	FM 973	FM 1660	Travis County Line	Upgrade to 4-lane divided	TxDOT	\$8,378,632
0683-01-093	Williamson	RM 620	US 183	Williamson/Travis County Line	Widen from 4 to 6-lane divided	TxDOT	\$40,000,000
0273-04-042	Williamson	US 183	Burnet County Line	SH 29	4-lane divided-rural depressed median	TxDOT	\$72,050,000
1378-02-052	Williamson	RM 1431	Sam Bass Rd.	IH 35	Widen from 4 to 6-lane divided	TxDOT	\$51,600,000
0204-01-063	Williamson	US 79	IH 35	East of FM 1460	Add One Lane in each direction	TXDOT	\$51,080,211
2295-01-015	Williamson	FM 973	FM 1660	US 79	Upgrade to 4-lane divided	TxDOT	\$28,067,263
3417-02-030	Williamson	FM 734	RM 1431	SH 45	Reconstruct Existing 4-Lane Divided Roadway to a 6-Lane Divided Roadway	TxDOT, City of Austin	\$62,473,700

Performance Measures

The use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance targets in key areas summarized in the table below. On an annual basis, the Transportation Policy Board adopts updated performance measure targets included in the [Performance Measure Report](#), which are then incorporated into the programming and planning processes.



Administrative Policies

The Transportation Improvement Program (TIP) is the fiscally constrained program of projects that are funded for implementation. The main body of the TIP consists of the individual listings of projects required to be listed per 23 CFR 450 of the Code of Federal Regulations (CFR) and 49 United States Code (USC) Chapter 53. All projects in the TIP must adhere to the outlined policies regardless of funding source or sponsor. Projects must also be consistent with the Regional Transportation Plan, the Congestion Management Process, and any applicable federal and state requirements.

Project Funding Policy

Project sponsors that have received federal funding for transportation projects, programs or studies through the Transportation Policy Board are required to adhere to the following policies:

- Projects are required to demonstrate continuous progress through the project development process. Projects that do not demonstrate continual progress will be considered for funding de-obligation at the discretion of the Transportation Policy Board.
- Sponsors are required to submit a quarterly project progress report and to coordinate any additional developments and project changes to CAMPO. Projects that do not have progress reports submitted regularly will be considered as not demonstrating continual progress.
- If a project selected for funding by the Transportation Policy Board cannot move forward as approved, the sponsor must notify CAMPO as soon as the determination is made. The funding will then be returned to the general reserve for reallocation to another eligible project at the discretion of the Transportation Policy Board.
- Sponsors are responsible for any and all associated project costs as required on projects selected for funding by the Transportation Policy Board including any cost-over runs, direct and indirect costs, local match and any other costs not specified in the original funding decision.
- In addition to these policies, sponsors must also adhere to any state and federal requirements.

General Amendment Policy

The Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) are amended on a regular basis to ensure the most up-to-date information is approved by the Transportation Policy Board. subject to the process and policies listed below:

- Regular amendment opportunities are held twice a year.
- Requests for out-of-cycle amendments will be considered on a case-by-case basis by the Transportation Policy Board.
- All amendments to the program must be approved by either the Executive Director or the Transportation Policy Board.
- Amendment requests may be submitted at any time using the online application form.

Administrative Amendments

The Transportation Policy Board (TPB) has delegated the authority to approve specifically defined amendment requests, known as Administrative Amendments, to the Executive Director. These amendments are non-substantive in nature and do not materially change the individual projects or overall program and are not subject to public involvement or direct approval by the TPB. The Executive Director has the discretion to elevate any proposed administrative amendments to a full amendment. All approved administrative amendments are provided to the public and the TPB for informational purposes.

The following actions are classified as Administrative Amendments:

- Decreases in federal or state funding amounts
- Changes in non-federal funding amounts
- Changes to project sponsor
- Changes to the Fiscal Year (subject to continual progress review)
- Editorial modifications and corrections
- Requests that do not substantially alter the scope, function, or anticipated impacts
- Actions related to a state or federally designated emergency

Regular Amendments

Amendments to the Transportation Improvement Program that do not qualify as administrative are considered regular amendments that are subject to public involvement as defined in the [Public Participation Plan](#) and must be approved directly by the Transportation Policy Board. Regular amendments are processed during the next regularly scheduled amendment cycles after application submission.

The following actions are classified as regular amendments:

- Changes to the project limits
- Changes to the project scope
- Adding a new project to the program
- Removing a project from the program
- Increases to federal or state funding amounts
- Any other changes that do not qualify as an administrative amendment.

Out-of-Cycle Amendments

Any requested non-administrative amendments that require immediate action outside of the regular amendment cycles are considered out-of-cycle amendments. These amendments are subject to the process outlined in the Quick Action Option detailed in the Public Participation Plan and final approval by the Transportation Policy Board.

Amendment Submission

Sponsors may submit a request for an amendment at any time using the online application. These requests will be processed according to the amendment policies outlined above either through the next regular amendment cycle, administratively, or as an out-of-cycle amendment. The nature of the request will be determined upon review of the submission and additional coordination with the project sponsors as needed. The online applications are available below:

[Transportation Improvement Program \(TIP\) Amendment Application](#)

[Regional Transportation Plan \(RTP\) Amendment Application](#)

MPO Self Certification



MPO Self-Certification

In accordance with the 23 Code of Federal Regulations (CFR) 450.336, the Texas Department of Transportation and the Capital Area Metropolitan Planning Organization hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

Mr. Tucker Ferguson, P.E.
Austin District Engineer
Texas Department of Transportation

DocuSigned by:

Tucker Ferguson

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4/12/2021

Date

Commissioner Cynthia Long
Chair

Transportation Policy Board

Cynthia Long

5/3/2021

Date

Additional Resources

[Unified Transportation Program \(UTP\)](#) – Texas Department of Transportation’s 10-year funding plan. This resource includes additional information on funding program categories, project selection, development, and financial information.

[Statewide Transportation Improvement Program \(STIP\)](#) – The Statewide Transportation Improvement Program includes all of the transportation improvement programs from MPOs and rural area of the state.

[Regional Transportation Plan \(RTP\)](#) – The Capital Area Metropolitan Planning Organization (CAMPO)’s long range regional transportation plan. The plan includes the regional vision, goals, and objectives as well as a list of projects planned over the next 20 years.

[Federal Transit Administration Funding Programs](#) – Information on Federal Transit Administration funding programs including formula 5307 funding and the Capital Investments Grant (CIG) programs.

[Federal Highway Administration Funding Programs](#) – Information on Federal Highway Administration funding programs including the National Highway Program, National Highway Safety Program, Surface Transportation Block Grant and Transportation Alternative’s Set Aside.



Date: March 28, 2022
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: TxDOT Austin-District
Agenda Item: 5
Subject: Presentation on SMARTTrack Initiative

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

TxDOT Austin-District staff will provide a presentation to the TAC regarding the SMARTTrack initiative.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The TxDOT Austin-District, in partnership with the University of Texas at Austin, are working to improve transportation in the region through the SMARTTrack initiative. TxDOT Austin-District staff will provide a presentation to the TAC regarding this initiative.

SUPPORTING DOCUMENTS

N/A



Date: March 28, 2022
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Gary Hudder, Vice Chair
Agenda Item: 6
Subject: Update on Regional Transportation Demand Management Subcommittee

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

Mr. Hudder will provide an update to the TAC on the latest activities of the Regional Transportation Demand Management (TDM) Subcommittee.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

On February 16, 2022, the Regional TDM Subcommittee held its second meeting to discuss various aspects of the Regional TDM Program. Mr. Hudder will provide an update to the TAC on the latest activities of the subcommittee.

SUPPORTING DOCUMENTS

N/A