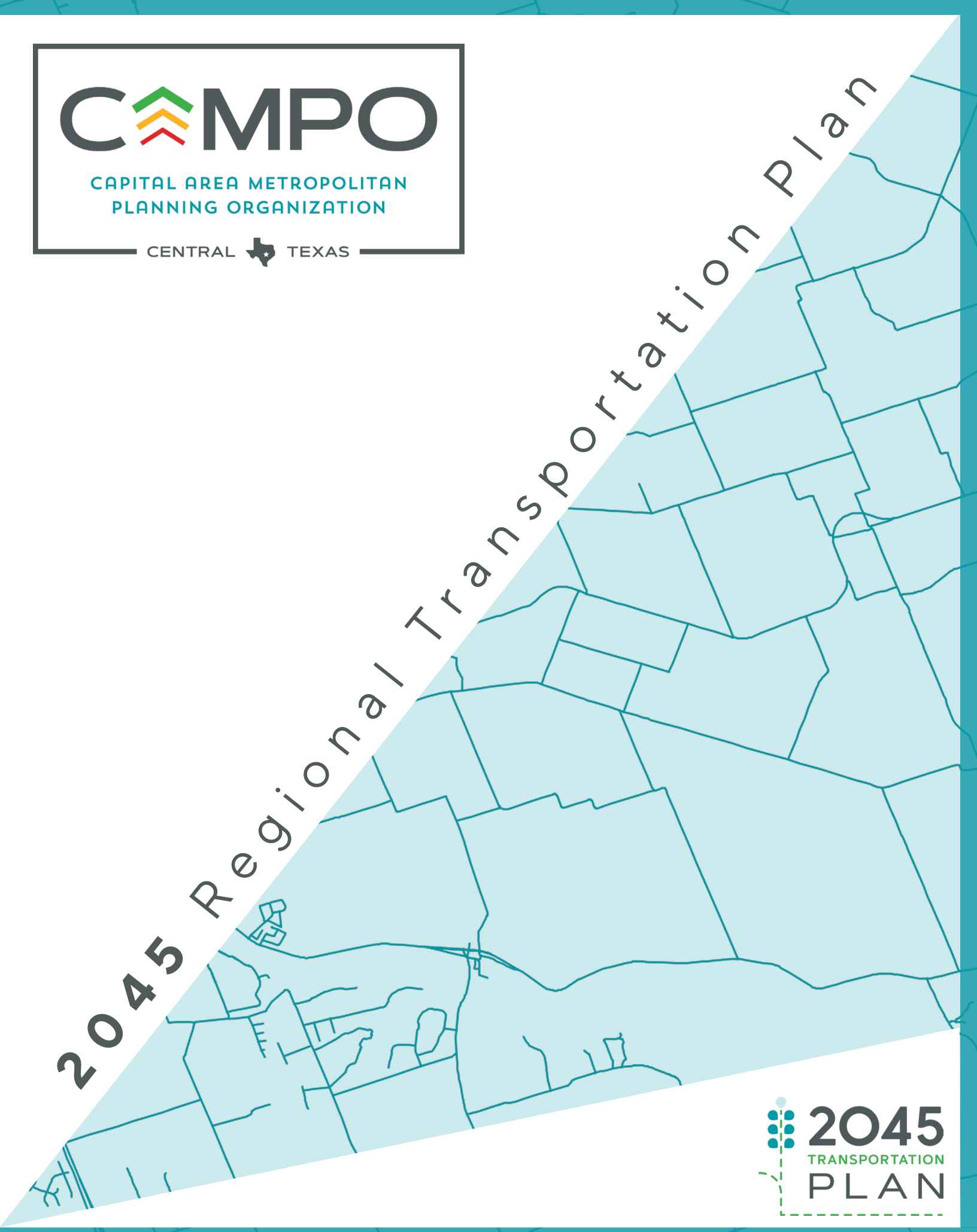
CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CENTRAL TEXAS

# 2045 Regional Transportation Plan



2045 TRANSPORTATION PLAN

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## CAMPO Staff

| | |
|---|---|
| **Ashby Johnson** | Executive Director |
| **Chad McKeown, AICP** | Deputy Executive Director |
| **Kelly Porter, AICP** | Regional Planning Manager |
| **Zack Lofton, AICP, CNU-A** | Regional Planner |
| **Jay Keaveny** | Regional Planner |
| **Nicholas Samuel** | Regional Planner |
| **Doise Miers** | Community Outreach Manager |
| **Ryan Collins** | Short Range Planning Manager |
| **Connor Dansevich** | Administrative Associate |
| **Todd Gibson** | Planner |
| **Emily Hepworth** | Community Outreach Planner |
| **Kimberly Petty** | Executive Assistant |
| **Theresa Hernandez** | Finance and Administration Manager |
| **Greg Lancaster** | TDM Program Manager |
| **Lena Reese** | GIS and Data Analyst |
| **Nirav Ved** | Special Assistant to the Executive Director |

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# INTRODUCTION

The Capital Area Metropolitan Planning Organization (CAMPO) is the Metropolitan Planning Organization (MPO) for the greater Austin area in Central Texas and includes Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties. The Capital Area is home to over two million people and a robust economy that includes many corporate and regional headquarters. It also includes countless environmental, recreational, and entertainment amenities that contribute to the region's quality of life. Integral to preserving the high quality of life in the Capital Area is the process of planning for the regional transportation system to better serve current and future demand.

The Regional Transportation Plan (RTP) is a document that is adopted by the CAMPO Transportation Policy Board (TPB) every five years and forecasts the region's needs for at least 20 years into the future. The plan is required to be multimodal, meaning it incorporates a variety of transportation modes - not only roads and highways, but also transit, walking, and biking. The plans and studies that CAMPO regularly undertakes inform the recommendations of the RTP.

## PURPOSE OF THE RTP

The purpose of the RTP is to coordinate regional transportation planning activities, prioritize a comprehensive list of projects, activities and programs, and develop a fiscal constraint analysis that estimates the region's capacity to fund projects in the Plan. The effort is a periodic, goals-based, regional discussion of transportation alternatives in the context of growth. The recommended project list is one scenario for development of the transportation network and is used to align project development for regionally significant transportation infrastructure and programs. The 2045 RTP is based on current trends, development patterns and growth rates.

## Legislative Mandates

The historical framework for metropolitan transportation planning was developed from multiple federal transportation acts beginning in the 1970s. Each act has requirements that advanced the formation and adoption of metropolitan transportation plans as primary tools for the improvement and efficiency of regional transportation systems for people, goods, and freight. Specifically, the Moving Ahead for Progress in the 21st Century Act, or MAP-21, which was adopted in 2012, outlines requirements for a performance-based approach to planning that metropolitan plans can explicitly define. The Fixing America's Surface Transportation Act, or FAST Act, which was adopted in 2015, went further by requiring planning for regional and interurban transportation and development with a focus on multimodal options. At the state level, House Bill 20 requires performance-based transportation planning and programming that is used by the Texas Department of Transportation (TxDOT) to evaluate projects and programs in long range plans and by metropolitan planning organizations in the state to develop ten-year plans. The Regional Transportation Plan is one of the primary tools for implementing the federal and state transportation planning requirements while also reflecting local goals and priorities.

## The New Capital Area MPO - 2045 Regional Transportation Plan

Unlike the 2040 Plan and plans prior, CAMPO began developing the 2045 RTP years in advance of its target completion deadline through a series of unconstrained plans. CAMPO engaged in multiple regional and corridor studies to garner "bottom up" understanding of needs and to complete substantive analyses regarding active transportation, the arterial network, transportation demand management, operations, regional transit, and land-use coordination. This allowed the MPO to better analyze impacts of multimodal network investments; engage in ongoing local government and public outreach: formulate recommendations to inform 2045 RTP policies; create a comprehensive inventory of infrastructure; and develop data sources. This approach forms the Platinum Planning Program.

## Platinum Planning Program

CAMPO created the Platinum Planning Program to establish a comprehensive methodology that examines transportation, land use, and other planning areas. Plans and studies completed under this program include sub-regional, corridor and centers in partnership with local governments to better understand regional needs at the local level and build bottom up consensus on regional planning products. Chapter 2 – Unconstrained Needs provides more detail into the eight studies completed under this program.

## CAMPO 2045 Plan Vision, Goals, and Objectives

CAMPO built on locally-adopted plans, goals and objectives in the context of federal and state mandates for the regional, performance-based plan. The 2045 RTP draft goals and objectives were drafted by a subcommittee of the TPB in early 2019. The goals are broadly organized across the six elements of Safety, Mobility, Stewardship, Economy, Equity, and Innovation. The updated goals and objectives are illustrated in Table 1.

The plan addresses the 2045 RTP goals and objectives through this vision and the plan of transportation alternatives, recommended policies, a fiscally constrained list of planned projects developed through a collaborative process, and illustrative list of alternative projects.

To achieve the goals and objectives of the plan, the organizing vision of the 2045 RTP is for the plan to:

**Coordinate** regional infrastructure and operations investments for better safety, connectivity, personal mobility and access that **balances** economic growth, stewardship of scarce resources and regional competitiveness.

## 2045 Regional Transportation Plan Goals and Objectives

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

Table 1: *2045 Regional Transportation Plan Goals and Objectives*

Most of the above **2045 RTP** goals and objectives were based on previously adopted or in-draft CAMPO regional plans:

Regional Active Transportation Plan (RATP)

Regional TDM Plan (TDMP)

Regional Incident Management Plan (RIMP)

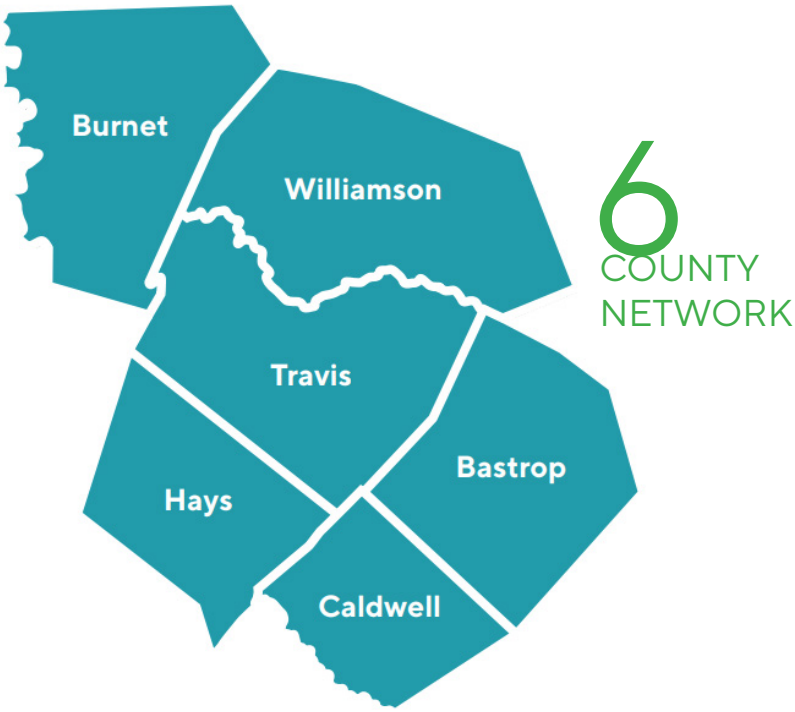
# CHAPTER 1: EXISTING AND BASELINE CONDITIONS

Population, development patterns, mode choices, and inter-regional connections are all variables in understanding transportation system and their interrelation. The planning process represents a continuation of planning discussion, beginning with an evaluation of existing conditions and understanding of baseline trends.

## A Booming Region

Like other Texas metropolitan areas, the story of CAMPO's six county transportation network centers on rapid growth. Since 1990, the region's population has more than doubled with a current estimate of just over 2 million people today. Although it is evident that the Capital Area has seen unprecedented growth, the composition of the region is also vastly different today than it was three decades ago. While each county has grown, some have grown faster than others, making each county's proportion of the whole different over time. As of 2015, Travis County has the largest population and in contrast, Caldwell County has the least.

Figure 1: *Pflugerville 1984 vs 2019*



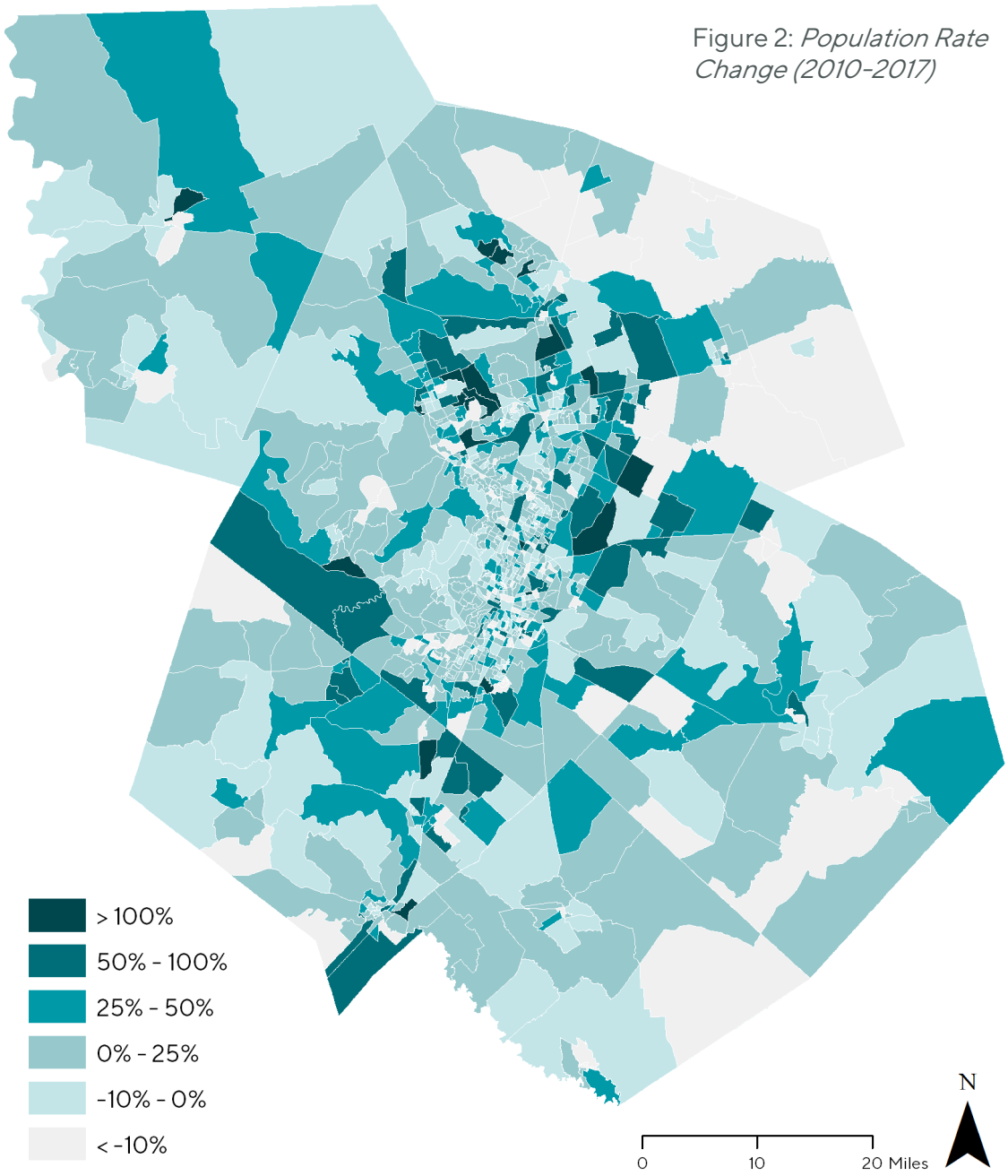



Figure 2: *Population Rate Change (2010-2017)*

Source: ACS 5-year Estimates 2010 and 2017, US Census

| COUNTY | 1990 | % OF REGION | 2010 | % OF REGION | 2015 | % OF REGION |
|---|---|---|---|---|---|---|
| BASTROP | 38,263 | 4% | 74,202 | 4% | 75,423 | 4% |
| BURNET | 22,677 | 3% | 42,750 | 2% | 43,726 | 2% |
| CALDWELL | 26,392 | 3% | 30,057 | 2% | 35,636 | 2% |
| HAYS | 65,614 | 8% | 157,099 | 9% | 172,419 | 9% |
| TRAVIS | 576,407 | 66% | 1,024,462 | 59% | 1,098,745 | 58% |
| WILLIAMSON | 139,551 | 16% | 422,501 | 24% | 471,403 | 24% |
| TOTAL POPULATION | **868,904** | | **1,751,071** | | **1,897,352** | |

Table 2: *Historical Population Change by County*

## 2045 Population Forecast

The plan includes an update to the long-range projections of population and employment growth for the region. The demographic data that informs the RTP does not assign population and employment growth in the region, but provides a reasonable forecast of growth based on local plans, trends, and the abilities of cities and counties to direct growth. The demographic forecast developed by CAMPO, in partnership with local governments, forecasts that the Capital Area will continue to grow, more than doubling in population to nearly 4.7 million residents by 2045. Travis County is expected to remain the most populous county with a projected population of over 2 million people. The surrounding counties are expected to see higher population percent change, especially Hays, Williamson, and Bastrop Counties as they evolve from contributing communities to more developed, balanced economic communities on their own.

Regional transportation plays a role in this growth pattern – as residents and businesses choose to locate based on access to jobs, housing, schools and services and costs. As referenced from public input all over the region, limits on drive-time and general accessibility to these opportunities affect day-to-day personal transportation choices.

As seen in Table 2, the population distribution of the Capital Area is changing. Hays and Williamson Counties have continued to hold a larger share of the local population since 1990. Projections show that by 2045, Hays and Williamson Counties will be home to 38% of the region's residents, an increase of 14% since 1990. Bastrop County is also expected to grow to 6% of the regional population while Travis County will continue growing but see its share of the region's population decrease by 2045. This maturing population distribution will impact the function of transportation in the region, which indicates the need for innovative solutions to handle area-wide growth and related mobility challenges.

Table 3 shows the distribution of forecasted population growth between 2015 and 2045. The pattern illustrates that current suburban and exurban areas are expected to experience the largest increases in population growth.

| COUNTY | 2015 | 2045 | % CHANGE |
|---|---|---|---|
| **BASTROP** | 75,423 | 266,000 | 253% |
| **BURNET** | 43,726 | 94,000 | 115% |
| **CALDWELL** | 35,636 | 104,000 | 192% |
| **HAYS** | 172,419 | 633,000 | 267% |
| **TRAVIS** | 1,098,745 | 2,197,000 | 100% |
| **WILLIAMSON** | 471,403 | 1,377,000 | 192% |
| **TOTAL POPULATION** | **1,897,352** | **4,671,000** | **146%** |

Table 3: *Forecasted Population Change by County*

## PERSPECTIVE ON GROWTH

The Capital Area's forecasted 2045 population estimate of around 4.7 million people is roughly the size of current-day Metropolitan Phoenix.

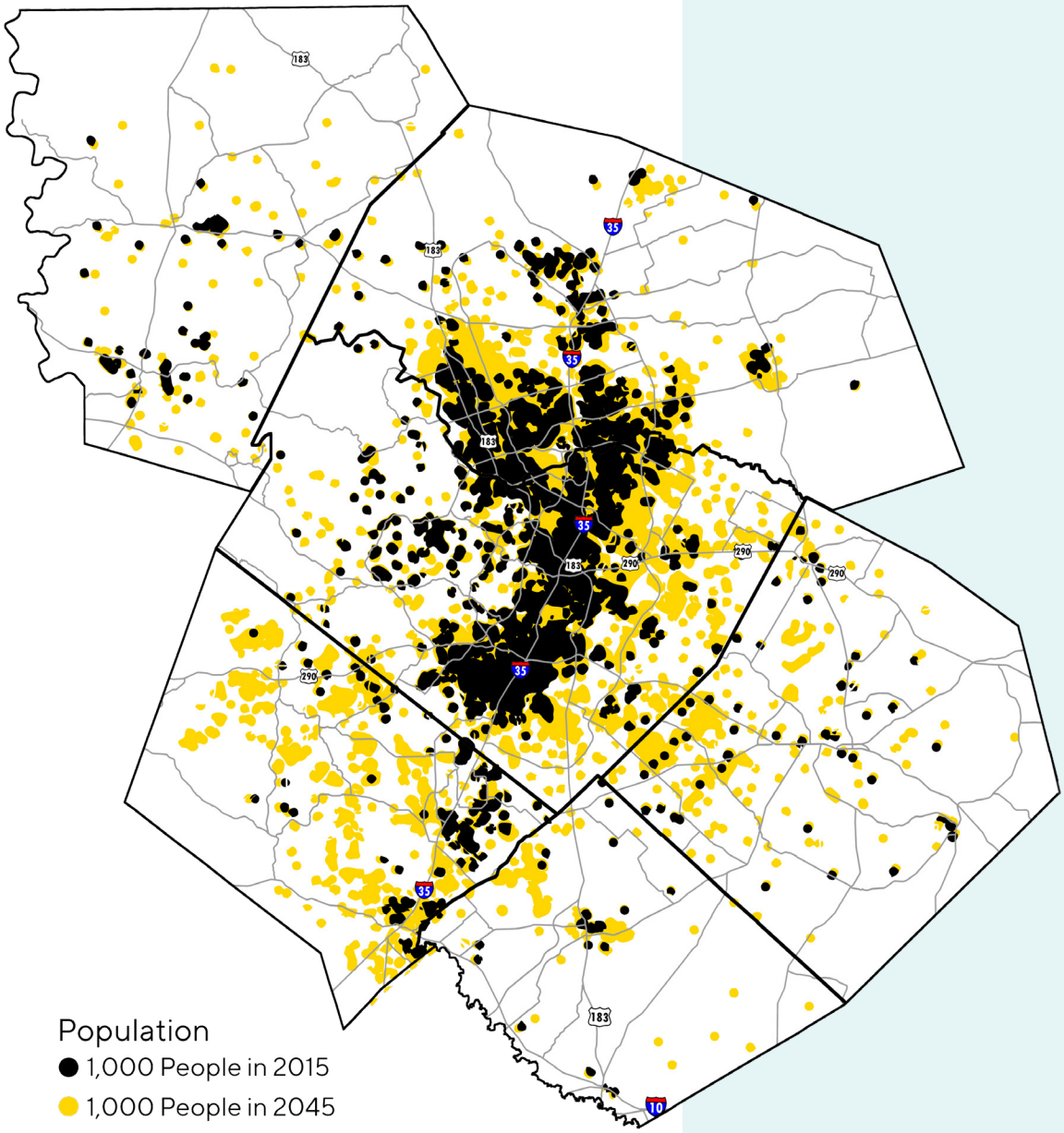
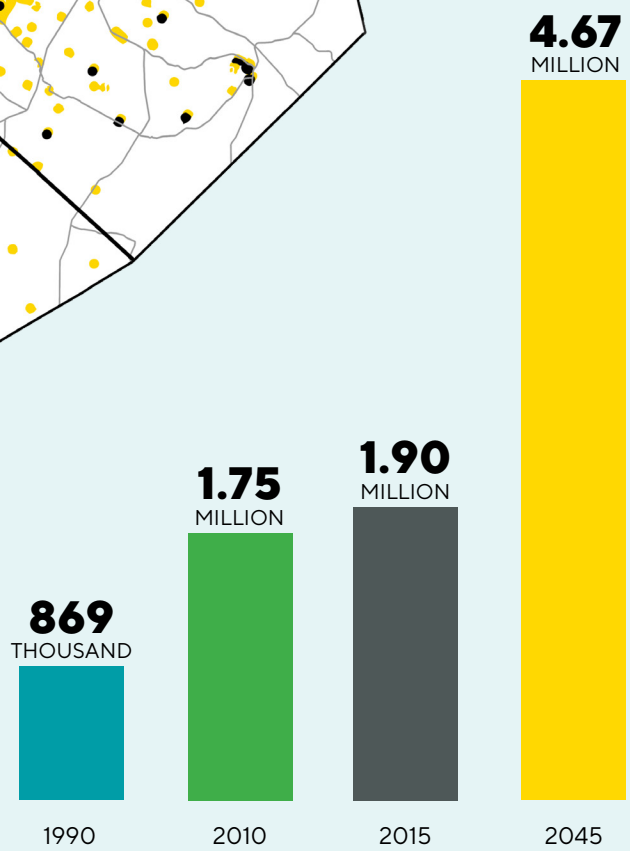



Figure 3: *Forecasted Population Distribution*




**POPULATION GROWTH**

## 2045 Employment Forecast

The six-county region continues to experience strong and diverse growth as an attractive place for people to live and businesses to grow. The regional economy has historically grown in correlation with the population and current projections forecast this to continue through 2045.

Forecasters from multiple sources referenced in the CAMPO projections anticipate the Capital Area's economy will continue to expand through 2045, and that employment growth may increase 124% across the entire region. Travis County will retain most of the employment in the area with Williamson, Bastrop, and Hays Counties forecasted to dramatically increase their share of employment in the region as the Austin central business district reaches maturity.

| COUNTY | 2015 | 2045 | % CHANGE |
|---|---|---|---|
| **BASTROP** | 32,346 | 134,000 | 314% |
| **BURNET** | 18,603 | 37,000 | 99% |
| **CALDWELL** | 16,692 | 51,000 | 206% |
| **HAYS** | 87,243 | 280,000 | 221% |
| **TRAVIS** | 601,160 | 1,233,000 | 105% |
| **WILLIAMSON** | 233,484 | 642,000 | 177% |
| **TOTAL EMPLOYMENT** | **989,528** | **2,377,000** | **140%** |

Table 4: *Forecasted Employment Change by County*

Burnet, Caldwell, and Williamson Counties will see a sizeable increase in employment, keeping pace with the population increase.

Table 4 shows the distribution of forecasted employment growth between 2015 and 2045. Similar to the population density map, the employment pattern illustrates that suburban and exurban areas will experience the largest increase in employment growth. Much of the growth is expected to continue to be situated across the region along major highway corridors such as IH 35, US 290, FM 734 and SH 71. Growth in employment and services is expected to generate a sizeable increase in travel demand in the region. Not only does this mean more people trying to access jobs, but it also means a greater demand for freight, shippers, and delivery trips to serve the Capital Area's growing industries.

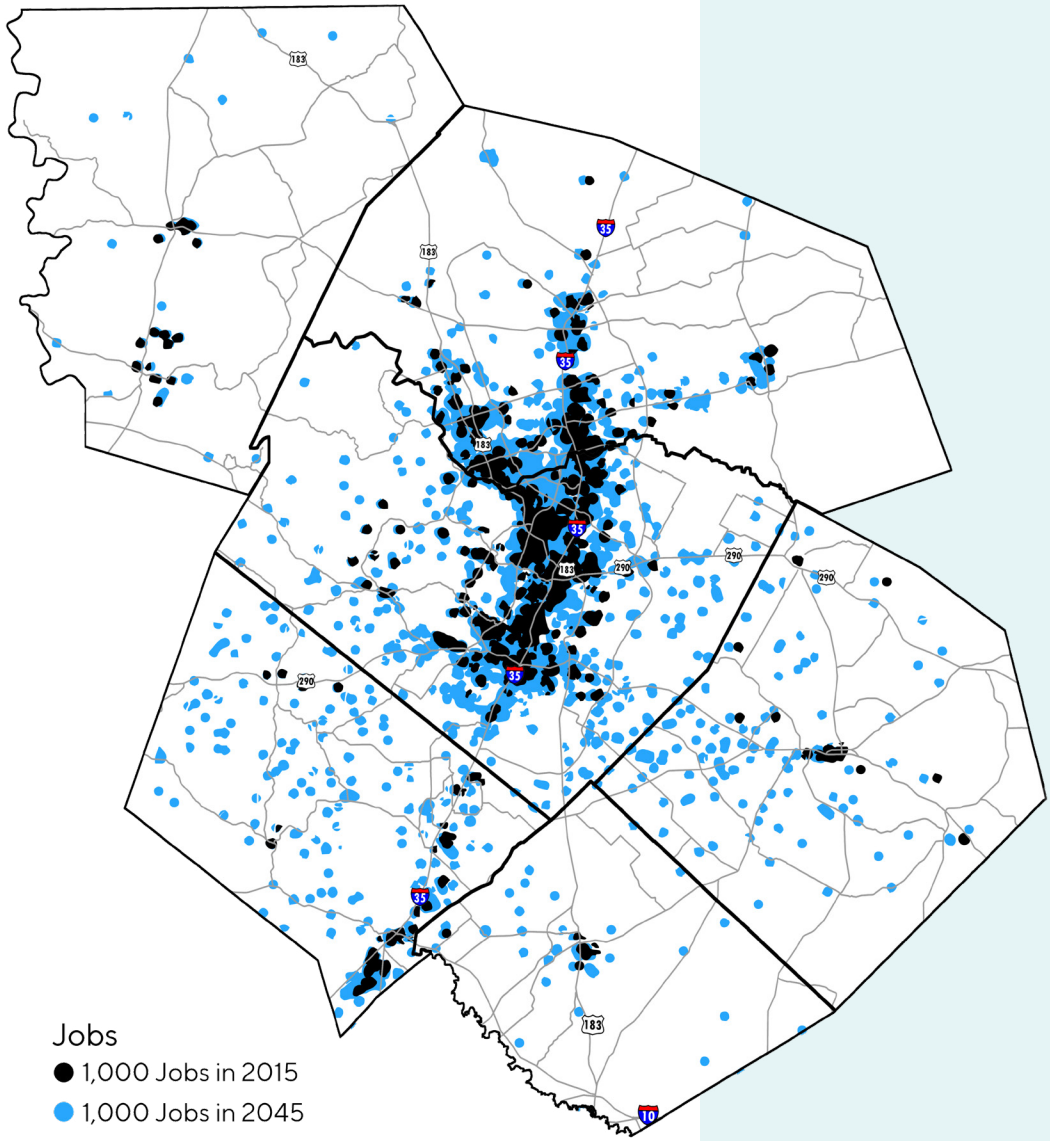
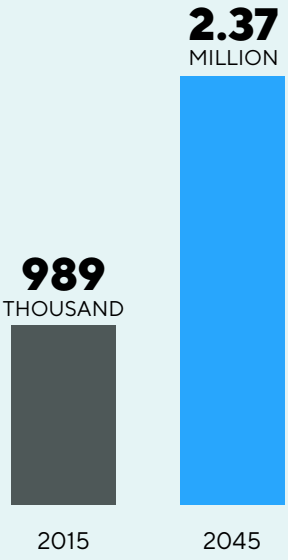



Figure 4: *Forecasted Employment Distribution*

## KEEPING UP WITH THE TRENDS

Similar to the financial analysis for the RTP, the demographic forecast is a snapshot in time. The development patterns, population, and employment trends are based on best available data at the time of plan development. The 2045 demographic forecast will continue to evolve as more data becomes available. CAMPO will review and incorporate new data from the 2020 Census when it becomes available in 2022, along with household travel surveys, and changes to local policies and development codes in order to keep the forecasts current over the life of the RTP.




**EMPLOYMENT GROWTH**

## Regional Activity Centers Analysis

Part of the planning process for the 2045 RTP was to evaluate regional activity centers and how they impact the overall transportation system. This analysis overlaid population and employment density relative to the street network to define areas that attract people to shop, work, and socialize. These centers tend to generate high demands for transportation, which has the potential to maximize the utility of transportation investments. Many regions were traditionally developed in a monocentric pattern where dense activity, specifically employment, is concentrated in the downtown core and surrounded by rings of residential areas.

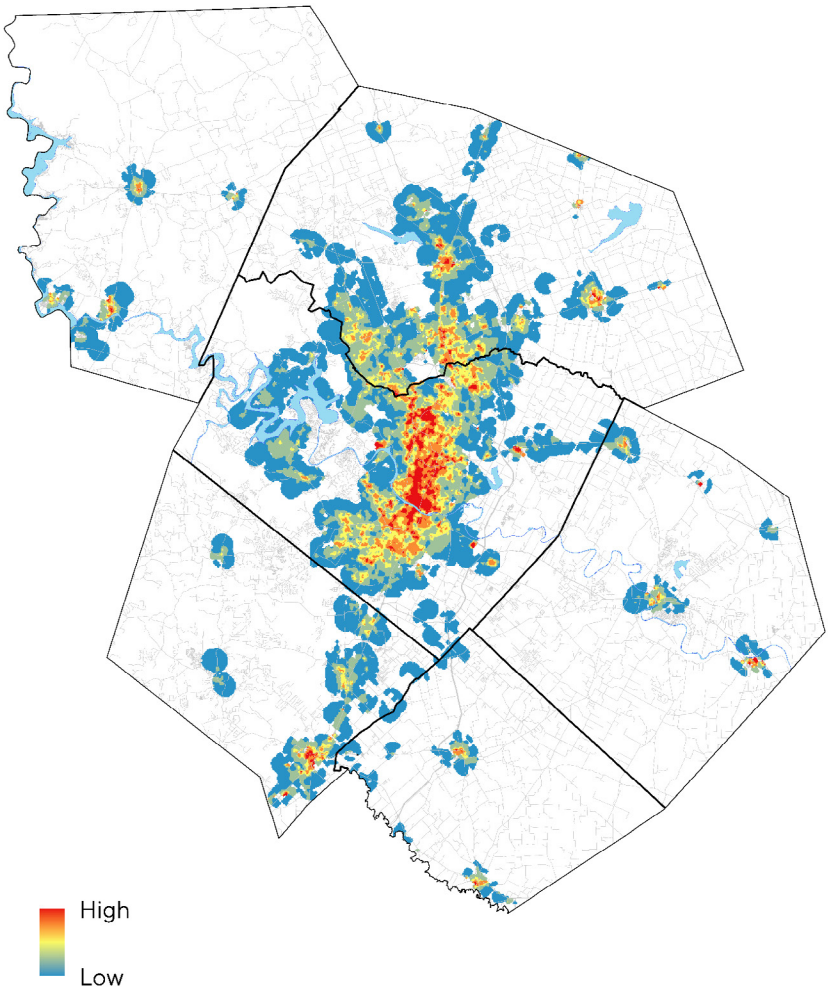
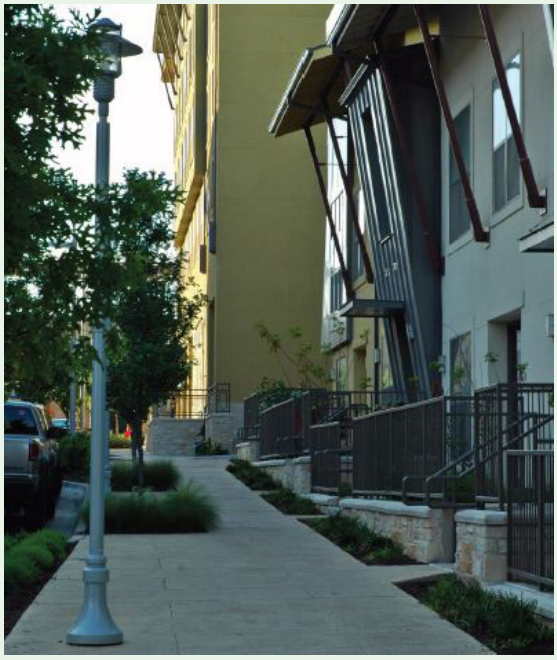



Figure 5: *Centers Analysis*



### EXAMPLES OF ACTIVITY CENTERS AND CORRIDORS:

Blue (Low):
- Rural areas like Wimberley and Mustang Ridge
- Austin Bergstrom International Airport

Green
- Small-medium sized towns like Bastrop and Taylor
- Suburban developments like in Cedar Park or Bee Cave

Yellow (Medium)
- Residential development like Montopolis, south Austin, and Round Rock

Orange:
- Historic downtowns like in Luling and Georgetown
- Dense suburban development like in Round Rock (SH 45 and IH 35)

Red (High):
- Central Austin (CBD, State Complex, UT-Austin)
- Downtown San Marcos

## PLANNING FOR 9.5 MILLION PEOPLE

Recognizing the Capital Area's rapid growth is not isolated but merging with two adjacent regions, MPO staff has worked closely with the MPOs in the Killeen-Temple and San Antonio areas to ensure recommendations and analysis from the 2045 Regional Active Transportation Plan and Regional Arterials Concept Inventory* are complementary and compatible with their area plans.

CAMPO has been considerate of planning needs in the Megaregion. . The MPO recently partnered with the other five MPOs along the I-35 corridor to study potential options for high-speed transportation between Laredo and Fort Worth. In addition, CAMPO has included hurricane evacuation needs from coastal areas such as Houston-Galveston in planning considerations.

However, with the development of extensive road and highway networks, cities have tended to become more "polycentric" with multiple activity hubs that are developed along corridors. The Capital Area is not immune to this trend, as although downtown Austin still has a plurality of employment, areas such as the Domain, the US 183 North/Parmer Corridor, and other suburban centers show rapid growth in future employment.

The Centers Analysis map highlights the connections between transportation and land use by showing a stratification of activity centers and corridors. CAMPO's analysis found that there are five classifications of activities and that higher levels of activity are not located solely in the urban core, but also in suburbs, smaller towns, and along major corridors. This analysis identifies places and corridors with varying combinations of contributing elements – employment, population and street connectivity. The analysis is meant to provide some idea of how those three elements align and where one or more of the elements can be enhanced for more efficiencies in the transportation network.

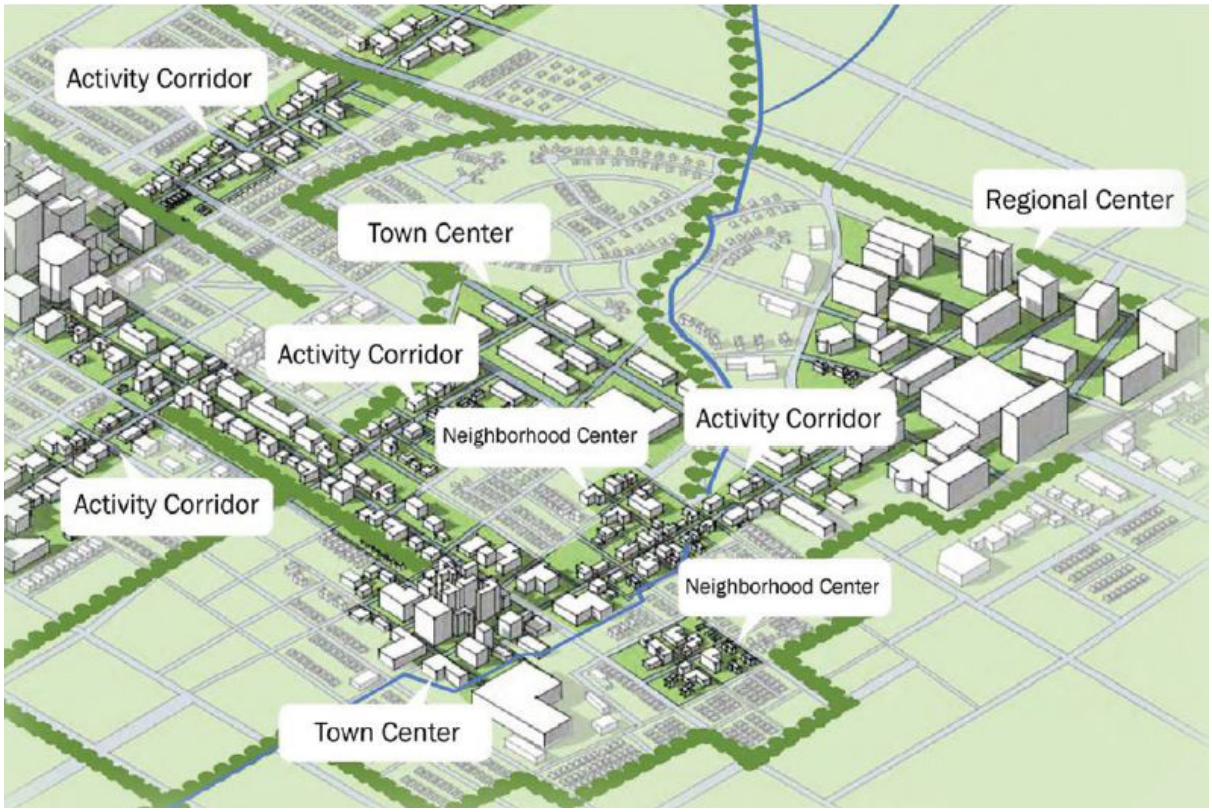



Figure 6: *Illustrative Examples of Activity Center Types*

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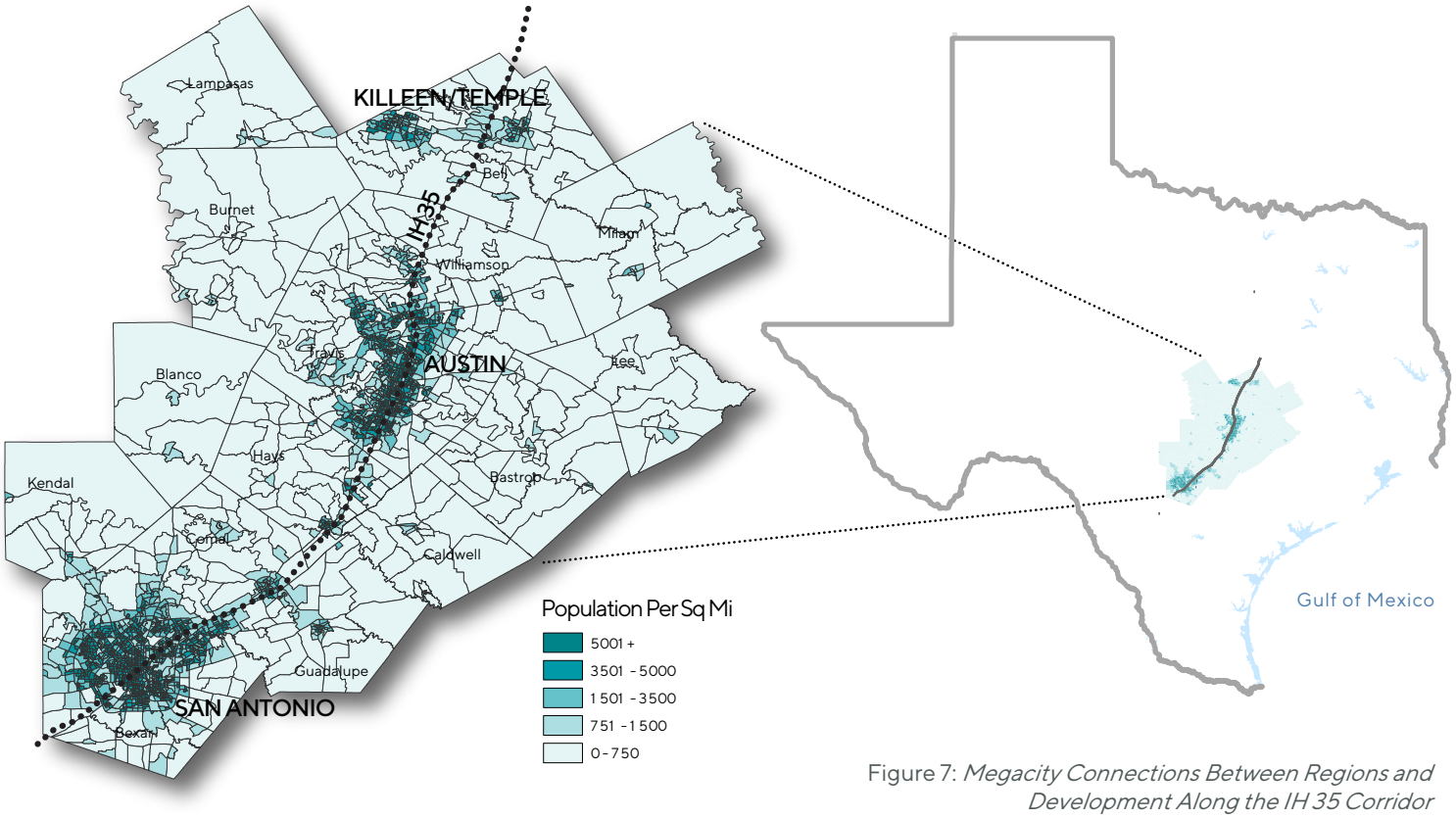



Figure 7: *Megacity Connections Between Regions and Development Along the IH 35 Corridor*

## The Central Texas Megacity

When discussing developmental patterns and forecasted population growth of the Capital Area, it is important to understand how this region compares to other neighboring regional centers. By 2045, the Capital Area is projected to have almost 4.7 million residents, the San Antonio region is projected to have a population of 3.7 million, and the Killeen-Temple region will have over 500,000 inhabitants. These three Central Texas regions along the IH 35 corridor have a forecasted population of 9.5 million, which is comparable to metropolitan Chicago. The signs of a megacity are already apparent as people relocate to more affordable areas and commute longer distances between the regions. This growth and development permeating from the core urban areas will have serious implications for regional transportation systems, especially as flows of people become between these areas become more frequent. The recently completed Alamo-Capital Area Connections Study developed by TxDOT in partnership with the Alamo Area and Capital Area MPOs showed that although there are high levels of trips between the two areas, a vast majority of the trips are not travelling to/from the downtown cores of the areas, but were largely trips heading from suburban and satellite communities on the edge of each region, such as from San Marcos to the Loop 1604 Corridor in north San Antonio. These study findings corroborate the trends of development and employment becoming more decentralized in the region.

CAMPO has prioritized coordination of transportation planning with the Alamo Area MPO and the Killeen-Temple MPO to create a more multimodal, equitable, sustainable, and fiscally responsible transportation system.

### THE MEGACITY

Collectively in 2045, the forecasted population of the Capital Area, Alamo Area, and Killeen-Temple regions will rival the population (roughly 9.5 M) and geographic length (roughly 160 mi.) of today's Chicagoland Metro.

## Mega-Region Connections: The Texas Triangle

Beyond the Central Texas Megacity is the Texas Triangle Megaregion. Megaregions are highly connected regions composed of multiple metro areas that share infrastructure, economic and environmental systems. The Regional Plan Association (RPA) has identified the Texas Triangle as one of the 11 megaregions in the nation. The Triangle includes the metro areas of Austin, Dallas, Fort Worth, Houston, San Antonio, and the areas in between. As of 2010, the Texas Triangle Megaregion's population was nearly 20 million people and is projected to grow by more than 90% to over 38 million people by 2050. As the megaregion continues to develop, these metros must continue to collaborate on planning and development along the three major interstates that connects them: IH-10, IH-35, and IH-45; as well as other important transportation modes like passenger and freight rail, bus, and air routes. Planning and development collaboration is vital in sustaining the Texas Triangle Megaregion's vitality and attractiveness.

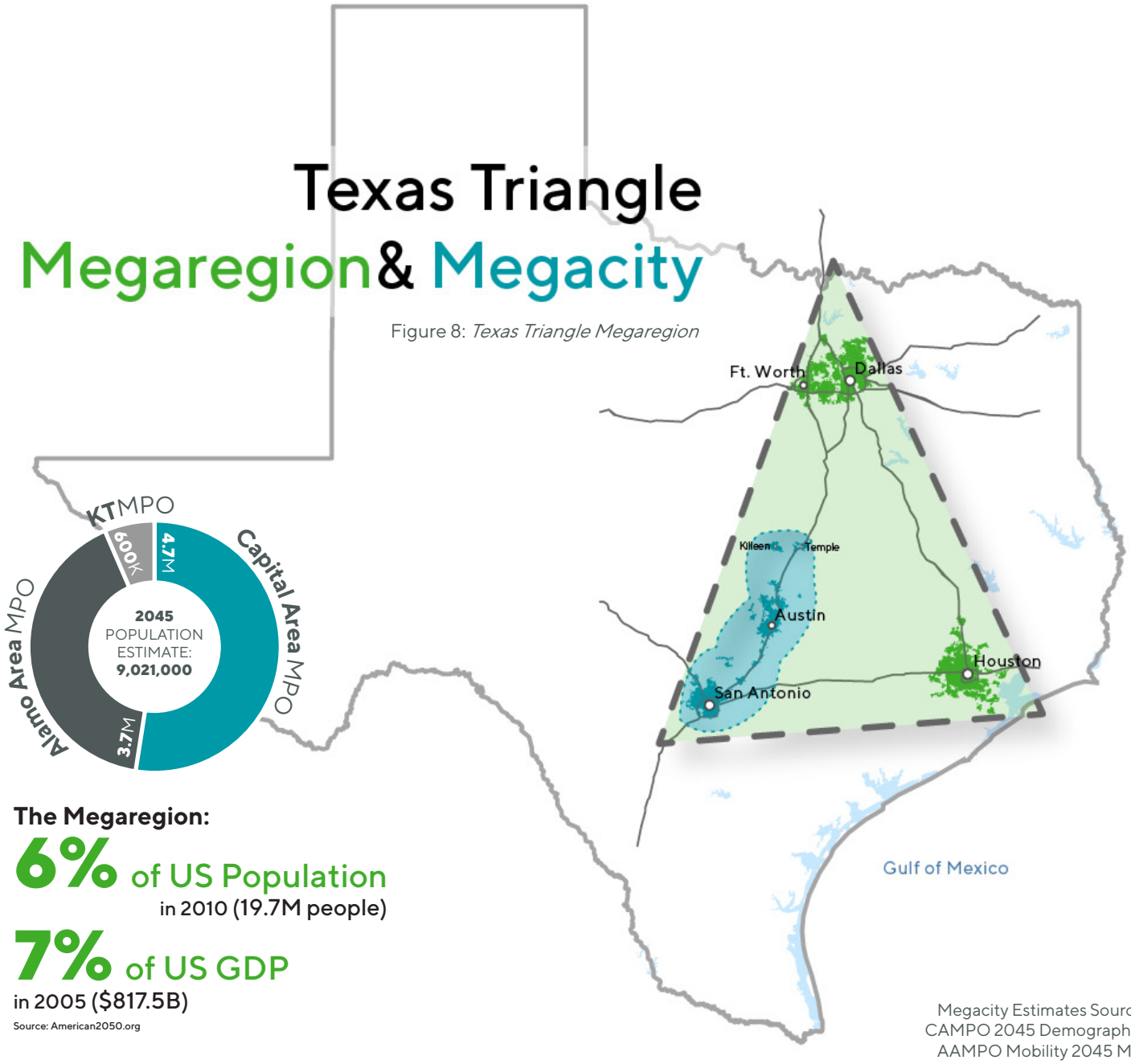



Figure 8: *Texas Triangle Megaregion*

**The Megaregion:**

**6%** of US Population
in 2010 (19.7M people)

**7%** of US GDP
in 2005 ($817.5B)

Source: American2050.org

Megacity Estimates Sources: CAMPO 2045 Demographics, AAMPO Mobility 2045 MTP, KTMPO 2045 MTP

## System Performance: Now and Then

CAMPO utilizes a Travel Demand Model to evaluate current and projected future transportation demand in the region. The regional model is one tool used to evaluate large-scale trends in changes to transportation investments and is best utilized to compare scenario alternatives at a high level and across multiple jurisdictions. The baseline model results show the changes between the 2015 base year and the 2045 horizon year. The 2015 foundation uses the current network with demographics to determine baseline demand metrics. The 2045 baseline results combine projects already programmed and under construction with the expected 2045 population and jobs in order to develop a better understanding of the baseline future travel demands. The 2045 model assumes a doubling of the current population and no roadway improvements beyond those contained in the current Transportation Improvement Program (TIP).

Capital Area residents understand the noticeable levels of congestion currently experienced, and with many of these metrics increasing, it can be expected that congestion will continue to be more pronounced in the future. As summarized in Table 5, along with the doubling population, without additional improvements contemplated in this plan the region would reasonably expect to more than double the distances and travel times collectively traveled per day (summarized as VMT and VHT). The associated average travel speeds on the network – a travel time reliability related metric tracked at the regional and state level - would be reduced by more than half. Additional model scenario results are developed for the constrained and illustrative scenarios summarized in Chapter 5, model results and Chapter 7 performance measures.

### TRANSPORTATION TRENDS

Current trends are on track for current population more than doubling by 2045 and no roadway improvements beyond those adopted in the current Transportation Improvement Program (TIP).

**TRAVEL DEMAND MODEL: BASELINE**

| METRIC | 2015 | 2045 "No-Build" |
|---|---|---|
| POPULATION | 1,933,238 | 4,671,000 |
| EMPLOYMENT | 998,712 | 2,377,000 |
| NETWORK CENTERLINE MILEAGE | 5,349 | 5,560 |
| NETWORK LANE MILEAGE | 12,987 | 13,539 |
| VEHICLE MILES TRAVELED (VMT) | 49,281,299 | 112,210,170 |
| VMT PER PERSON | 26.0 | 24.03 |
| VEHICLE-HOURS TRAVELED (VHT) | 2,191,000 | 5,179,828 |
| VHT PER PERSON | 0.58 | 1.11 |
| VEHICLE-CAPACITY TRAVELED (VCT) | 197,731,039 | 201,617,892 |
| NETWORK VOLUME-TO-CAPACITY | 0.25 | 0.56 |
| NETWORK MILES-PER-HOUR (AVG.) | 45 | 22 |

Table 5: *Transportation Demand Model Baseline Forecasts*

## Congestion Management

As stated in the previous section, congestion will likely continue to grow while the population increases. The map below, Figure 9, taken from the federally mandated Congestion Management Process conducted by CAMPO in 2019 shows the most congested roadway segments in the Capital Area.

These segments are identified based on their 80th percentile Planning Time Index (PTI80) which identifies roadways with a low level of reliability. For example, several segments of IH 35 have an index greater than 2.00 which means that in the event of a crash, a trip that would normally take 20 minutes will instead take 40. Individual segments with their PTI80 values can be viewed in the Appendix.

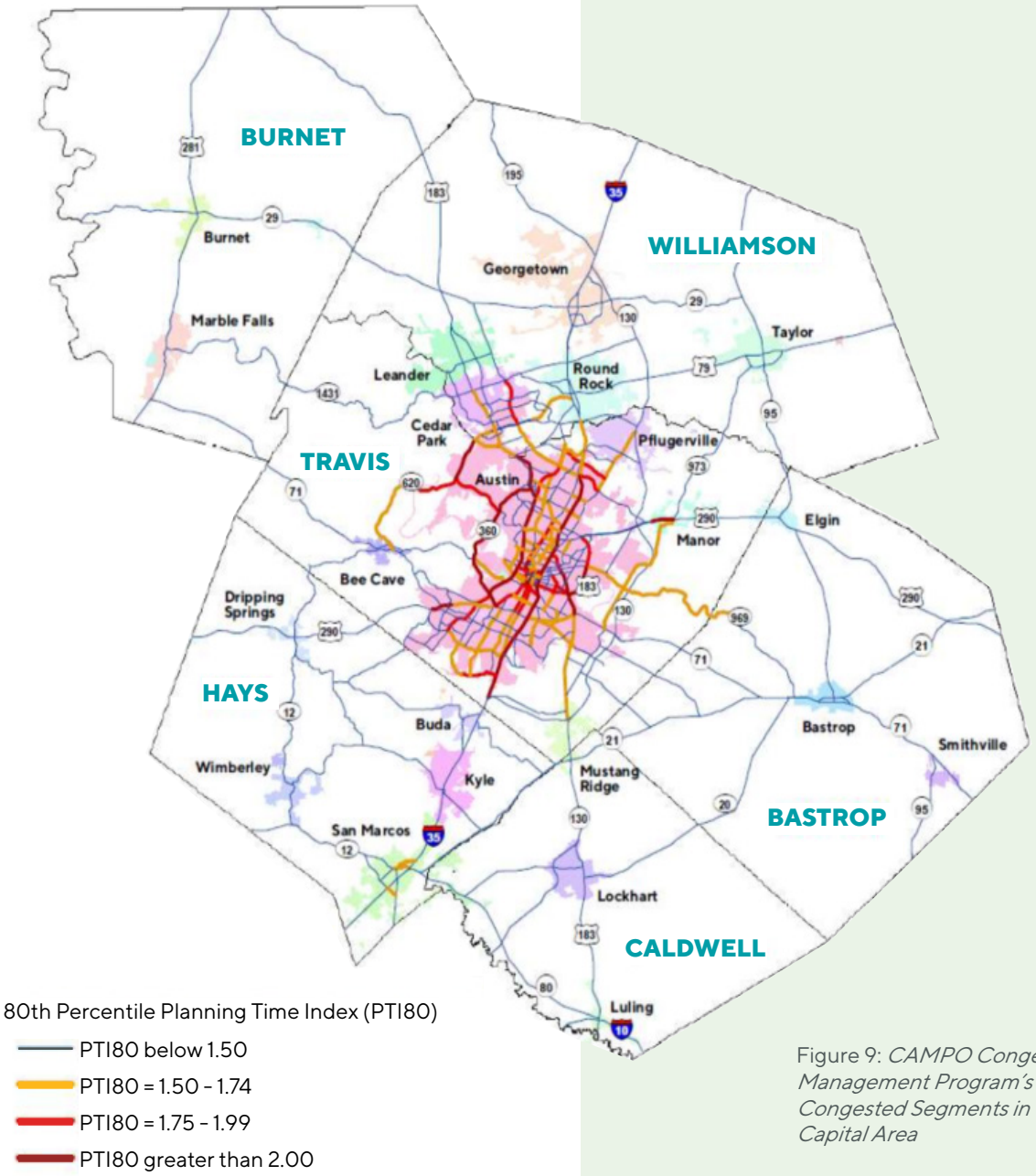



Figure 9: *CAMPO Congestion Management Program's Congested Segments in the Capital Area*

## Active Transportation

Active transportation is a major component of the regional transportation network used for local trips, healthy lifestyles, and as a backbone for vulnerable populations at some stage of travel using multiple transportation modes, such as transit. There are estimated to be more than 16,000 miles of roadways in the Capital Area with only a small portion currently having sidewalks. While some areas of the region have adequate sidewalk coverage, several jurisdictions have few sidewalks, sometimes only on the main commercial streets.

### SUPPORTING ACTIVE TRANSPORTATION

The Transportation Policy Board set a target that 15% of MPO funding be spent on active transportation. That target was met as part of the 2017-2020 Transportation Improvement Program.

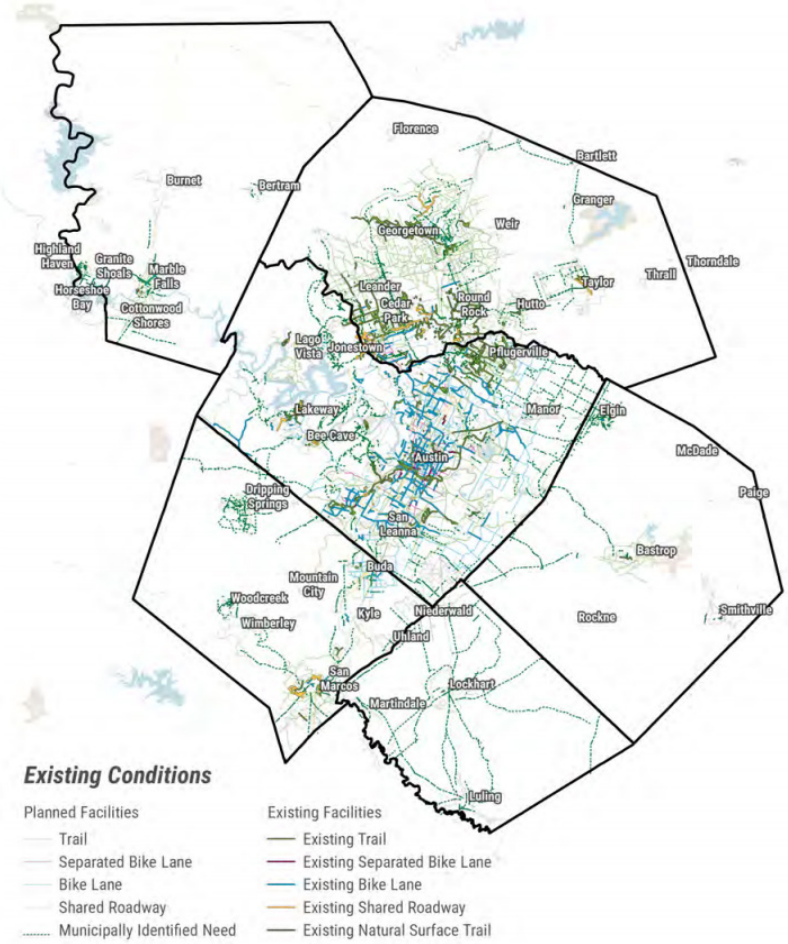



Figure 10: *RATP Existing and Planned Active Transportation Facilities*

The sidewalk network can be inconsistent, with sidewalks abruptly ending causing issues related to pedestrian safety, inaccessibility, and noncompliance with the Americans With Disabilities Act (ADA). There are opportunities to systematically improve sidewalk connections in the region for both pedestrian movements and to access regional transit services. While the region currently includes many bike facilities, there are still many more in the planning phase that will connect people to jobs, housing, and other destinations.

### EXISTING ACTIVE TRANSPORTATION INFRASTRUCTURE

| TYPE | Miles |
|---|---|
| SIDEWALKS | 2,000 |
| EXISTING BIKE FACILITIES | 1,300 |
| LOCALLY PLANNED BIKE FACILITIES | 1,759 |
| LOCALLY PLANNED UPGRADES | 141 |

Table 6: *Existing Active Transportation Infrastructure*

## Public Transportation

As Central Texas continues to grow, the region's traditional job and activity centers are changing. Projections for 2045 show employment and trip generators throughout the region, not just the core business and downtown districts of the past. With this change, transit must be adaptable to changing travel patterns and commuters' preferred transit options.

A comprehensive regional transit network that will meet the future needs of this fast-growing region relies on several strategies beyond just fixed route transit service. When regional transit is integrated with other travel modes, it becomes more convenient, feasible, and reliable for users. For instance, using strategies and recommendations from the 2045 Regional Active Transportation Plan, first and last mile connections become easier for transit riders. Most current transit options in the region rely on roads, so an arterials network, particularly one that prioritizes transit and multi-occupancy vehicles such as vanpools, as outlined in the Regional Arterials Concept Inventory*, is key for transit reliability.

Increasing use of technology also enhances transit options by providing riders seamless connections from one transit or transportation provider to another, real-time data on trip times, and the ability to hail a ride from a smartphone or phone call. Technology is also enhancing transportation demand management strategies that, along with transit, seek to reduce or at least maintain vehicle miles and hours traveled throughout the region in the coming decades.

The 2045 RTP considers Capital Metro's Project Connect and additional analysis and community outreach to forecast future transit needs for the Capital Area. The technical analysis, review of local governments' and transportation agencies' future plans, and input from the community documented in the Regional Transit Study (RTS), show the need for a continued coordinating effort for planning and implementing a comprehensive regional transit network - ranging from smaller four-to-six person vehicles to expanded express bus service on the region's arterials to additional commuter rail.

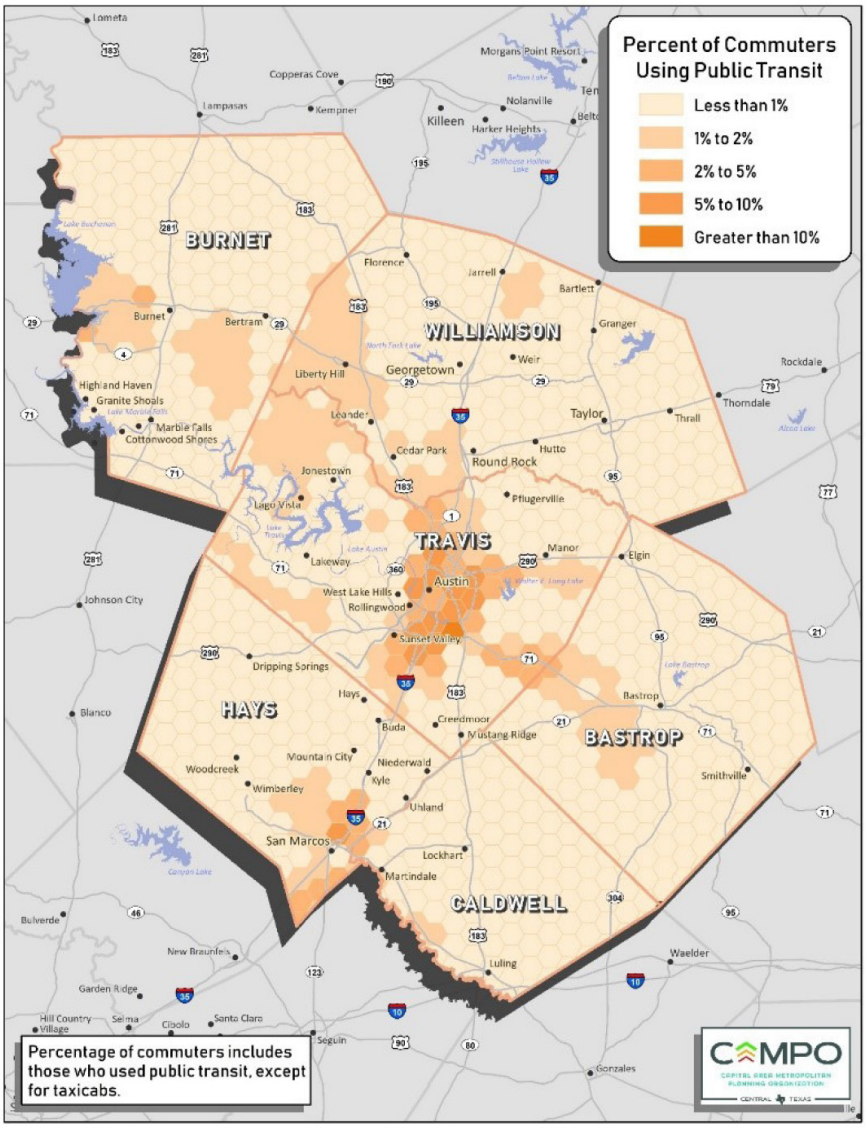



Figure 11: *Commuters Using Public Transit*

* The Regional Arterials Concept Inventory was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only.

## Environmental Considerations

CAMPO works to protect air quality, habitat, cultural resources, forests, and waterways for Capital Area residents. Careful and thoughtful consideration should be given to sensitive and/or limited environmental resources within the region. Analysis of impacts such as flood plains, water quality, soil plasticity, and other factors are included in the regional special studies found in the appendices. In addition to the analysis, the Regional Active Transportation Plan and Arterials Concept each have pattern books that include best practices associated with environmental and context sensitive design elements to ensure any impacts to nature and people are beneficial, and any adverse impacts are mitigated. Impacts of potential projects are also considered in the 2045 RTP goals and objectives, evaluation of projects and performance measures. CAMPO's mandated role focuses on air quality and transportation impacts to vulnerable populations, specifically environmental justice groups.

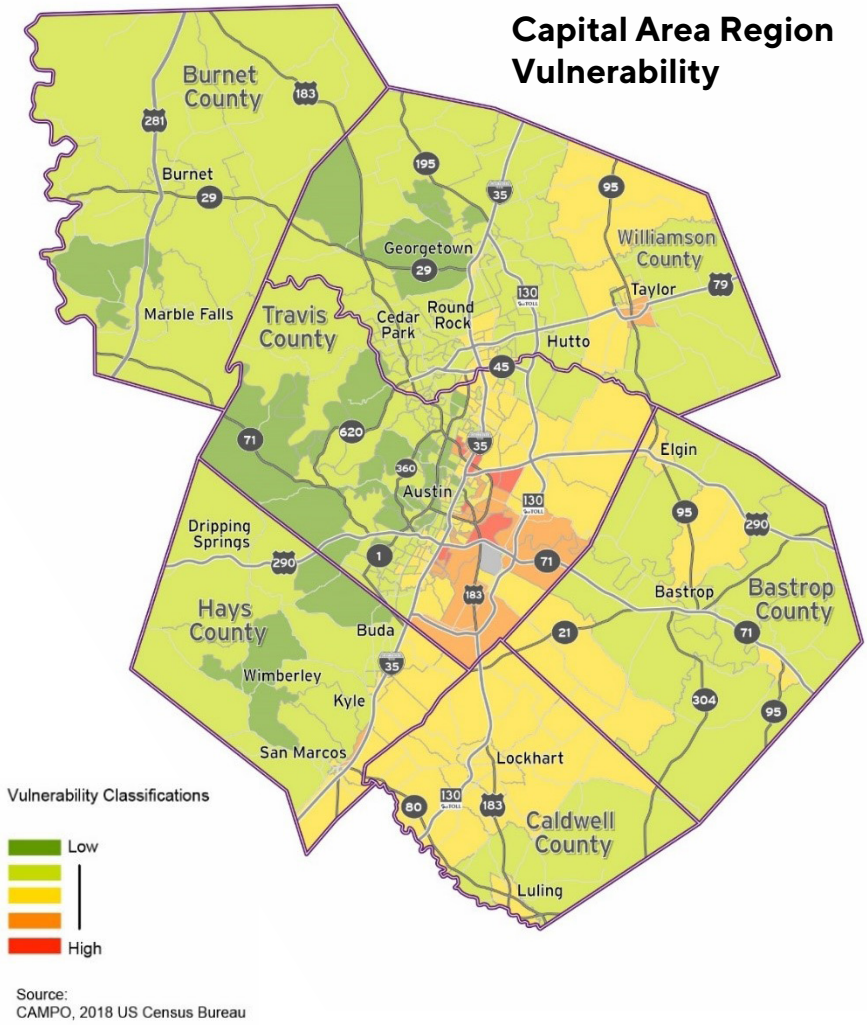
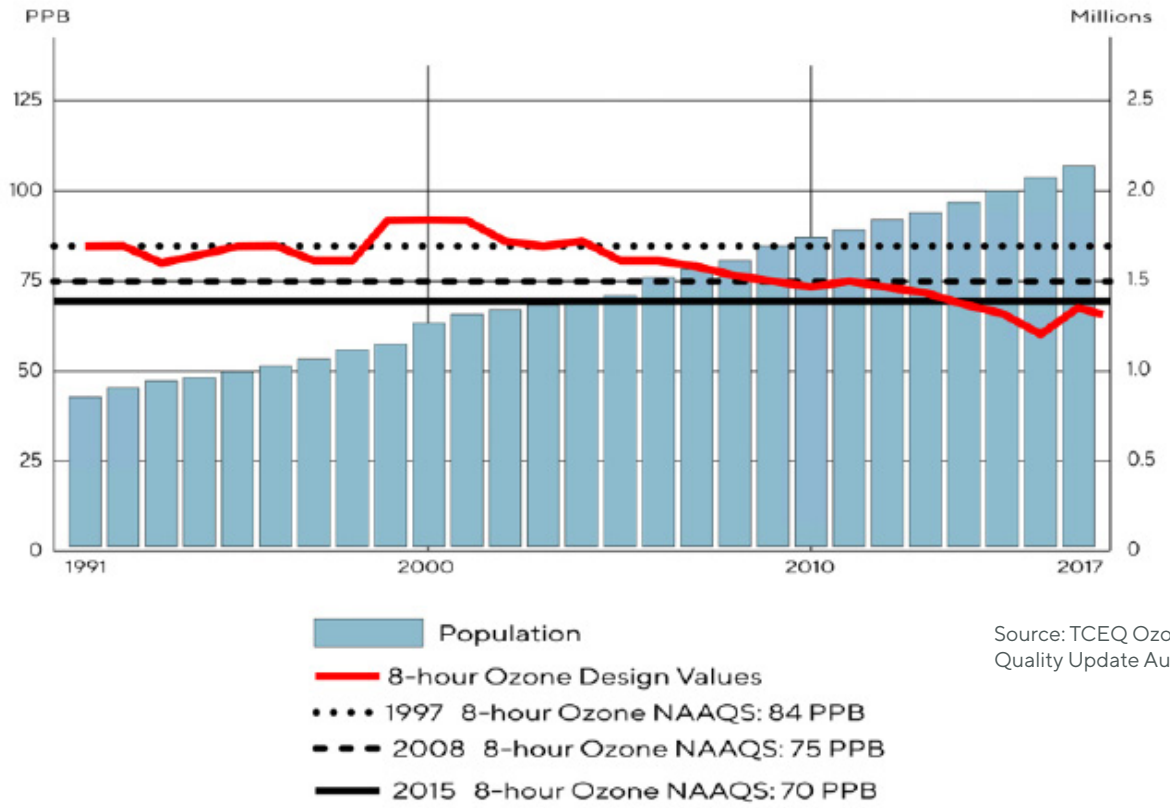



Figure 12: *Concentration of Vulnerable Populations*

### Vulnerable Populations

Consideration of vulnerable populations is another significant aspect of CAMPO's work. A portion of the Capital Area's population is considered vulnerable which includes the traditional characteristics from Title VI/Environmental Justice definitions established by the Federal Highway Administration (FHWA). Title VI of the Civil Rights Act and Executive Order 12898 (Environmental Justice) are laws that forbid discrimination based on race, color, national origin, and minority/low income status. CAMPO expands on these characteristics to include others such as school-aged children, seniors, and persons with disabilities. Figure 12 identifies the locations and intensity of the Capital Area's vulnerable population groups. These populations continue to grow as the total population of the region grows.

**Austin MSA: Ozone Design Values and Population**




Source: TCEQ Ozone Air Quality Update Austin Area

Figure 13: *Austin Area Historical Ozone Quality*

People considered vulnerable may require special consideration with regards to transportation and they may not have access to standard, conventional or affordable transportation options. Although the vulnerability map shows the largest numbers east of IH 35, there are smaller pockets of vulnerable populations in other areas of the region as well.

## Air Quality

As the metropolitan planning organization responsible for the protection of air quality, environmental sensitivity is a major consideration for CAMPO.

The Environmental Protection Agency (EPA) has consistently increased the regulations for ambient air quality and the Capital Area has also consistently improved its air quality. Figure 13 shows the regulations for ambient air quality attainment and the metrics for the Capital Area. The Capital Area remains in air quality attainment and is expected to remain so due to the automobile fleet getting cleaner, voluntary local programs, and relatively clean industries. CAMPO will continue to evaluate land-use transportation coordination, enhancements to the transit and pedestrian/bicycle network, as well as Transportation Demand Management and other programs activities to ensure the region's air quality remains in attainment.

## Regional Safety

CAMPO prioritizes and evaluates safety as part of its planning and programming. As an MPO, the agency does not have enforcement or implementation authority, so it relies on other tools to advance safety goals. For instance, CAMPO ensures safety is a top priority in project selection metrics, study goals, objectives, and other related activities. The Regional Active Transportation Plan, Regional Arterials Concept Inventory*, and project selection/evaluation criteria for the TIP and RTP include language that specifically discusses CAMPO's objective to assist local governments with Vision Zero Goals and TxDOT's Road to Zero initiatives, as these entities have enforcement and implementation authority. CAMPO reports such as the annual State of Safety Report provides analyses on crash locations, types of crashes and causes of crashes in the Capital Area network, as well as recommendations on how to reduce these incidents. CAMPO's TPB has adopted TxDOT safety metrics to measure and monitor network safety.

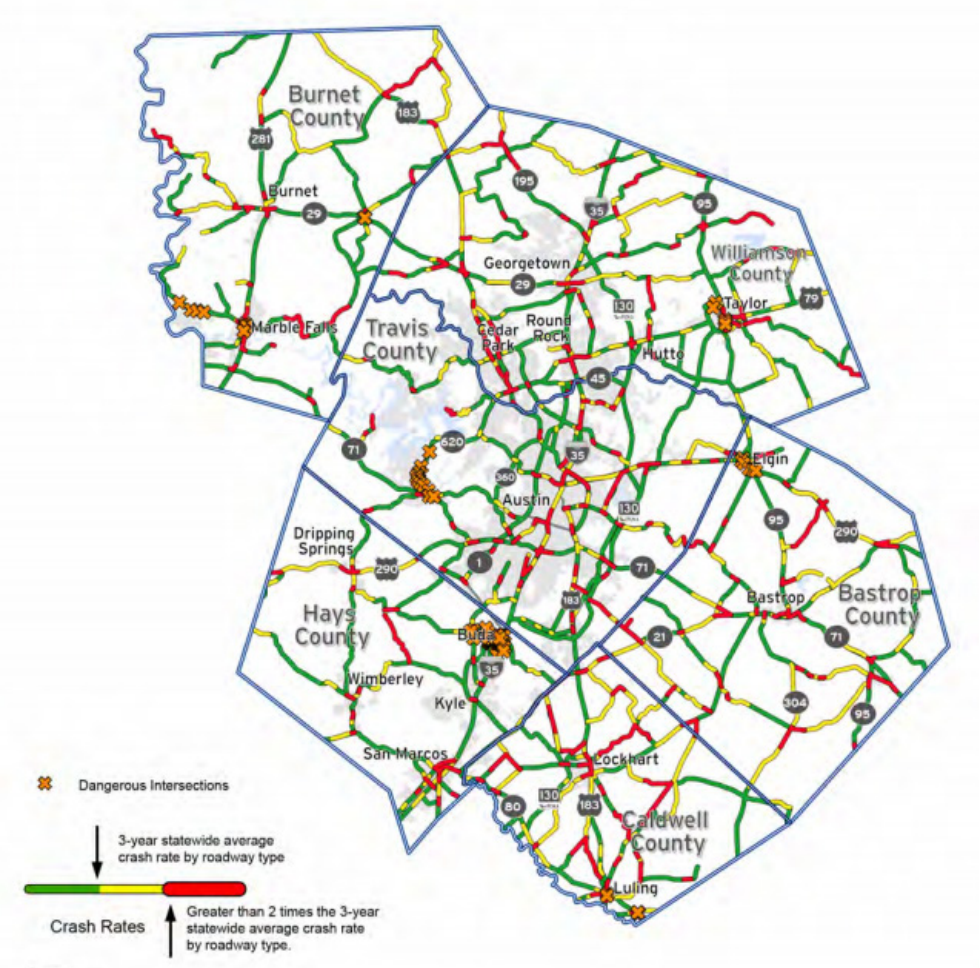



Figure 14: *Corridors and Intersections with Highest Crash Rates*

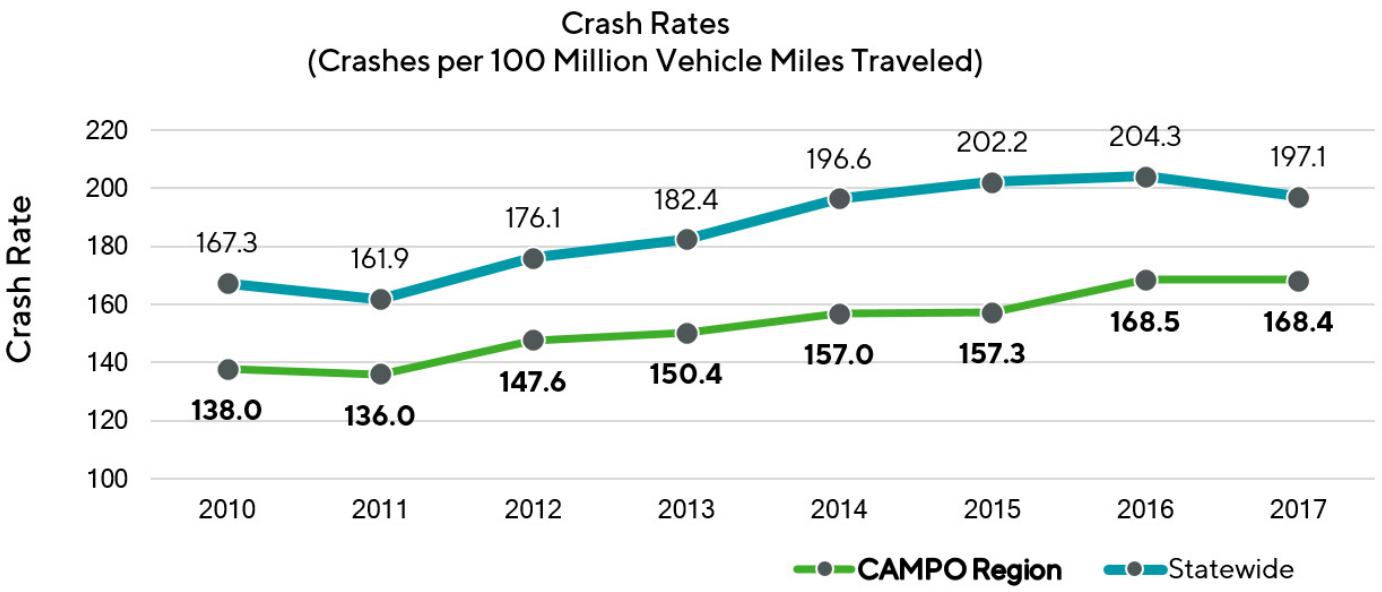



Figure 15: *Regional Crash Rates compared to Statewide Averages, 2018*

* The Regional Arterials Concept Inventory was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only.

In addition to crashes, CAMPO has included emergency evacuation and response in its planning analysis. The Capital Area includes many flood and wildfire zones and other areas that may require quick evacuation by residents. In addition, local first responders, as well as federal and state resources, such as Camp Swift must be able to reach communities when deployed during emergency events.

## ROAD TO ZERO

Every year people are needlessly killed using Capital Area streets. In 2019, the Texas Transportation Commission (TTC) set the goal to end all deaths on Texas roads by 2050. The Road to Zero Plan seeks to eliminate all fatalities through innovative roadway designs, advanced safety technology, and by investing in a culture and communities that prioritize safety above all other metrics.

### Crash Rates

Between 2010 and 2017, the regional crash rate increased 22 percent from 138 to 164 crashes per 100 million vehicle miles traveled annually. When compared to overall crash rates for the State of Texas, the Capital Area currently has lower crash rates. However, that trend has been steadily increasing.

Figure 14 shows an evaluation of the region's major corridors conducted in the RACI*. These data based, level-of-risk type analysis are used at multiple levels: near-term programs such as the TIP project selection process, and the annual TxDOT-led Highway Safety Improvement Program and longer-term in the project selection process for this plan as detailed in Chapter 4.

## Crash Causality:

Figure 16 shows that the primary causes of crashes are due to behavioral reasons where a driver either is not driving appropriately, not paying attention, or fails to adequately control the vehicle. **Three primary factors** —Failure to Yield Right of Way (18.5 percent), Failure to Control Speed (referring usually to the inability to slow a car fast enough to avoid a crash, (17.4 percent), and Distraction/Inattention (16.6 percent)—make up **over half of crashes** with a known cause. Speeding and driving under the influence of alcohol only consist of 13 percent of crashes in the region. However, in terms of their deadliness, these two factors combined contributed to 44 percent of all fatalities in the region between 2010 and 2018.

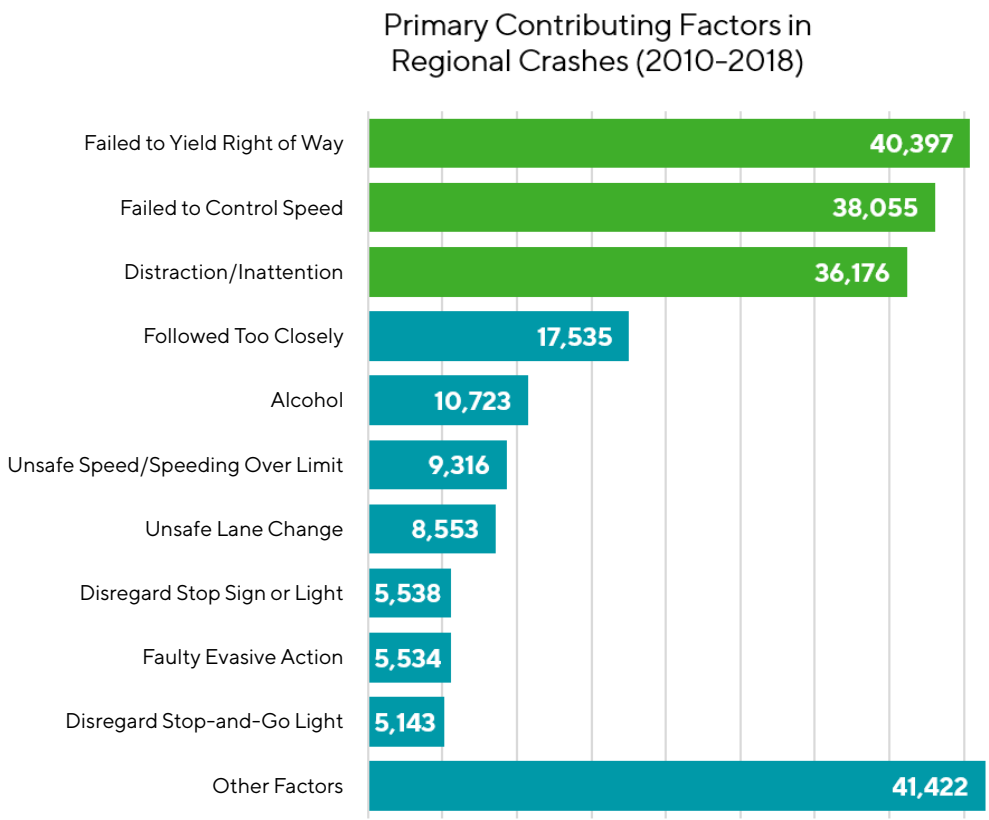



Figure 16: *Primary Contributing Factors in Regional Vehicular Crashes*

* The Regional Arterials Concept Inventory was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only.

## Pedestrian and Bicycle Safety

Over 44 percent of crashes in the Capital Area involving pedestrians and bicyclists are due to a failure to yield right of way; that failure is split almost evenly between motorists (52 percent) and pedestrians and bicyclists (48 percent). As more people decide to walk, bicycle, and/or take mass transportation instead of drive, the Capital Area should improve facilities that protect pedestrians and cyclist. The Active Transportation Plan Pattern Book, (see Appendix) lists best practices to encourage safe and reliable cycling and walking in the Capital Area.

### LOCAL KNOWLEDGE

The data used to gauge safety includes reported incidents that have already occurred. CAMPO worked with local governments, school districts, and other agencies through the Platinum Planning process to allow them to identify perceived safety issues within their communities. Stakeholders provided locations of where they know of a design flaw and have seen "close calls" that almost resulted in a crash, in addition to incidents that have actually occurred

## Public Health

CAMPO has begun to more directly discuss public health impacts of transportation infrastructure in its planning work, with air quality and safety being the two traditional areas for considering public health in transportation investments. In 2017, CAMPO adopted its Walkability Action Plan, (see Appendix), which highlights ways the MPO could further consider the built environment and active transportation in its planning work. The Action Plan was developed as part of National Association of Chronic Disease Directors' Walkability Action Institute for MPOs. The Action Plan was the first step in which CAMPO formally institutionaled the analysis of chronic disease prevention through active living. The adoption of the Action Plan also coincided with the adoption of the 2045 Regional Active Transportation Plan, both of which were the first of their kind for the Capital Area.

## CHAPTER 1 SUMMARY

CAMPO has taken a comprehensive approach to regional transportation planning with emphasis on a multimodal transportation system that benefits environmental sustainability and improves public health, with a particular focus on vulnerable populations.

The Capital Area is a booming region with 2045 population and employment projections doubling to around 4.7 million and 2.4 million respectively.

Much of the region's growth is expected to be decentralized throughout the region with emphasis in suburban communities and unincorporated areas.

Growth is permeating in all directions creating a contiguous developed area from the San Antonio region to the Killeen-Temple region forming a Central Texas megacity.

Capital Area residents currently experience noticeable levels of congestion; however, it's expected that congestion will be even more pronounced in the future.

# CHAPTER 2: UNCONSTRAINED NEEDS

Since the 2040 Transportation Plan, CAMPO has developed eight plans and studies as part of the Platinum Planning Program. These plans and studies have influenced the 2045 Regional Transportation Plan by providing detailed analysis of system-wide multi-modal improvements, impact of regional projects at the local level, a suite of potential projects eligible for federal and state funding, and policy tools that can used to further regional mobility goals. The studies are not fiscally constrained and were developed to better understand the variety of potential transportation needs against the regional or jurisdictional financial capacity to pay for study recommendations. Many of the projects identified in these studies were submitted by project sponsors as candidates for the 2045 RTP as constrained or illustrative project listings. The plans and studies completed as part of the Platinum Planning program include:

**Regional Plans:**

- Regional Transportation Demand Management Plan
- Regional Arterials Concept Inventory*
- Regional Active Transportation Plan
- Regional Incident Management Study
- Regional Transit Study

**Local and Subregional Studies:**

- MoKan-Northeast Subregional Plan
- Georgetown-Williams Drive Study
- Luling Transportation Study

**TRANSPORTATION DEMAND MANAGEMENT (TDM)**
comprises programmatic and infrastructure components that contribute to an optimally efficient, multi-modal transportation system. TDM provides travelers, including those who drive alone, with choices. It prioritizes moving people. TDM's goals are to: improve travel reliability and air quality, manage congestion, and stimulate economic development.

## Regional Plans

### Congestion Management Process

Federal regulations require metropolitan areas with population exceeding 200,000 (known as Transportation Management Areas [TMAs]), to develop a congestion management process (CMP) for implementation and integration into the regional transportation planning process.

The intent of the CMP is to use its results to assist in the planning process by identifying poor performing roadways needing improvement and recommending solutions that do not necessarily involve road widening and new construction. Since the adoption of the 2040 RTP, CAMPO has produced multiple documents, which are detailed in this chapter, that focus on improving congestion through solutions such as a transportation demand management, transit, and active transportation.

* The Regional Arterials Concept Inventory was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only.

## Regional Transportation Demand Management Plan

When analyzing transportation patterns in the Capital Area, it is crucial to analyze commute patterns. The US Census, which measures people's primary mode of travel to work, considers six travel modes: single-occupancy vehicle, carpooling, transit, bicycling, walking, and working at home. The US Census indicates that, across the United States, the largest mode share to work is consistently the single-occupant vehicle (SOV) trip.

CAMPO's Transportation Demand Management (TDM) Plan more closely analyzed how commuters in the region travel to and from work. As a measure of travel demand, any mode other than travel by a SOV was considered a non-SOV trip, including those who telecommute to work or work from home. Figure 17 shows the density of these combined non-SOV trips by area. The graphic illustrates how higher non-SOV can happen even in areas where there are fewer transportation alternatives overall. The tracts in the figure have been aggregated into hexagons for ease of presentation.

The TDM Plan also looked at the proportion of the Capital Area that used transit as a means of transportation. Transit is typically offered in urbanized areas along fixed routes of travel but also can be demand responsive for routine, scheduled trips in areas of the region not supported by fixed route transit. As a result, transit as a share of work commutes can be a smaller share across a broad region but is critical for providing services to populations that otherwise do not have access to needed services. Capital Metro and Capital Area Rural Transportation System (CARTS) currently serve as the main fixed-route transit service providers for the region. Together, they provide over 30 million passenger trips per year and approximately 100,000 average weekday trips. In 2017, Capital Metro operated 751 transit vehicles and CARTS operated 91 transit vehicles.

Key recommendations of the TDM plan included continued development and monitoring advancement of TDM in the region, updating TDM projects for the 2045 plan, and establishing cost-benefit analysis based on data now being collected by TDM-implementing agencies.

### Key Elements of the TDM Plan

While it is still the most prevalent, residents in the region commute using a broad range of modes other than a single-occupant vehicle (SOV) trip.

The Capital Area's two primary fixed-route transit providers, Capital Metro and CARTS, service over 30 million passenger trips per year.

The TDM plan recommended the continued development and advancement of TDM in the region and establishing cost-benefit analyses based on data from agencies currently implementing TDM.

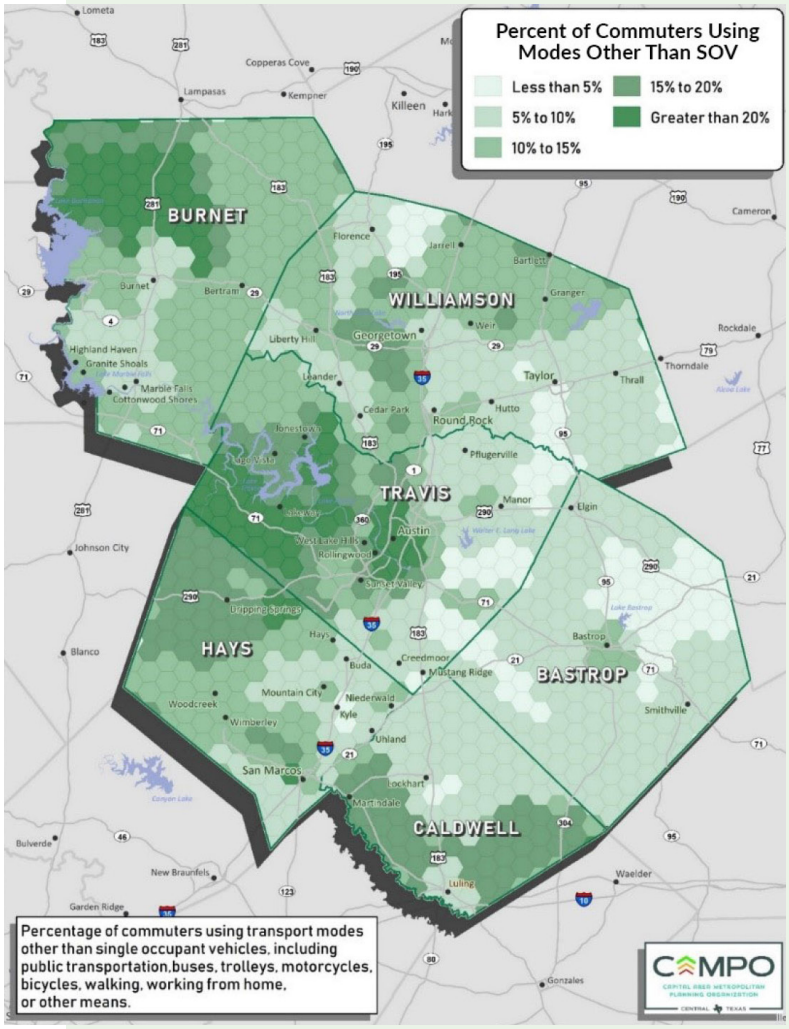



Figure 17: *Commuters Using Modes Other Than Single-Occupant Vehicles (SOV)*

## Regional Arterials Concept Inventory*

As a part of CAMPO Platinum Planning Program, the Regional Arterial Concept Inventory* (RACI*) effort facilitated conversations between regional partners over a year-long process to raise and discuss concepts for mobility improvements. The effort explored developing a comprehensive arterial network to support future growth within the Capital Area. This study was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only. The RACI*:

- Provides concepts for a hierarchy of multimodal corridors that support options for diverse travel needs;
- Establishes connectivity concepts for corridors that work together to support growth and promote flexible movement of people and goods;
- Establishes proper network spacing and provides a menu of street cross sections through a Pattern Book for regional partners; and
- Identifies policy tools to empower local entities working to further regional connectivity goals.

### Key Findings of the RACI*

The region is greatly underserved by a connected minor arterial network and is overdependent on limited access and principal arterials.

Scenario B found that restricting uses in a lane on certain facilities by occupancy or vehicle type could increase "people throughput" by 30% – 50%.

The RACI* identified a "missing functional class" of regional connector roadways found in other regions that can efficiently serve trans-regional trips by providing less access than typical arterials.

With anticipated population growth, the scenarios showed that varying levels of network investment resulted in similar levels of VMT, VHT, and congestion as experienced today.

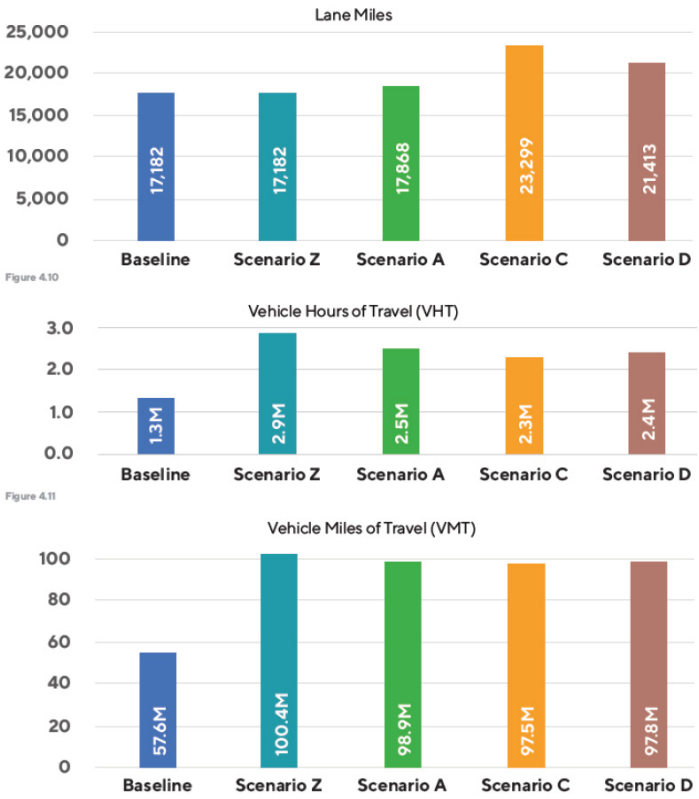



Figure 18: *Key Findings and Scenario Outcomes of the RACI**

The effort included analysis of existing conditions and development of six concept scenarios, each exploring a different facet of corridor network development. Figure 18 includes a comparison of outcomes, with network scenarios that range from "improvements only" to "major facilities" to a conceptual "full build out" of a comprehensive network of major and minor arterials for the growing six-county region.

* The Regional Arterials Concept Inventory was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only.

Additional scenarios examined reversible lanes as an interim concept reflective of limited resources, and an HOV/Peak Period concept for select facilities. Of the scenarios examined, the scenario highlighting a diamond-lane or restricted-use-by-occupancy lane along regional connecting facilities is a way to increase "people throughput" for critical and limited corridors by more than 30%, had more broad support across stakeholders and survey participants. This key scenario could serve as an organizing concept for regional partners to use for coordination in the coming years. An overarching need identified by stakeholders throughout the RACI* was a deeper, data-based dive into regional bottlenecks and intersection needs, which would be the subject of future study.

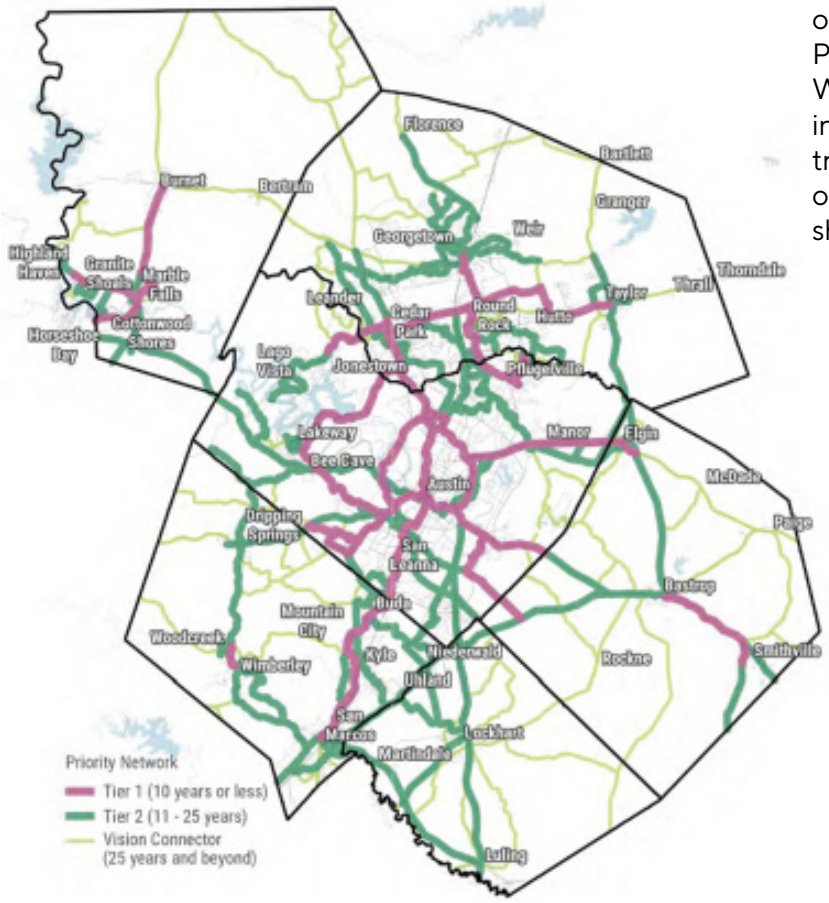
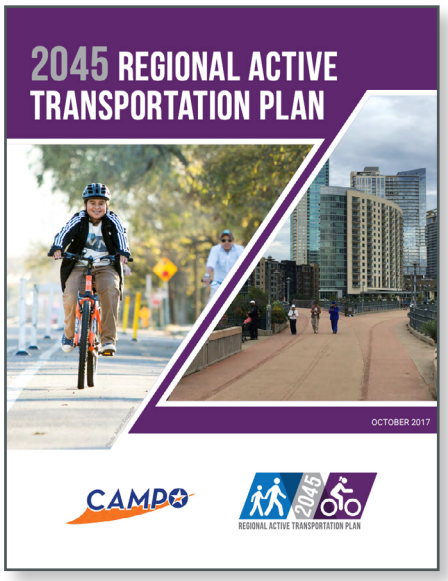



Figure 19: *Active Transportation Plan Vision Network*

## 2045 Regional Active Transportation Plan

The purpose of the 2045 Regional Active Transportation Plan (RATP) is to document and provide a shared vision for the development of a safe and highly functional active transportation network of pedestrian and bicycle facilities and amenities for the six-county Capital Area. The 2045 Regional Active Transportation Plan is a first of its kind effort for the Capital Area. As part of this process CAMPO worked with local governments and partner agencies to develop a comprehensive bicycle and pedestrian facility inventory, a data-driven needs assessment, extensive public outreach and stakeholder engagement, and a thorough review of relevant case studies. In addition, the completion of the 2045 Regional Active Transportation Plan was one of the goals outlined in CAMPO's Walkability Action Plan. The Plan culminated in the development of an unconstrained active transportation network and a tiered priority network of over 1,700 miles of new and existing facilities, shown in Figure 19.




**Vision Network Grand Total:** 1770 miles

**Existing:** 129 miles
**New Construction Needed:** 1246 miles
**Potential Upgrade:** 395 miles

**Tier I: 308 total miles**
**Tier II 720 total miles**
**Vision: 700 total miles**

* The Regional Arterials Concept Inventory was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only.

## Regional Incident Management Study

To reduce the impact of incidents and improve safety in the Capital Area, a group of state, regional, and local transportation and public safety officials from Central Texas developed the CAMPO Regional Incident Management Strategic Plan and Performance Assessment. The plan builds on several successful Traffic Incident Management (TIM) programs that currently exist in the Region and identifies new programs and strategies to continue improving TIM in Central Texas. The goals of the Regional Incident Management Strategic Plan and Performance Assessment are to:

- Reduce the impacts of incidents to travelers in the region, including reduced roadway clearance time, incident clearance time, and time to return to normal
- Reduce secondary crashes in the region
- Provide accurate and timely traveler information to travelers throughout the region

The CAMPO Regional Incident Management Strategic Plan and Performance Assessment developed a total of 29 recommendations to improve TIM in the Capital Area, which can be found in the TIM Document in the Appendix.

To assist in prioritizing the TIM recommendations, a cost-benefit analysis was performed on selected recommendations that were conducive to quantitative analysis. Guidance was also provided on potential funding to implement the recommendations. Recommended performance metrics to track the Region's progress towards improving TIM were developed, which include:

- Roadway Clearance Time
- Incident Clearance Time
- Number and Severity of secondary Crashes
- Survey of Traveler Information Satisfaction
- Incident Influence Time (Time to Return to Normal Flow)
- Percentage of Responders/Operators who have received TIM Training
- Rates of Injury or Fatality of First Responders on Incident Scene

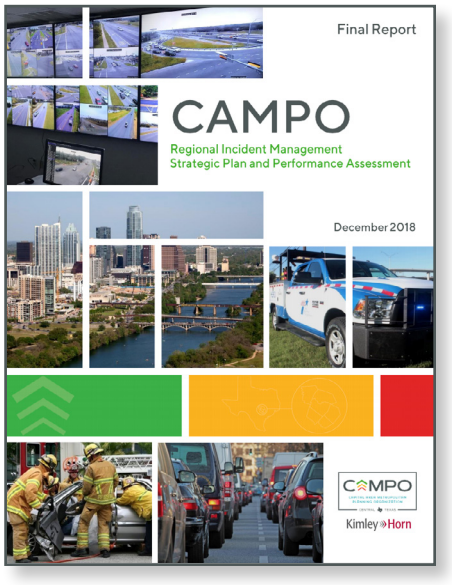
To accelerate the implementation of recommendations that are expected to yield a high benefit-cost ratio and serve as foundation programs for other TIM activities, the TxDOT Austin District Office and CAMPO are working with local governments and transportation organizations to implement these policies:

- Develop a Regional Open Roads Policy
- Develop a Standardized HAZMAT and Non-HAZMAT Clean-up Policy for the Region
- Develop a Framework for a Regional Rapid Clear Towing Program
- Develop a Framework for a Regional heavy Tow Program
- Develop a Standardized Data Collection and Performance Measures Framework for the Region
- Develop a Regional State of Traffic Incident Management Report

### Key Elements of the Regional Incident Management Study

Included a Strategic Plan and Performance Assessment which aim to reduce the impact of incidents to travelers, reduce secondary crashes, and provide accurate information to travelers regarding incidents.

Developed 29 recommendations, 7 performance metrics, and 6 policies to implement and improve future incident management strategies



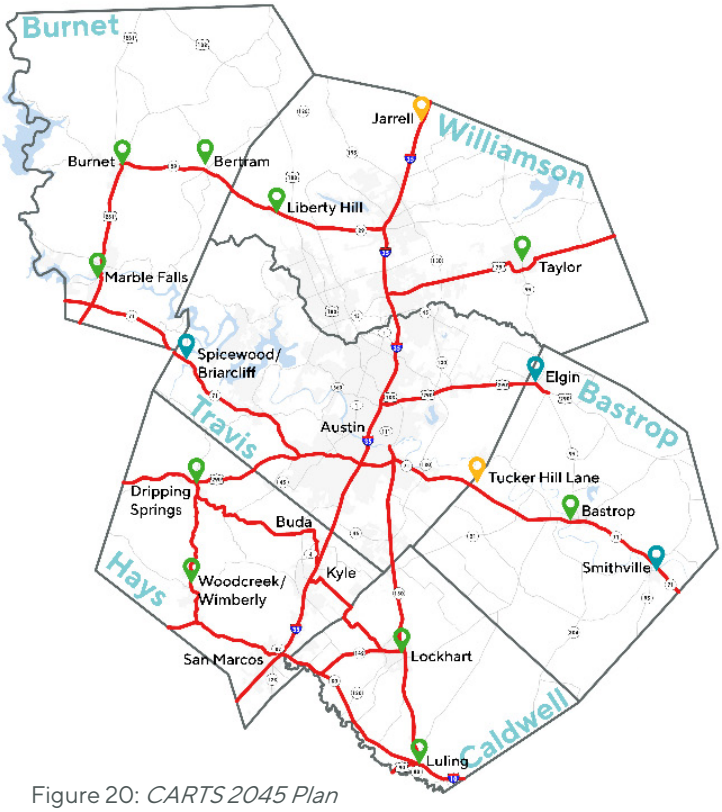



Figure 20: *CARTS 2045 Plan*

**Planned Express Routes**

**Park & Ride and/or Station Improvements**

**Microtransit Service**

**Park & Ride and/or Station Improvements with Microtransit Service**

### Key Elements of the Regional Transit Study

Assesses current conditions and future needs for public transit in the Capital Area and found a consistent need for direct transportation across and between rural and suburban areas.

Developed a Transit Toolkit that outlines options for local governments and project sponsors to deploy in order to need a community's needs while staying sensitive to context and character.

## Regional Transit Study

The Regional Transit Study (RTS) gathered information from elected officials, local governments, transportation agencies, and the public to assess current conditions and future needs for public transit. Consistently and repeatedly, these stakeholders identified the need for direct transportation from rural and suburban communities to other rural and suburban communities for various purposes including accessing work, medical services, shopping, and leisure activities.

The RTS incorporates Capital Area Rural Transportation System's (CARTS) future needs and services for the non-urbanized area (shown in Figure 20), as well as connections to Capital Metro and other urbanized areas' transit services. CARTS' future plans include operational improvements such as expanding express bus routes and on-demand service. Capital improvements include new or improved park-and-ride and intermodal facilities. These improvements are in line with future needs identified as part of the technical evaluation for this study and align with needs identified by elected officials, local governments, non-profits, and the public.

**THE CARTS 2045 PLAN** focuses on expanding Express Routes, Microtransit Service, and upgrading facilities.

Better connected regional travel can be achieved using the Transit Toolkit developed as part of the RTS. The toolkit lays out many options that can be deployed by local government project sponsors that meet their community's needs while staying sensitive to its context and character. Additionally, the toolkit also discusses ridesharing and transit-supportive infrastructure such as vanpool programs and park and rides, respectively. As the region's employment and activity centers continue to expand throughout the six counties, a comprehensive park-and-ride and vanpool system have the potential to significantly reduce single-occupancy vehicle travel.

## Local and Subregional Studies

Although much of the work CAMPO does is at the regional scale, local jurisdictions and partner agencies make improvements to the transportation system that have a regionally significant impact. Below are examples of local and subregional studies CAMPO has engaged in.

### MoKan-Northeast Subregional Plan

The MoKan-Northeast Subregional Plan is a technical analysis of high-level concepts centered on improvements to the arterial roadway network in the Northeast subregion of CAMPO's area, along with an analysis of multi-modal options for the MoKan corridor. While the Regional Arterials Concept Inventory* looked at a full network of arterial concepts, this study focuses on six test case corridors, including the MoKan right-of-way (ROW). Some of the concepts laid out in this Plan come from locally adopted plans, while others have been identified through the process of developing this Plan. Outcomes of this study included recommendations for long-term improvements to US 79, SH 95, FM 973, FM 685/Cameron/Dessau, FM 1100-Pflugerville Parkway Corridor and MoKan. Recommendations included operational and HOV uses along the corridors and identified context-sensitive concepts for MoKan to optimize auto, transit, and bicycle/pedestrian trips along the extent of the corridor (Figure 21).

### Georgetown Williams Drive Study

In recent years the City of Georgetown and its community members have undertaken several studies to spur the redevelopment of the Williams Drive corridor, both as a gateway and as an entire corridor (Figure 22). This study is the first to consider both transportation and catalytic development sites, prioritizing the safe and convenient travel of vehicles, transit riders, bicyclists, and pedestrians along with development visions. It is the culmination of a yearlong community planning process. It proposes context-sensitive multimodal operational improvements, streetscape changes, and mixed-use development concepts that will transform how people travel and live within and along the corridor. The Williams Drive Study was informed by several local plans, policy documents, and guidelines. Specific recommendations and concepts were developed within the context of CAMPO's Platinum Planning Program that prioritizes multimodal transportation, mixed land use, housing choices, environment, economic development, and equity.

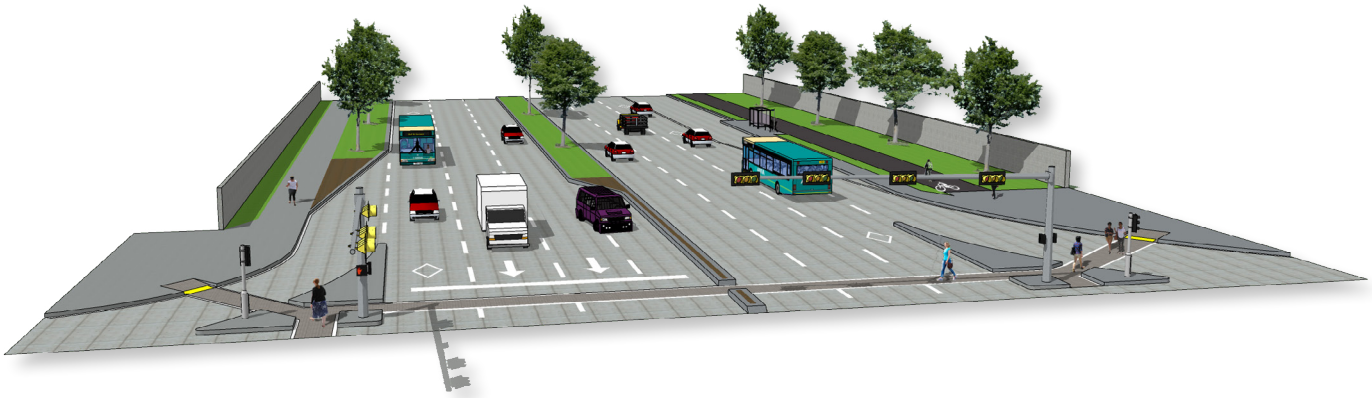
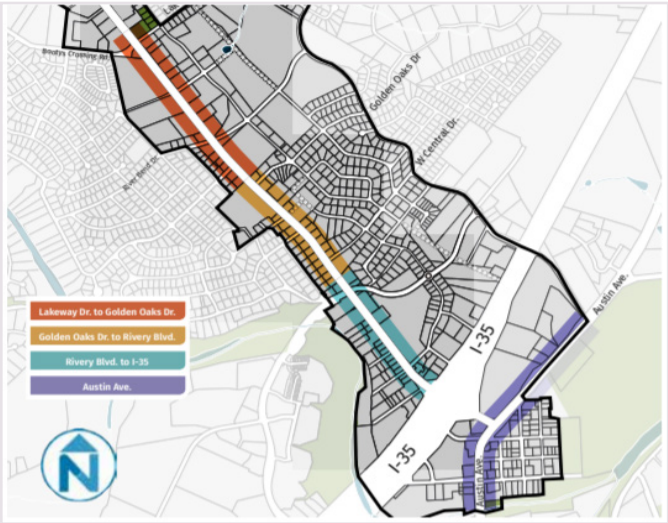


Figure 21: *Illustrative Example of HOV Lane from MoKan-Northeast Subregional Plan*

* The Regional Arterials Concept Inventory was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only.




| | WILLIAMS DRIVE - PRIMARY CHALLENGES | |
|---|---|---|
| | Traffic Congestion / Circulation | Traffic Operations & Safety |
| ISSUE | | |
| CAUSES | • 29,000 vehicles use Williams Drive on a daily basis<br>• 7,000 area residents commute outside of study area<br>• 95% of area residents own at least 1 vehicle; 80% drive alone to work<br>• Lack of alternative routes to I-35 and major destinations | • 150+ curb cuts (and increasing) along the corridor<br>• Lack of alternative streets and network connectivity<br>• Unsynchronized traffic signals<br>• Heavy traffic volumes at intersections<br>• Continuous two-way center left turn lanes throughout the corridor |
| POTENTIAL FIX | • Improve traffic flow<br>• Recognize the importance of land use decisions on traffic volume, street design, and access management<br>• Create alternative routes and improve connectivity<br>• Consider plans for additional future traffic capacity in the area | • Develop an access management plan for the corridor<br>• Set block standards for street/ driveway connection<br>• Establish a unified signal management plan<br>• Establish new street design criteria |

Figure 22: *Williams Drive Study Corridors and Recommendations*

## Luling Transportation Study

The purpose of the Luling Transportation Study was to evaluate transportation conditions and needs in Luling, to identify potential improvements, and to set an implementation plan for one or more recommended improvements (Figure 23). Four goals were identified in the study:

1. Identify needed safety improvements
2. Enhance mobility in downtown for local and through traffic
3. Evaluate feasibility of an alternate route for through traffic
4. Promote the unique character of downtown and economic development opportunities

The Study also adopted recommendations to improve the movement of trucks through the community while maintaining the economic health of its economy. Near-term improvements were also recommended as they could complement the new traffic patterns expected, and because the projects could be pursued either concurrently or in sequence.

Figure 23: *Luling Transportation Study Concept*

## Activity Centers Analysis with Platinum Planning

Building on the activity centers analysis, CAMPO analyzed regional access to facilities developed in the Regional Active Transportation Plan, the Regional Transit Study, and the Regional Arterials Concept Inventory* through the Platinum Planning Program. Existing facilities are shown in Figure 24. The goal of this analysis was to determine the number of people and jobs with improved access through development patterns or added mobility options envisioned in these unconstrained plans. Here, access is determined as within: half-mile of active transportation routes, 1 mile of transit routes, or 5 miles of HOV lanes from each study, respectively. Using CAMPO's 2045 regional demographic projections, results showed significant increases in the number of people that could access the amenities outlined in these plans and studies were they to be implemented in full.

By 2045, it would be possible that 958,000 more people have easier access to a regional active transportation route with 1,899,000 people within a half-mile access, 1,042,000 more potentially access to a regional transit route with 2,177,000 people within 1 mile, and 4,015,000 people within 5-miles access to a Managed or HOV facility (shown in Table 7).

Furthermore, relating to employment, by 2045, it is possible that 530,000 more jobs may be accessible from a regional active transportation route with 1,142,000 jobs within a half-mile, 669,000 more jobs may be accessible by a regional transit route with 1,452,000 jobs within 1 mile, and 1,148,000 more jobs may be accessible by an HOV facility with 2,114,000 jobs within 5 miles. Summary is shown in the table below.

The facilities as conceived in the plans would improve overall system efficiency, enable trips to be distributed to multiple modes and provide options for people. These large increases in the number of people in the region that can access new and improved facilities affirm the work of the regional studies and illustrate how the region's fiscal resources can be used more efficiently in the future to provide transportation value throughout the region.

| TRANSPORTATION MODE | POTENTIAL ACCESS IN 2045 | |
|---|---|---|
| | MILLIONS OF PEOPLE | MILLIONS OF JOBS |
| **ACTIVE TRANSPORTATION** WITHIN 1/2 MILE | 1.9 | 1.1 |
| **TRANSIT** WITHIN 1 MILE | 2.2 | 1.5 |
| **MANAGED/HOV** WITHIN 5 MILES | 4.0 | 2.1 |

Table 7: *Centers Analysis: Accessibility in 2045*

* The Regional Arterials Concept Inventory was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only.

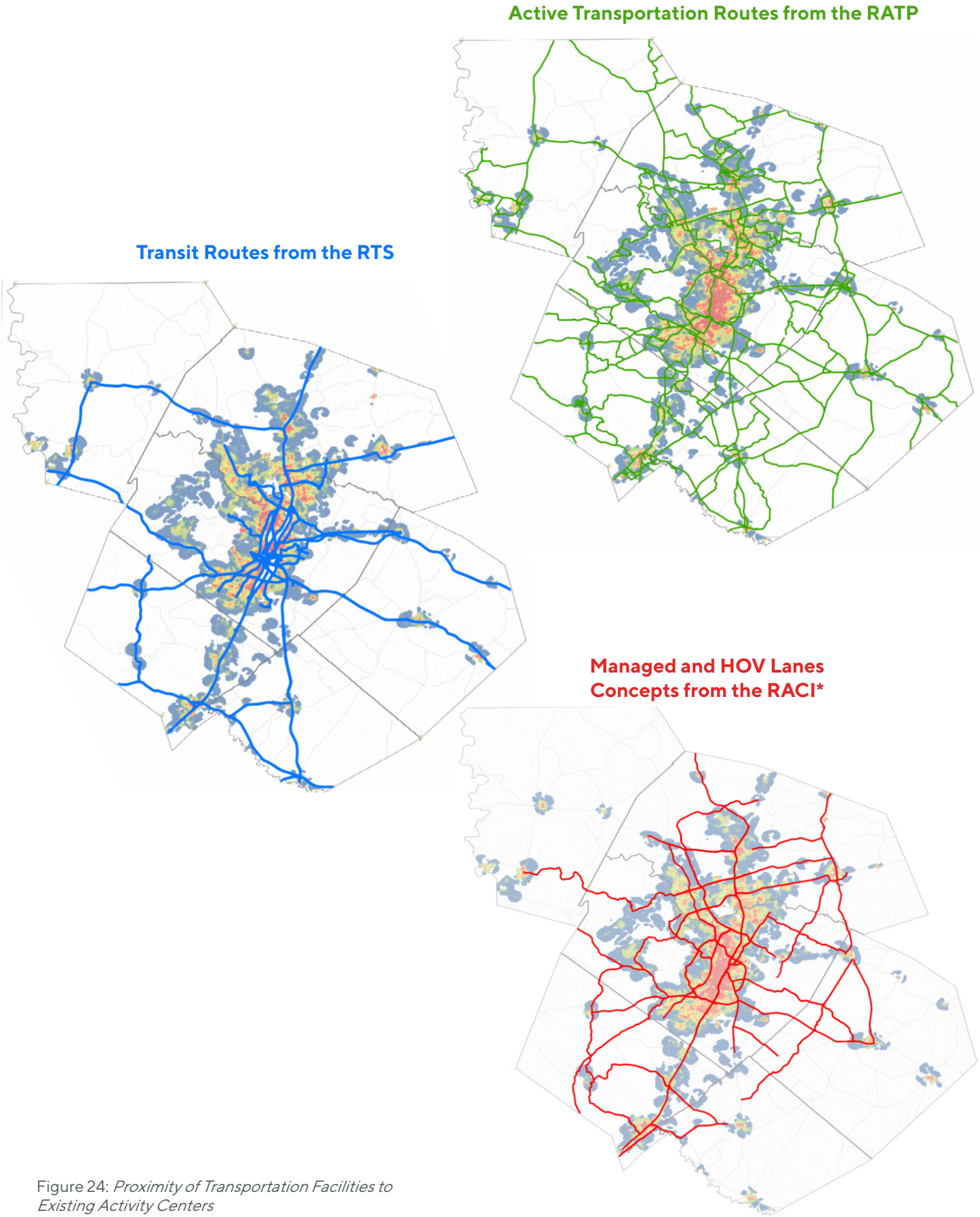
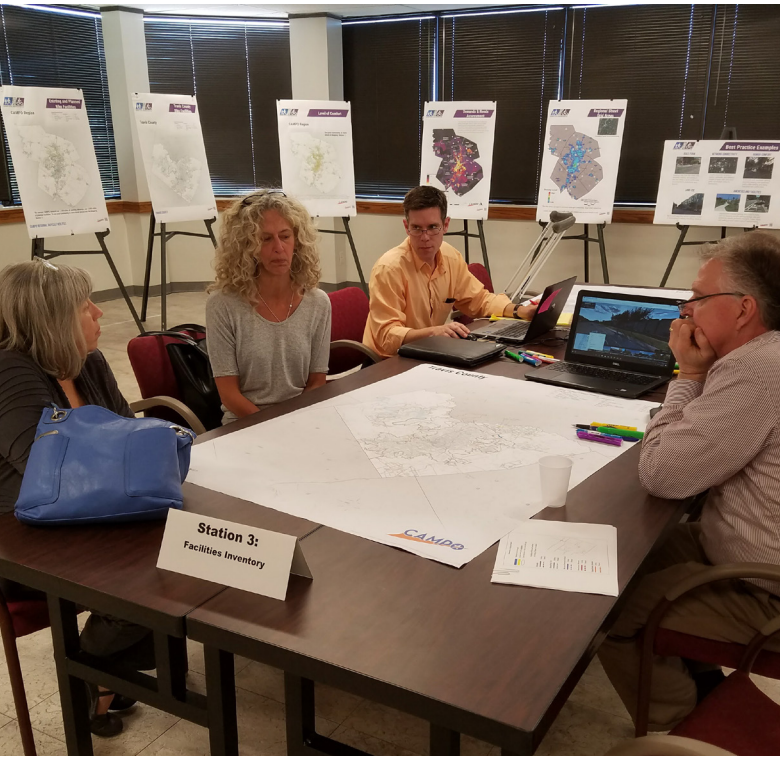



Figure 24: *Proximity of Transportation Facilities to Existing Activity Centers*

* The Regional Arterials Concept Inventory was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only.

## Public Involvement

Community and stakeholder outreach for the 2045 RTP has been a multi-year process gathering feedback from the public on the various modes of transportation that are included in this Plan. Since 2016, CAMPO has conducted studies on active transportation, incident management, arterials, transportation demand management, and transit. Each study included extensive public and local government outreach and allowed for stakeholders to contribute ideas and needs for future improvements to individual modes of transportation.



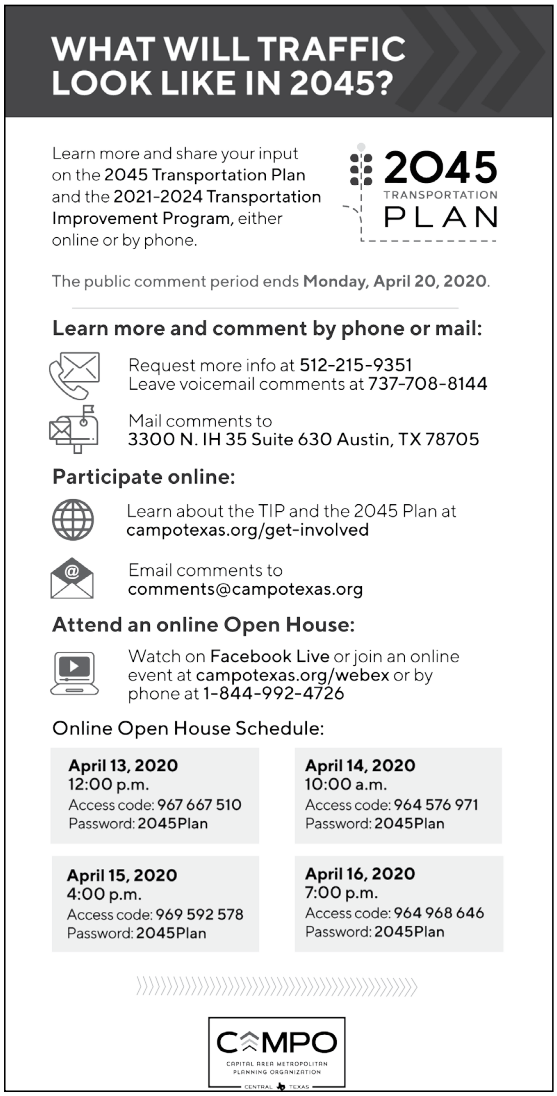

Many of the project sponsors, such as local governments and regional transportation agencies who submitted projects for this Plan, played an integral role throughout this planning process. Project sponsors participated in charettes and informed the studies on future employment and activity centers, travel patterns, infrastructure needs, and growth. Input from the public, local governments, school districts, regional agencies, and other stakeholders was used to create various recommendations and ideas that contributed to many of the projects submitted for consideration in the 2045 RTP.

### Round 1 – Fall 2019

Community outreach for the 2045 Plan began in fall 2019 and included online and in-person participation opportunities. This first round introduced the 2045 Plan as a whole and explained how this Plan is a culmination of the multimodal planning efforts from the past several years. Twelve in-person open houses and pop-up events were held throughout the six-county region in November 2019. Several events were held in areas with high foot traffic to capture input from community members who may be less likely to attend an open house. An online open house used the same information and survey as the in-person open houses. The first round of community outreach saw 510 survey responses.

Key findings from the first round survey include:

- Majority of respondents use a personal vehicle as their primary transportation
- Nearly half of respondents include walking and biking in their travel
- 6% of respondents list public transit as their primary transportation
- Less than 15% of respondents list public transit as their secondary mode of transportation
- More than half of respondents plan or hope to use public transit more frequently in the future
- 61% of respondents plan or hope to bike and walk more frequently in the future
- Nearly half of respondents plan or hope to use their personal vehicle less often in the future
- Majority of respondents expressed need for 'more options' and 'greater accessibility'



**WHAT WILL TRAFFIC LOOK LIKE IN 2045?**

Learn more and share your input on the 2045 Transportation Plan and the 2021-2024 Transportation Improvement Program, either online or by phone.

2045 TRANSPORTATION PLAN

The public comment period ends **Monday, April 20, 2020**.

**Learn more and comment by phone or mail:**

Request more info at 512-215-9351
Leave voicemail comments at 737-708-8144

Mail comments to
3300 N. IH 35 Suite 630 Austin, TX 78705

**Participate online:**

Learn about the TIP and the 2045 Plan at campotexas.org/get-involved

Email comments to
comments@campotexas.org

**Attend an online Open House:**

Watch on Facebook Live or join an online event at campotexas.org/webex or by phone at 1-844-992-4726

Online Open House Schedule:

| | |
|---|---|
| **April 13, 2020**<br>12:00 p.m.<br>Access code: 967 667 510<br>Password: 2045Plan | **April 14, 2020**<br>10:00 a.m.<br>Access code: 964 576 971<br>Password: 2045Plan |
| **April 15, 2020**<br>4:00 p.m.<br>Access code: 969 592 578<br>Password: 2045Plan | **April 16, 2020**<br>7:00 p.m.<br>Access code: 964 968 646<br>Password: 2045Plan |

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

## Round 2 – Winter/Spring 2020

The second round of community outreach was significantly altered due to the COVID-19 global pandemic. As the second round of outreach was beginning, stay at home orders and social distancing guidelines were being put in place. To comply with these orders, the Transportation Policy Board voted to temporarily suspend the in-person requirements of the Public Participation Plan.

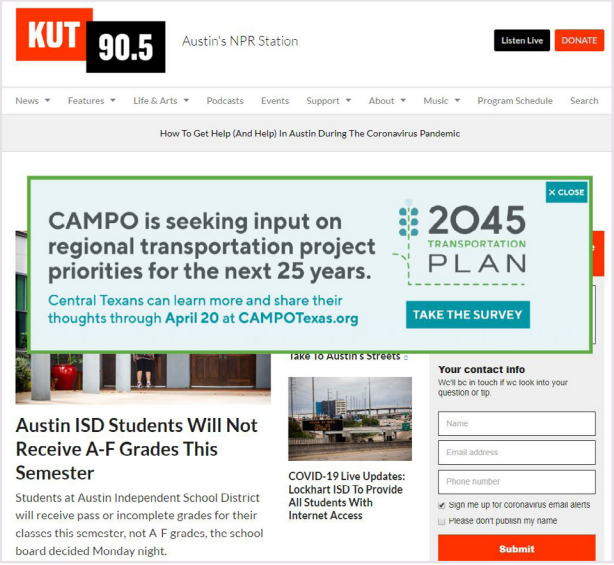
Sixteen in-person open houses and pop-up events were scheduled for the second round of outreach, in addition to an online open house. Two in-person events occurred before outreach moved to a remote format consisting of online, by phone, and by mail strategies. Multiple strategies were explored to get the word out about the shift in format for public outreach and to engage the community from their homes.

Additional consideration was given to ensuring the revised outreach methods were equitable. Since public places such as libraries and schools were closed, some were left with limited or no access to computers, internet service, or tablets and smartphones. Though moving everything online could have been an easy solution, it would not have been an equitable one.

Technology-based outreach strategies included increasing social media ads and posts, increasing banner ads on news websites, and hosting live open house presentations through Webex. Social media and news websites experienced an increase in traffic during social distancing so these methods were effective in getting the word out about public participation opportunities. In fact, a week-long social media campaign had over 300,000 impressions reaching over 100,000 individuals with a higher than usual click/engagement rate.

Other engagement strategies relied on phone, mail, and newspapers ads to get information out about how to get engaged and submit public comments. Telephone hotlines were established so the public could request information and surveys by mail and submit public comments by voicemail.

The vast majority of survey responses and public comments were submitted online or by email, as is typical even when multiple in-person events are held. In total, nearly 500 survey responses or public comments were received and prioritized transit and active transportation projects as well as some of the larger highways in the Austin area. Survey responses and all public comments submitted by email, phone, mail, and fax can be found in the appendix.




For the live open houses hosted online, a toll-free number was advertised so those preferring or needing a lower tech option could still participate. About 100 individuals participated in the four live remote open houses, a greater turn out than recent in-person open houses.

Similar strategies were used for Spanish speaking community members. Hotlines were established to request information or leave comments in Spanish. Spanish social media and radio ads were deployed and an extended interview with a Spanish radio station was used to get the word out about the 2045 Plan and how to participate and submit comments and a survey.

## CHAPTER 2 SUMMARY

CAMPO has completed multiple unconstrained regional, subregional, and local plans and studies to improve transportation efficiency, safety, and sustainability in the region.

Multiple plans are the first of their kind for the Capital Area, including the Regional Active Transportation Plan and the Regional Arterials Concept Inventory*.

CAMPO worked with jurisdictions on local studies to leverage transportation investments for economic development and freight efficiencies.

To highlight the integration of transportation and land use, CAMPO evaluated regional activity centers and how they impact the overall transportation system. This simulation analysis showed large increases in the numbers of people and jobs that may have access to potential HOV lanes, transit routes, and active transportation facilities as defined in the regional plans and studies.

Multiple rounds of public outreach were held to provide information and solicit feedback from community members on regional transportation planning.

* The Regional Arterials Concept Inventory was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only.

# CHAPTER 3: FISCAL CONSTRAINT

## Financial Plan

The 2045 RTP's financial plan demonstrates how the projects recommended by the Transportation Policy Board meet fiscal constraint. Fiscal constraint refers to revenues for construction and project implementation that are reasonably expected over the timeframe of the plan. Demonstrating fiscal constraint is a federal requirement in developing RTPs and shows a region's expected ability to fund the projects in the plan.

In addition to the fiscally constrained list of projects, the RTP also identifies projects in an illustrative, or unconstrained, list. Projects on this list include those in consideration for planning purposes and those for which funding cannot reasonably be expected. In subsequent RTPs, illustrative projects may move to the fiscally constrained list if further planning work has been completed and funding identified. Additional resources could also be secured by local jurisdictions through policy direction, allowing projects to move to the constrained portion of the plan.

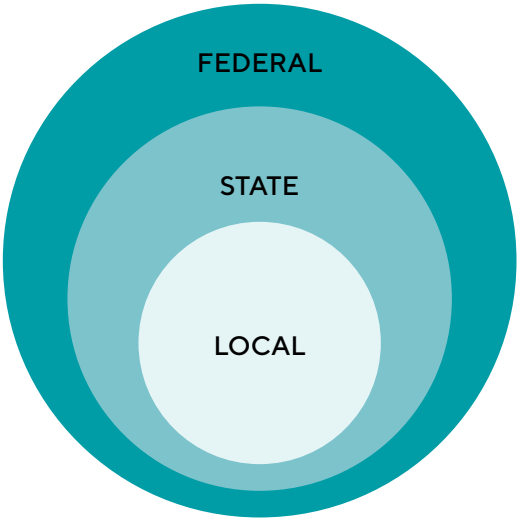
## Fiscal Constraint

The Fiscally Constrained portion of the RTP identifies expected financial resources for projects, programs, and services in the plan. Fiscal Constraint is based on a snapshot in time for reasonably expected financial resources over the 25-year plan horizon. The resources to implement the plan come from local, state, and federal sources. Local resources are those generated by cities, counties, and transportation agencies including CTRMA, Capital Metro, and CARTS primarily through taxes, registration fees, and user fees. The local portion of the total is anticipated to be around $27.6 billion. State and federal resources primarily include grants and collected gasoline taxes, which are allocated by TxDOT to CAMPO for distribution.

This portion of the total is anticipated to be $14.5 billion, which includes $3.7 billion of funding anticipated from the Texas Transportation Commission for the IH 35 reconstruction project. The total sum for the Fiscally Constrained list of projects is approximately $42.5 billion over the plan horizon. The region's fiscal capacity figure increased from roughly $38.4 billion to over $42 billion due to the Texas Transportation Commission's potential funding commitment for the central portion of IH 35.

In order to obtain federal certification, the RTP estimate of fiscal constraint must meet the following requirements:

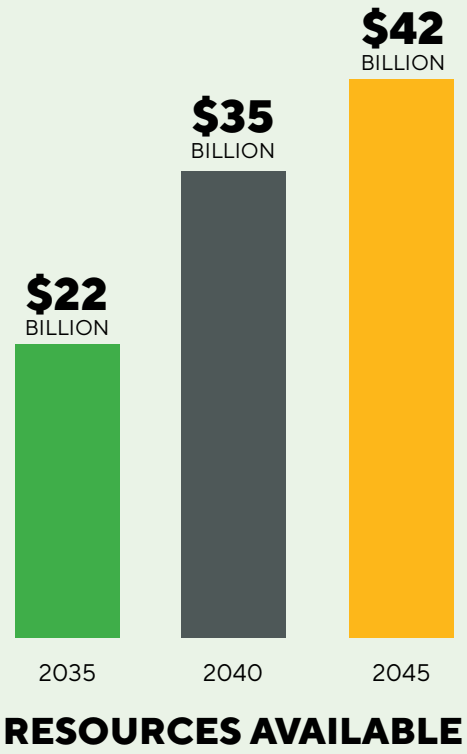
"A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. (23 U.S.C. 134 (j) (2))."




**FUNDING SOURCES**

The test of what is "reasonably expected to be made available" requires neither commitments by policy makers nor intention to commit funds to spending on the "Build" scenario in the plan. Fiscal constraint here requires showing capacity of the sources of funds that have been used in the past, or may be expected to be used in the future to fund transportation programs and projects.

CAMPO calculated fiscal constraint for the 2045 RTP by adding local government-based estimates and non-local government resources as noted above. Local governments and agency forecasts were developed based on publicly available financial reports and in concert with representative financial and transportation staff. A review of local government bond referendums in the Capital Area dedicated to transportation between 2010 and 2019 was also included as a guide for potential future bonds. State and federal forecasts were calculated based on TxDOT's Unified Transportation Program (UTP) for the years 2020-2029. For 2030-2045 state and federal funds, the Transportation Revenue Estimator and Needs Determination System (TRENDS) model was used. TRENDS was developed by the Texas A&M Transportation Institute to establish a standard system for Texas MPOs to forecast state and federal funds beyond the timeframe of the UTP. Maintenance and operations was assumed to remain at constant levels each year, with growth included for inflation. TxDOT's portion of maintenance is understood to be approximately $1.6Bn. A final category of federal funds was identified by Capital Metro as the expected Federal Transit Administration portion of the agency's major capital projects in the plan.



## CHAPTER 3 SUMMARY

The 2045 RTP's financial plan demonstrates how the "Build" scenario projects recommended by the Transportation Policy Board meet fiscal constraint.

The Fiscally Constrained portion of the RTP identifies expected financial resources for projects, programs, and services in the plan.

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# CHAPTER 4: RTP PROJECT LIST DEVELOPMENT

## 2045 RTP Project Selection Methodology

As mandated through Federal guidelines, the RTP includes all regionally significant transportation projects expected to be implemented by 2045. With the level of resources available determined through fiscal constraint, one of the key steps of the RTP is the consideration of projects and means for their evaluation. Under the FAST Act, project development and planning guidance includes the requirement that it be performance based, with goal-based metrics used in consideration of project selection. Therefore, candidate projects for the 2045 RTP are subject to a screening and selection process. The selection nomination process then proceeds for public comment and culminates with adoption by the CAMPO TPB, through a process outlined in the Public Involvement chapter.

The development of the RTP began in earnest with the development of foundational goals in the spring 2019 by subcommittee of the Transportation Policy Board. With updated draft goals in place, the project application process was developed in the summer and fall of 2019, modeled on the 2019-2022 TIP process, with input from the CAMPO Technical Advisory Committee. Similar to the TIP, where projects were nominated by the local jurisdictions, staff worked with applicants in a continuation of the CAMPO Platinum Planning Process with the intent of a more inclusive application process in order to expand the possible project options for further development. Supporting information and referenced plans were robust in order to meet FHWA requirements appropriate for performance-based planning and project detail appropriate at the RTP stage. The general process is summarized in this chapter. More details on selection criteria used, how they relate to the RTP goals and objectives, and the "Build" scenario list of projects are included in the Appendix.

To nominate projects for the 2045 RTP, project and program sponsors that plan or implement regionally significant transportation projects were invited to submit applications (criteria document created for the application shown in Figure 25). Over 600 project nomination applications were submitted from 20 local jurisdictions and transportation agencies, including TxDOT. The call for projects included categories for roadway, transit, active transportation, TDM, ITS projects, and an "Other" category. Any jurisdiction or agency anticipating use of federal funding for any portion of a project between years 2020 and 2045 participates in the selection process in order to enable regional discussion of needs and means.

Central to the 2045 Plan is the determination of projects' status as regionally significant. Projects must be regionally significant in order to be included in the RTP. Similarly, projects receiving federal funding administered by CAMPO were also required to meet the regional significance threshold. Projects can qualify as regionally significant based on multiple, mode-specific characteristics as practiced by CAMPO. The CAMPO definition of regional significance expands upon the more general FHWA description, as defined below.

CAMPO

Capital Area Metropolitan Planning Organization

2045 Regional Transportation Plan

*(there is no funding available for this call)*

Project Submittal Instructions

And

Evaluation Criteria

Fall 2019

Figure 25: *Project Selection Criteria Documentation for Sponsors*

CAMPO defines regional significance for each project category as:

## Roadway Regional Significance:

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

## Transit Regional Significance:

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

## Active Transportation Regional Significance:

- Connections illustrated in the Tier I, Tier II, or Vision Network of the 2045 Regional Active Transportation Plan
- Projects that connect or serve regional activity centers and corridors
- Long-distance corridors that connect multiple communities and jurisdictions
- Safe Routes to School
- Safety and operations projects
- Other projects that allow active transportation connectivity to other regional modes

All transportation improvements submitted by project sponsors were evaluated for regional significance. Most projects submitted for review were determined to be regionally significant. In addition to regional significance, projects submitted on behalf of another agency were required to obtain written concurrence from the primary authority of that facility or area.

## REGIONAL SIGNIFICANCE: FHWA DEFINITION

Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

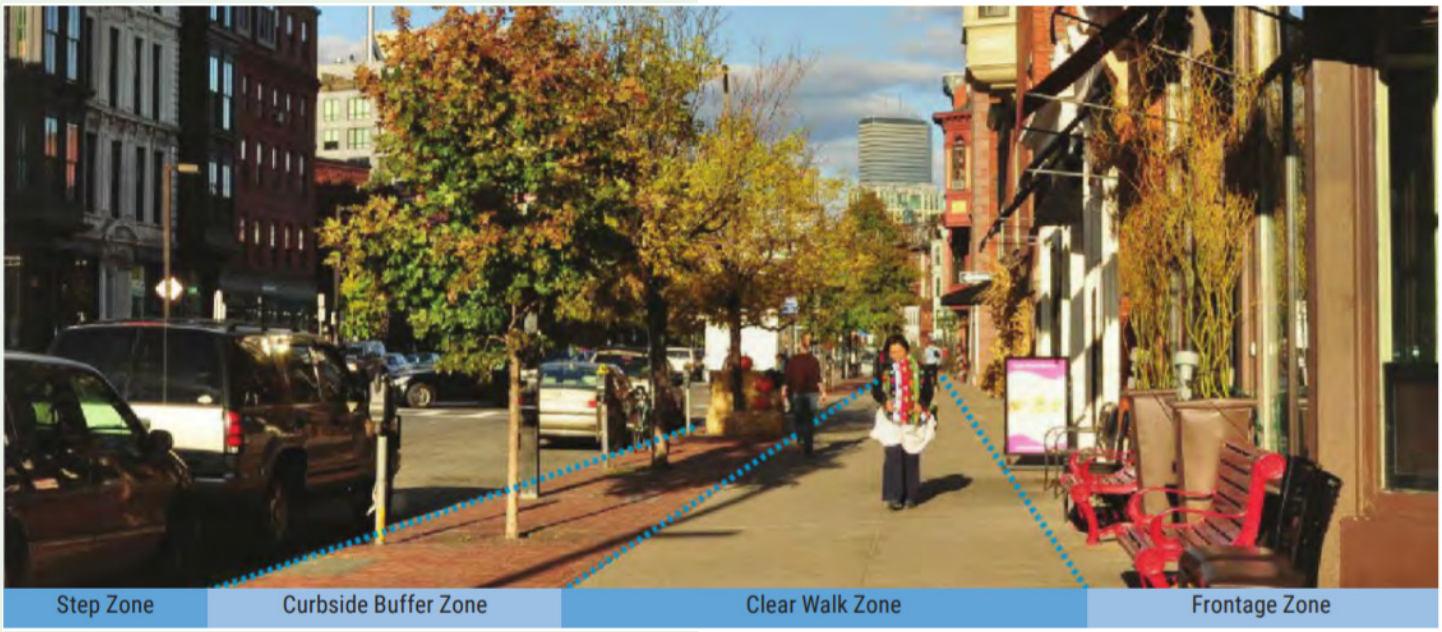



Figure 26: *Regional Active Transportation Plan Pattern Book Illustration*

Applicants submitted projects with self-assessments of the 2045 goals and objectives (Safety, Mobility, Stewardship, Economy, Equity, Innovation). Upon screening for regional significance, self-assessed projects and project specific data were reviewed for consistency.

Scoring projects enabled the creation of a prioritized, fiscally constrained project list based on the project rankings. For inclusion, projects previously approved in the TIP timeframe were first included, then projects nominated as locally funded were included as considered having local priority support. Remaining projects were then ranked based on their MPO-reviewed score with the highest ranked projects selected in order, by cost, until the total resources available were met.

Over 250 projects were reviewed in this way, concurring or adjusting scores by considering the appropriate criteria for each mode, with revised scores reviewed with applicants at their request. Any projects 100% locally funded (i.e. not seeking federal or state funding assistance) or considered illustrative (projects not included within the plan timeline or needing other funding to be considered under fiscal constraint) were not scored. Scoring criteria broken out by mode can be found in the Appendix.

The first part of the appendix includes the fiscally-constrained project list which includes 539 projects with a value of roughly $42.5 billion. All locally-funded, TIP window, and other projects with a score of 59+ are included in the fiscally constrained project list.

## SAFETY IN PROJECT SELECTION

The 2045 RTP projects were evaluated based on safety features like illumination enhancements, emergency management lanes, and separated active transportation lanes (example in Figure 26). Each project category had safety points ranging from 20 to 30 out of the 100 total points, as shown in Table 8.

| PROJECT CATEGORY | SAFETY POINTS AVAILABLE |
|---|---|
| ROADWAY | 30 |
| TRANSIT | 20 |
| ITS | 30 |
| ACTIVE TRANSPORTATION | 25 |

Table 8: *Safety Points Available in Project Scoring*

Maintenance costs for implementing entities at the local level are considered outside of the total figure, and assumed to continue at current funding levels plus growth for inflation. Expected funds for maintenance from TxDOT over the next 25 years are expected to be about $1.6 B. There is roughly $26M in unallocated resources from the region's fiscal capacity. The next section includes maps and figures of the projects by type that have included in the fiscally constrained project list.

The draft list of "Build" scenario projects is found in the Appendix . Mapping representing projects, broken out by category, are included in this chapter.

# 2045 RTP Roadway Projects

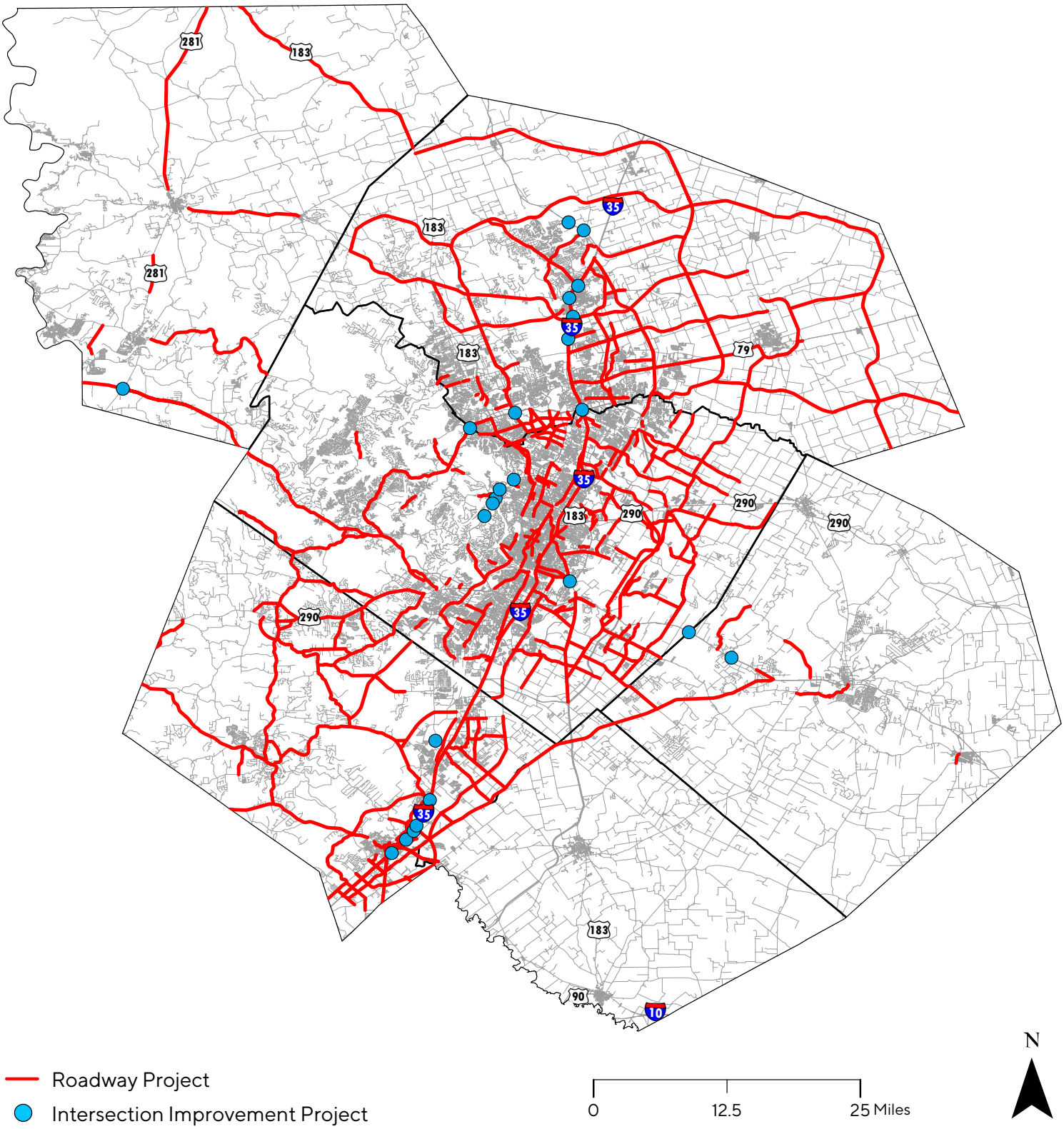



Figure 27: *2045 RTP Roadway Projects*

# 2045 RTP Transit Projects

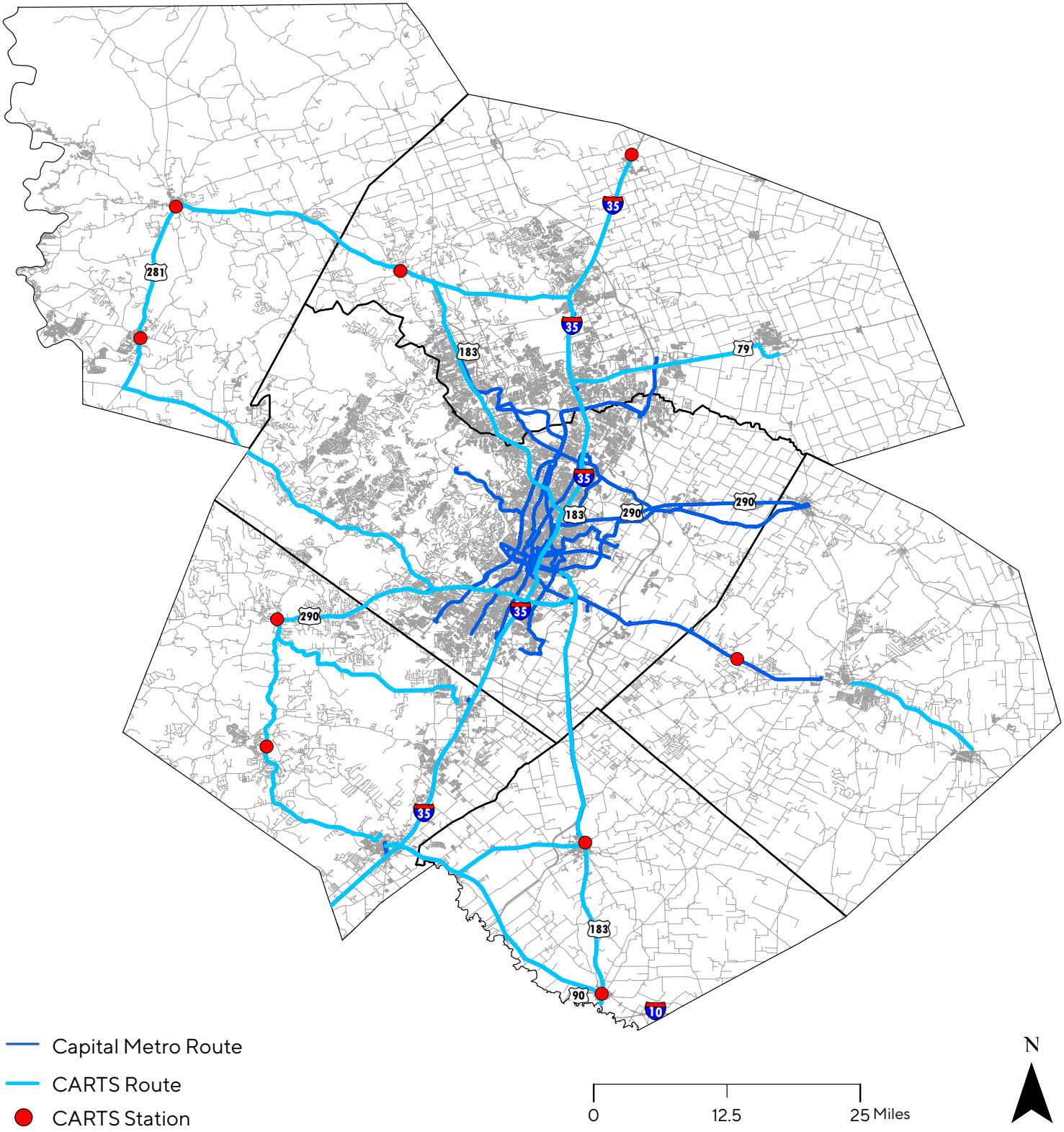



Figure 28: *2045 RTP Transit Projects*

# 2045 RTP Active Transportation Projects

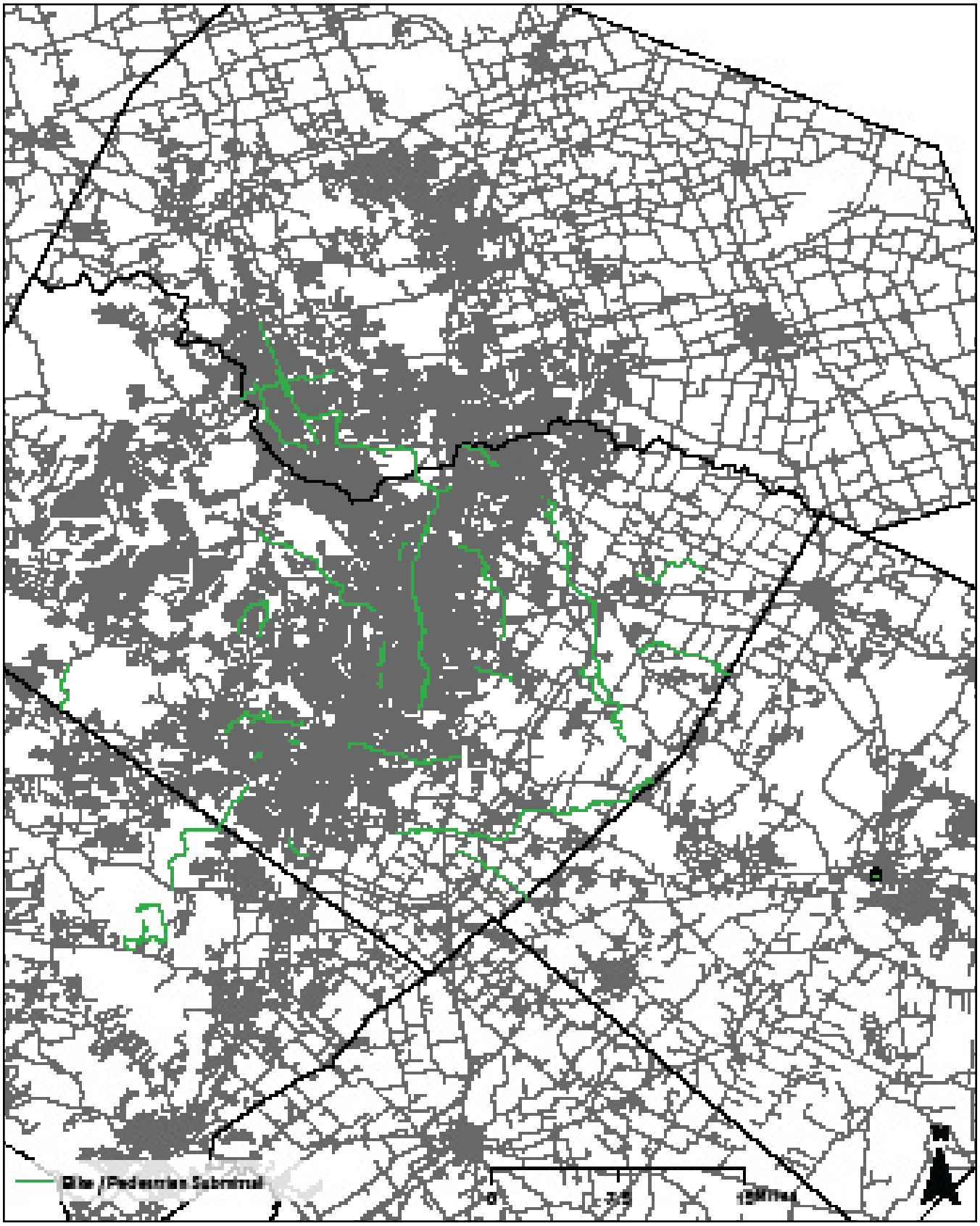



Figure 29: *2045 RTP Active Transportation Projects*

## CHAPTER 4 SUMMARY

As mandated through Federal guidelines, the RTP includes all regionally significant transportation projects expected to be implemented by 2045.

In the spring 2019, a Transportation Policy Board subcommittee developed plan goals which framed the project application process developed in the Summer and Fall of 2019 by CAMPO staff and the Technical Advisory Committee.

To be included in the RTP, projects must be determined to be regionally significant based on multiple, mode-specific characteristics.

The RTP includes a list of fiscally constrained projects which local sponsors have demonstrated an ability to fund within the timeframe of the plan.

Also included is an illustrative project list which includes projects in consideration for planning purposes and those for which funding cannot reasonably be expected.

# CHAPTER 5: 2045 TRAVEL DEMAND MODEL RESULTS

CAMPO used the travel demand model to compare 2045 network performance between scenarios at the regional level. Modeled results reveal an overall improvement in system performance as a result of investments to address regional growth identified in the "Build" scenario (existing plus proposed improvements). Several performance metrics were evaluated to assess implications of growing demand, which is expected to increase by 10 million trips per day. For example, for the candidate projects under the fiscally constrained scenario, congested travel times would be reduced by 63% in evening travel as compared to a "No-build" scenario. Here 'congested' means a roadway with more demand than capacity in the 2045 model results.

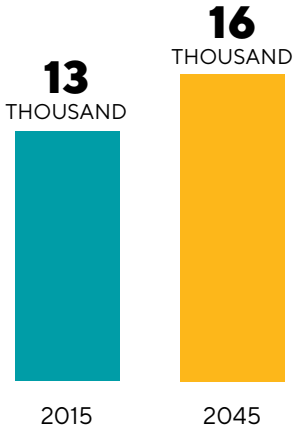
The "Build" scenario also represents reduced travel times per person, or 24% less delay, or an estimated savings of 1.3 million hours of personal time for other activities per day in the region compared to the "No-build" scenario.

For 2045, overall trends in vehicle miles traveled (VMT) per person per day are expected to be an average of 25.5 VMT, which has remained consistent over time in the Capital Area. With less investment in the network, the forecast would be expected to trend down slightly, with lower total VMT in the system of around 24 VMT. However, reduced VMT can be expected to result from higher delays per person as people are able to use the system less but need to spend a larger amount of time to do so.

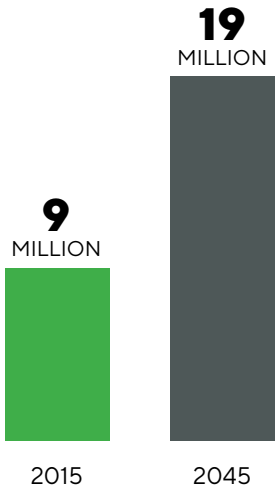
**TRAVEL DEMAND MODEL: 2045 RTP**

| METRIC | 2015 | 2045 "No-Build" | 2045 "Build'" |
|---|---|---|---|
| POPULATION | 1,933,238 | 4,671,000 | 4,671,000 |
| EMPLOYMENT | 998,712 | 2,377,000 | 2,377,000 |
| NETWORK CENTERLINE MILEAGE | 5,349 | 5,560 | 6,150 |
| NETWORK LANE MILEAGE | 12,987 | 13,539 | 16,265 |
| VEHICLE MILES TRAVELED (VMT) | 49,281,299 | 112,210,170 | 118,968,126 |
| VMT PER PERSON | 26.0 | 24.03 | 25.47 |
| VEHICLE-HOURS TRAVELED (VHT) | 2,191,000 | 5,179,828 | 3,914,126 |
| VHT PER PERSON | 0.58 | 1.11 | 0.84 |
| VEHICLE-CAPACITY TRAVELED (VCT) | 197,731,039 | 201,617,892 | 251,889,390 |
| NETWORK VOLUME-TO-CAPACITY | 0.25 | 0.56 | 0.47 |
| NETWORK MILES-PER-HOUR (AVG.) | 45 | 22 | 30 |

Table 9: *Travel Demand Model Forecasts*

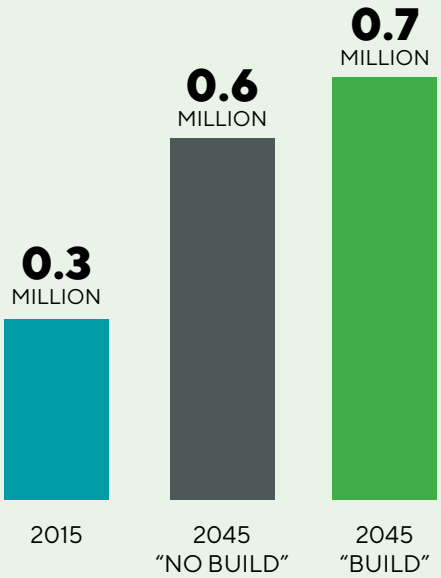



## NETWORK LANE MILES




## DAILY PERSON TRIPS

Environmental Justice Accessibility Analysis




## TRANSIT ACCESSIBILITY

EJ population within 1/2-mile of Transit Stop (CAMPO Model)

## Vulnerable Populations and Environmental Justice Effects

When creating the 2045 Regional Transportation Plan, CAMPO used the Platinum Planning Program to ensure that the planning process has fair treatment and meaningful involvement to all residents. Per federal regulations, CAMPO is required to look at disproportionate impacts to low-income and minority populations on the proposed program as part of an Environmental Justice (EJ) analysis. CAMPO defines EJ populations as Transportation Analysis Zones that meet one or more of the following threshold (outlined areas in Figure 30):

### "Low-income" TAZs

- Have at least 50 percent of the population earning less than 80 percent of the county median family income and/or,
- Have at least 25 percent of the population earning an income below the national poverty thresholds for a family of three ($17,373 in 2010, U.S. Census Bureau).

### "Minority" TAZs

- Have less than 50 percent of the population identifying themselves as "White, non-Hispanic".

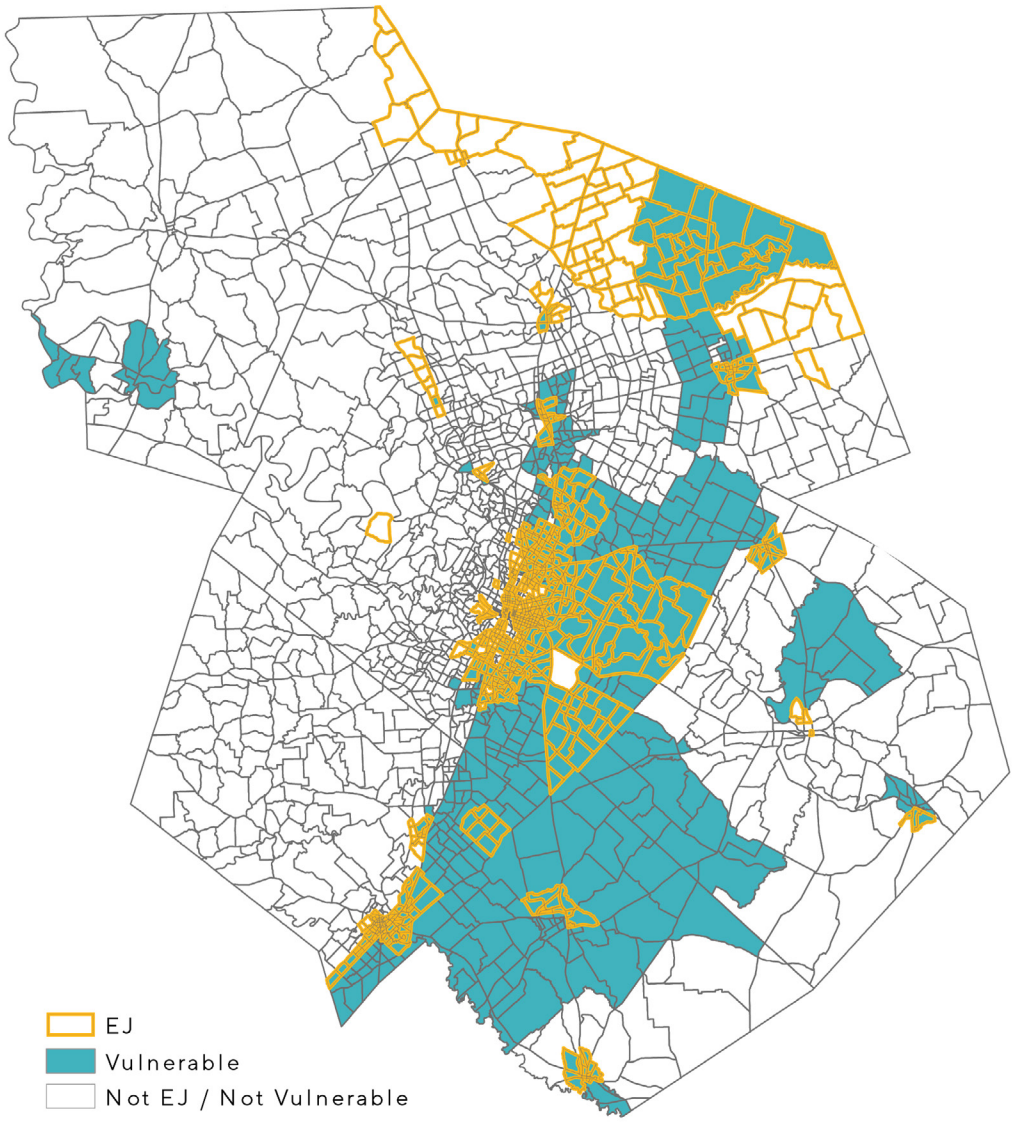



Figure 30: *Environmental Justice Areas and 2017 Vulnerable Populations*

## EJ AND VULNERABLE POPULATIONS ANALYSIS MODEL RESULTS

| DAILY | 2015 | | 2045 "BUILD" | |
|---|---|---|---|---|
| | AVG. TRIP LENGTH | AVG TRAVEL TIME | AVG. TRIP LENGTH | AVG TRAVEL TIME |
| **BY VEHICLE** | | | | |
| ORIGINATING AND/OR ENDING IN EJ | 7.4 | 15.9 | 9.3 | 17.2 |
| ORIGINATING AND/OR ENDING IN VULNERABLE | 7.8 | 16.6 | 10.1 | 18.7 |
| ORIGINATING AND/OR ENDING IN NON-EJ | 8.3 | 17.7 | 10.4 | 19.3 |
| ORIGINATING AND/OR ENDING IN NON-VULNERABLE | 8.1 | 17.4 | 10.1 | 18.7 |
| **BY TRANSIT** | | | | |
| PRODUCED IN EJ | 3.3 | 22.5 | 2.6 | 16.8 |
| PRODUCED IN VULNERABLE | 3.1 | 20.0 | 2.9 | 18.6 |
| PRODUCED IN NON-EJ | 3.3 | 18.9 | 3.6 | 20.7 |
| PRODUCED IN NON-VULNERABLE | 3.5 | 21.6 | 3.1 | 18.0 |

Table 10: *EJ and Vulnerable Populations Analysis*

Through Platinum Planning, CAMPO has broadened its analysis to better understand impacts of transportation investments on "vulnerable populations", which includes minorities, low-income, seniors, persons with disabilities, zero-car households, and persons with limited English proficiency (shaded areas in Figure 30) based on more up-to-date demographic data. The analysis in this section provides understanding of impacts on EJ and broader vulnerable populations as compared to non-EJ areas.

Overall, from model results of the "Build" scenario when compared to conditions today, it appears that both EJ and Vulnerable zones would be not see disproportionate negative impacts by population growth and constrained network capacity than their counterparts. The results are shown in Table 10.

After the RTP is adopted, CAMPO will undergo a Regional Toll Analysis for further documentation of potential impact oversight.

Figure 31: *CAMPO Outreach at Texas School for the Blind and Visually Impaired*

## CHAPTER 5 SUMMARY

With projected growth, travel demand is expected to more than double, to 19 Million person-trips per day by 2045.

Reduced investment in transportation services would result in worsening travel congestion to twice the current congestion times.

Identified improvements represent a savings of more than a million hours of personal time per day for other, non-travel activities.

Regarding Environmental Justice (EJ), CAMPO found no disproportionate effects to travel times for EJ Areas from the "Build" scenario.

Neither EJ nor Vulnerable Population areas would be disproportionately negatively impacted by population growth and the constrained network capacity than their non-EJ or less vulnerable counterparts.

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# CHAPTER 6: THE MOBILITY ECONOMY

The transportation network is one of the most important contributors to a region's economic success as it moves not only people but also goods to/through a region. Ensuring the Capital Area remains economically successful is one of the goals of the 2045 RTP. To achieve this goal, the 2045 RTP has listed out objectives to ensure the network provides efficient travel times, access to opportunity, and enhances quality of life. Components of the Capital Area's mobility economy include industrial freight, consumer and commercial air traffic, and technological advances that allow for harmonious connectivity that is vital for long-range transportation planning considerations and the Capital Area's continued competitiveness in the national and global economy.

## Freight

A robust and effective transportation system that moves goods effectively serves as one of the key drivers for a region's economic success. The 2018 Texas Freight Mobility Plan identified that in 2016 the amount of goods that moved through Texas via truck, rail, water, and air totaled 2.2 billion tons.

As illustrated in Figure 32, the majority of goods were moved by trucks, followed by water, rail, and air. Although there are no water ports in the Capital Area, much of the goods that are imported and exported are delivered by sea to their destinations via the ports of Houston, Corpus Christi, and Victoria. Rail and highway connections such as IH 35, IH 10, US 290, US 183, SH 123, and SH 71 are critical to providing this "last mile(s)" link to these shipping channels. CAMPO and the TxDOT Austin District are working toward improvements to these critical connections, especially routes such as US 290 and SH 71, as there is currently no total limited access connection between Houston and Austin. Further study is needed on the interconnectivity of freight movements in the Capital Area including growing warehousing and distribution centers. A potential output of CAMPO's future workplans may further analyze freight impacts.

As more people move to the Capital Area, the movement of goods will also increase substantially. By 2045, the movement of goods in Texas is expected to be 4.0 billion tons per year (shown in Figure 33). Trucks alone will carry 2.5 billion tons which is 300 million more than all freight movement in 2016.

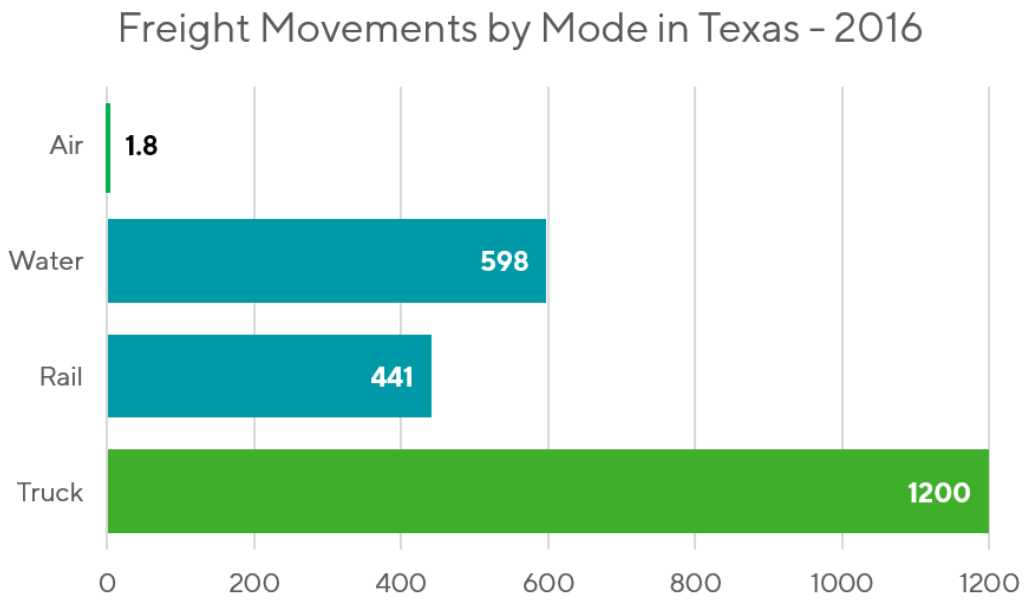


Figure 32: *Freight Movement by Mode, 2016*

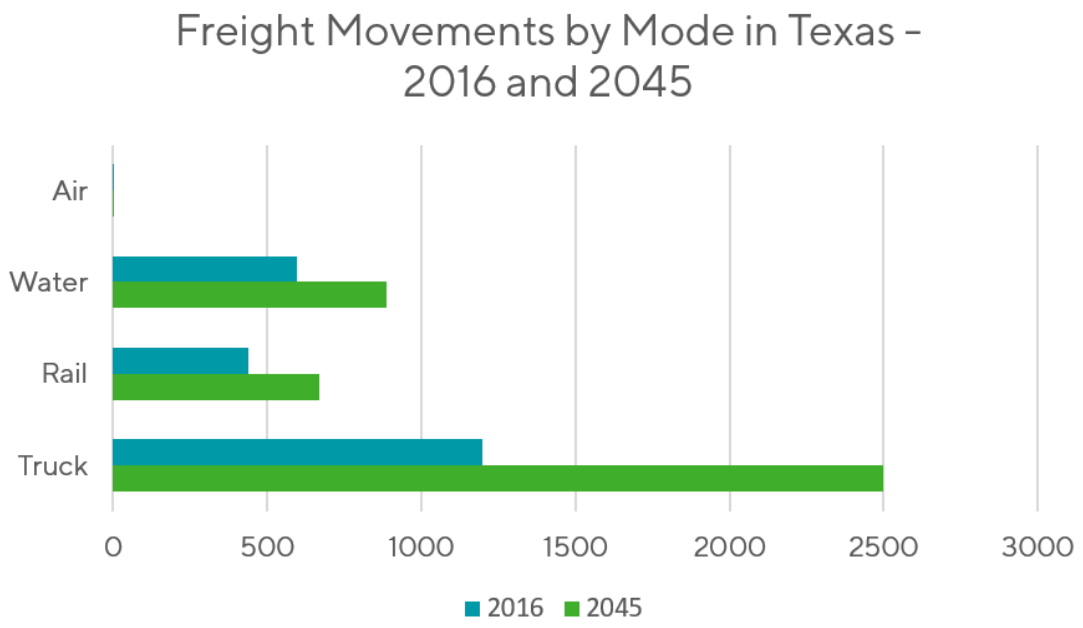


Figure 33: *Past and Projected Freight Movement by Mode*

## Trucking

The amount of goods being delivered by truck has doubled over the past 25 years, and if such growth continues in the future, road conditions will need to be vigilantly maintained in order to keep pace. As the Figure 34 shows, the roads identified by TxDOT that compose the Capital Area's freight network are the most heavily traveled roads in the region. The IH 35 corridor is one of the most heavily traveled and congested corridors in the state, as well as the nation.

Several efforts are underway, with more planned for the future, to improve performance on the region's freight network. Currently, TxDOT and CAMPO are partnering to improve incident management in the region which will aim to limit traffic disruptions from vehicular accidents and other incidents on the roadways. Additionally, agencies throughout the region are working to improve the ITS infrastructure to provide drivers better information on incidents, special events, and expected travel times. Future efforts include the Capital Express Project which aims to add non-tolled managed lanes on both directions of IH 35 to improve travel times and facilitate HOV and transit usage on the interstate.

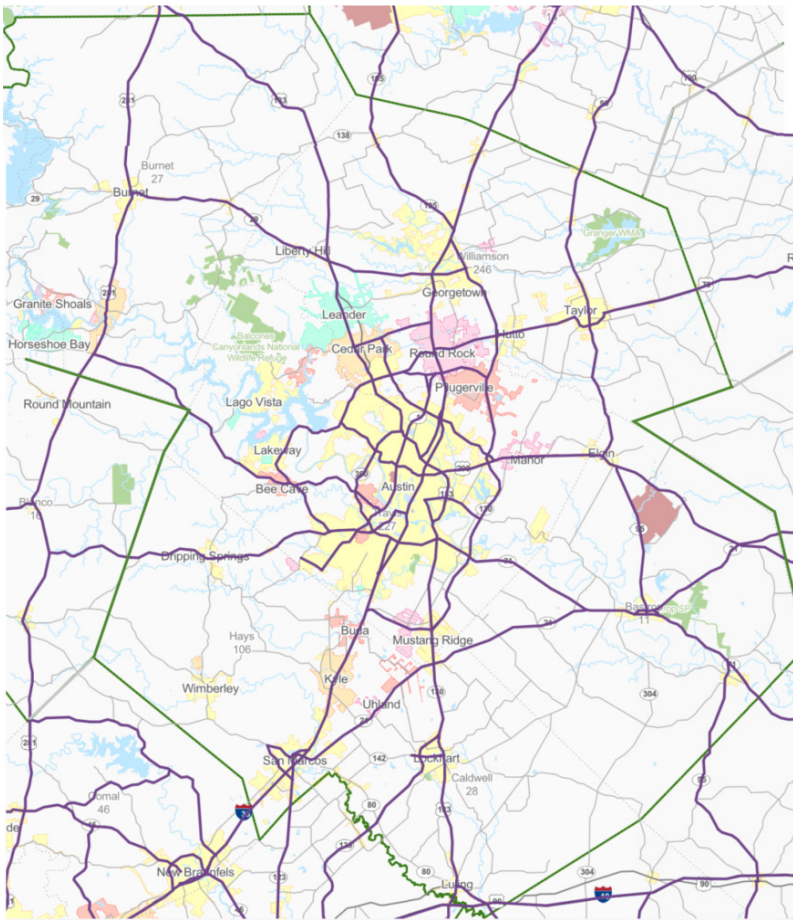


Figure 34: *TxDOT Designated Freight Network*

## Rail

There are approximately 355 miles of railroad tracks in the region with the majority belonging to Union Pacific, the region's only Class I railroad. Each day, at least 70 Union Pacific trains cross through the region with lengths that average between 8,000 – 12,000 feet. With the expected increase in rail freight, the Capital Area can expect a corresponding increase of length of trains through the region on a daily basis. This can pose challenges in safety and time for drivers, cyclists and pedestrians as they potentially encounter longer waits for trains to pass at at-grade railroad crossings.

The Rail Division of TxDOT completed a Central Texas Grade Crossing Study in May 2018 which identified the most hazardous crossings and potential improvements in Hays, Travis, and Williamson Counties. These improvements include upgrading warning devices, implementing quiet zones, and grade separations.

In May 2018, CAMPO awarded $15.2 million to the City of Kyle to relocate a Union Pacific rail siding whose location crosses a major thoroughfare. This location results in an almost complete shutdown of traffic within Kyle in the event of a stopped train on the siding.

In partnership with TxDOT, local agencies, and Union Pacific, more efforts like the ones detailed above will better prepare Capital Area residents to navigate the challenges anticipated with the growth in freight rail.

## Air

While the percentage of freight traveling through air is very small compared to the overall movement of freight in Texas, that low percentage still totals 1.8 million tons of goods annually. Such an amount requires numerous trucks to retrieve those goods from the airport and deliver them to their final destination.

Additionally, according to the 2040 Master Plan of Austin-Bergstrom International Airport (AUS), the number of passenger boardings should total 13.2 million by 2037, more than double its 2016 total of 6.2 million passengers.

The growing amount of passenger and freight traffic through AUS means growing congestion on the roads surrounding the airport. Already, all of the segments of US 183 immediately adjacent to AUS are identified in this document's Congestion Management Process as being in the top 75 of the most congested segments in the region. Currently, the Central Texas Regional Mobility Authority (CTRMA) is working to address some of this congestion through a complete reconstruction of the US 183 corridor between US 290 and SH 71.

Figure 35: *ABIA Master Plan Booklet Cover*

Figure 36: *Barbara Jordan Terminal (Courtesy ABIA Master Plan)*

An additional challenge to the growth in passenger and freight traffic comes from AUS's planned improvements which potentially include the building of additional runways. Among the alternatives listed in its 2040 Master Plan, the additional runways could necessitate a realignment, tunneling under, or a taxiway over major roadways including SH 71, SH 130, FM 973, or US 183. Coordination between multiple transportation partners including TxDOT and CAMPO would be needed to advance any of these concepts.

Transporting passengers and employees to and from AUS via the public transit system occurs today via Capital Metro's frequent Route 20 service. With the expected increases in passengers at AUS detailed above, Capital Metro is engaged in efforts with the City of Austin to plan a high-capacity transit system expansion including a direct connection known as the Blue Line between AUS, downtown Austin, and other destinations. Addressing these varied challenges will require extensive coordination among the City of Austin, Capital Metro, CAMPO, and TxDOT.

## Internet Retail

The growing presence of e-commerce has a direct impact on roadway traffic in the region. Vans and trucks from retailers and distributors are a constant presence on the region's roads. In 2016, one major online retailer opened an 855,000 square foot warehouse, called a fulfillment center, to facilitate decreased delivery times to its customers. The City of Pflugerville is also in discussions with a private sector developer to build a 3.8 million square foot logistics/distribution center to deliver goods that were bought and sold over the internet.

The presence of these facilities results in an increased number of medium and heavy-duty trucks on the region's roads. However, the explosive growth in the industry and the lack of publicly available data has left transportation agencies lacking data on the industry's impact to the region's transportation network. In preparation for the next Regional Transportation Plan, CAMPO plans to bridge this gap in data and further study how e-commerce, distribution centers, fulfillment centers, warehousing districts, and related freight infrastructure affect the region's transportation system.

## Future Transportation Technologies: Electric and/or Autonomous Vehicles

Cities across the world have changed as new transportation innovations become available. By 2045, travel behaviors are expected to change significantly due to emerging technologies like autonomous vehicles (AV), electric vehicles (EV), connected vehicle technology, ridesharing platforms, and new technologies that are likely still to come. Planning for the transportation future of a region with the uncertainties of ever-evolving innovation can be both a challenge and an opportunity.

| FUTURE TECHNOLOGY CONSIDERATIONS | | |
|---|---|---|
| | **BENEFITS** | **LIMITATIONS** |
| **AUTONOMOUS (AV)** | • AV may allow expanded mobility options for the aging population or those who are otherwise unable to drive.<br>• Autonomous and automated vehicle technologies include important safety features that can benefit all road users.<br>• AV technology may reduce the demand for parking infrastructure. | • Evidence suggests a rise in single occupant vehicle trips with more AVs on the road.<br>• AV technology predicted to encourage sprawl, allow shifts to even more distant destinations. The megaregion's average travel distance has been increasing in recent years.<br>• May reduce demand for air travel as the burden of long-distance driving is lessened. |
| **CONNECTED (CV)** | • Sharing of regional and local real-time safety information via connected vehicle technology contributes to the Regional Incident Management Study's goal to reduce secondary crashes and to provide accurate and timely traveler information.<br>• Already provides important safety features that assist with congestion management (e.g. lane departure) | • Connected vehicle technology eventually requires integrated infrastructure, a significant investment of time and resources.<br>• Potential concerns about system resilience in power outages. |
| **ELECTRIC (EV)** | • EVs have the potential to provide zero-carbon transportation with a renewable power grid. Gasoline powered vehicles do not. | • Decreased revenues from state and federal gas tax, which currently help fund transportation investments, maintenance and programs.<br>• Federal tax incentives insufficient to allow continued market penetration. |

Table 11: *Future Technology Considerations*

One concern is how these new technologies will impact land-use decisions. Will autonomous vehicles allow for more efficient development patterns or continue traditional auto-centric developmental patterns? Researchers from the University of Texas analyzed the land use and transportation-pattern effects of self-driving vehicles and helps to shed some light on AV's impacts on the Capital Area. They project that people may choose to live farther away from central Austin and spend more time commuting in a scenario with 100% AVs compared to a non-AV scenario. In their current scenarios, the Capital Area would dramatically increase in the number of households that call the six-county region home and find that commutes will take longer than the base year of 2013 (see Table 12). Another High Occupancy AV scenario the researchers looked at estimates the effects of carpooling combined with AVs. Whether the Capital Area will develop in a more compact or dispersed manner due to Autonomous Vehicles remains to be determined, but the results from the current UT study suggests longer commutes from the suburbs and exurbs.[1]

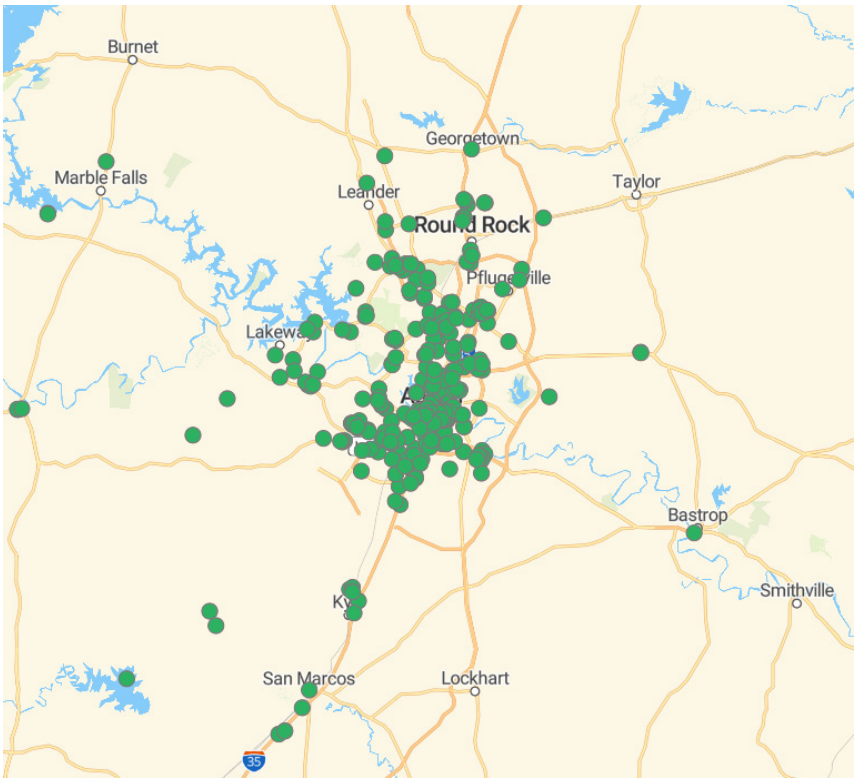


Figure 37: *Planned and Existing EV Charging Stations (Courtesy Dept. of Energy)*

| WORK TRIP STATISTICS | BASE MODEL (2013) | NO AVs (2040) | 100% AVs (2040) | HIGH OCCUPANCY AVs (2040) |
|---|---|---|---|---|
| **AVERAGE WORK TRIP TRAVEL TIME (MINUTES)** | **31.4** | **38.5** | **41.6** | **39.8** |
| **AVERAGE TIME IN CITY OF AUSTIN (MINUTES)** | 22.3 | 25.7 | 25.6 | 25.6 |
| **AVERAGE TIME IN CAPITAL AREA (MINUTES)** | 41.4 | 48.4 | 52.1 | 50.5 |
| **60+ MINUTE COMMUTES (MINUTES)** | 2,639 | 6,006 | 8,007 | 6,993 |

Table 12: *Projected Work Trip Statistics*

[1] *https://www.caee.utexas.edu/prof/kockelman/public_html/TRB21siloLUMAustin.pdf*

## Future Transportation Technologies: Mobility as a Service and Roadway Design

On a broader scale, autonomous and connected vehicle technology has many implications for longer distance travel and movement through the region. Commercial and fleet vehicles are widely understood to be the early adopters of AV/CV for these applications. In the Capital Area, it will be important to evaluate the potential improvement of the infrastructure needed to serve such vehicles and, by extension, the freight/regional operations that may benefit. If regional infrastructure improvement is needed for these reasons, innovative advancements may be led by a balance of public and private sector entities.

In addition to cutting-edge automobile technology, certain technological innovation creates services at the local level that may allow people the option to forgo car ownership altogether. There are currently several types of these services being offered in the Capital Area, but the most prevalent continue to be transportation network companies, ride-hailing, and ridesharing. Ride-hailing services are primarily provided through the private sector with some oversight by local governments. Similarly, the ridesharing services allow customers to operate a shared, public vehicle at their convenience. This type of service has also expanded into other micro-mobility options like scooters, mopeds, and bicycles. The advancement of these on-demand services remains in constant evolution, as does the regulation and liability that surrounds them. Private funding mechanisms and profit structures are also undetermined. As promising and innovative as the services seem, they continue to emerge/contract at different paces, and predicting their impacts remains a challenge.

The future of transportation brings further questions regarding right-of-way design, as different services and technologies require different spatial elements. For example, electric vehicles require charging stations to ensure enough power to get drivers and passengers to their destinations. Several of the existing and planned charging stations in the CAMPO region are shown in Figure 37. Ridesharing companies need designated spaces to store their vehicles while they're not being used. Ride-hailing companies require flexibility to allow passengers to get in/out of vehicles so that frequent stopping does not disrupt the flow of traffic. The rise of the autonomous vehicle poses a very interesting question on the future of right-of-way design as they could potentially eliminate the need for parking. The Georgetown Williams Drive Study completed by CAMPO included investigation into curbside flexibility alternatives, shown in Figure 38.

At all levels and in any potential future scenario, safety improvements are expected from AV and CV technology. The specific safety outcome of this emergence is still to be determined, and diligence at the national level can be seen through investigation of a few high-profile cases. While considerable improvement will still be needed as innovation progresses, a future with safer streets is a promising prospect. Overall, the regional impact of new and emerging autonomous, electric, and connected vehicle technologies remains uncertain, but responding to and planning for their potential impacts continues to be an important consideration for transportation policy and investment prioritization.

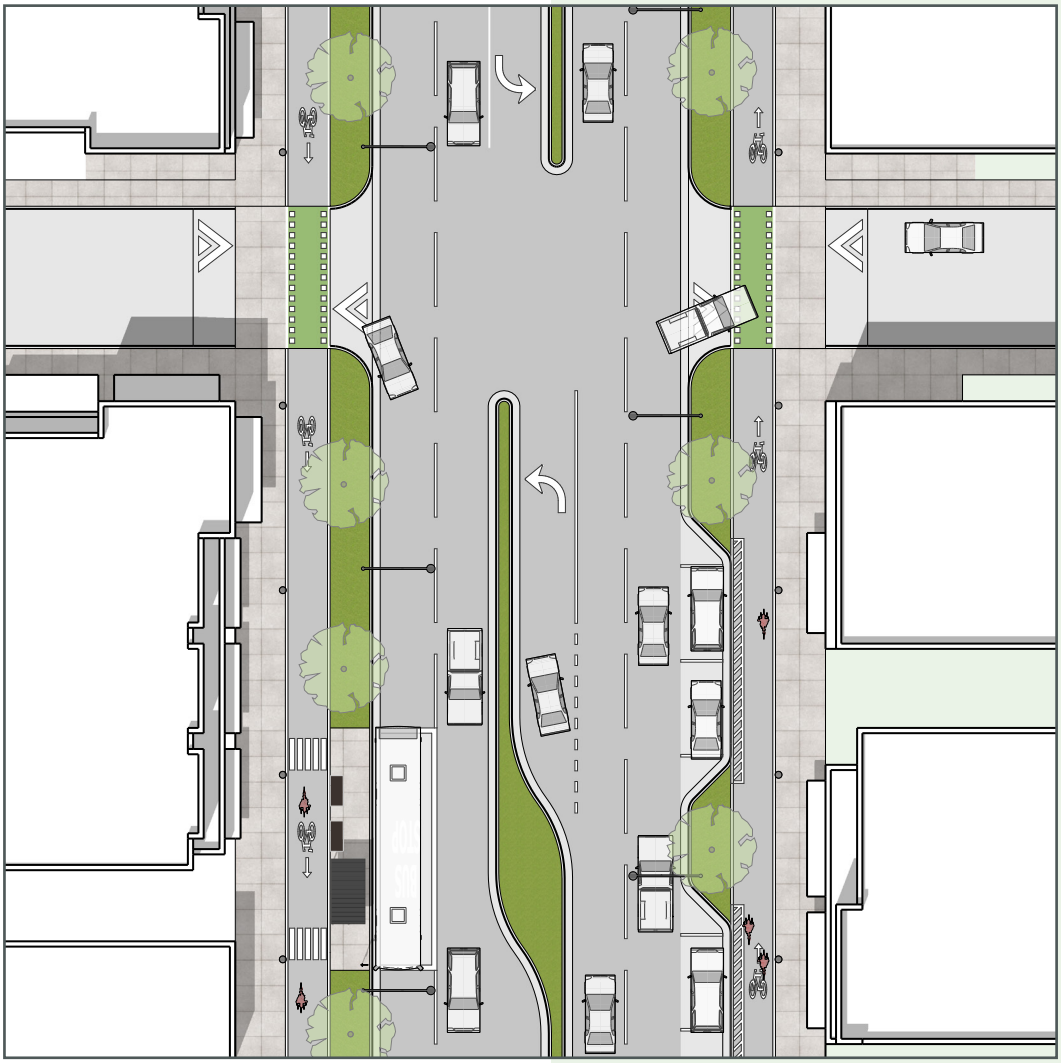

Figure 38: *Curbside Flexibility Illustration from Georgetown Williams Drive Study*

## THE GEORGETOWN WILLIAMS DRIVE STUDY

included cross-section alternatives in the appendices to provide general guidance on various use of curbside space along the corridor. Specifically, it addressed how on-street bulb-ins could be used for transit, deliveries, on-street parking, ride-share loading, or one day A/V drop off areas.

## CHAPTER 6 SUMMARY

Planning for transportation investments through 2045 requires additional coordination on the transportation network effects on the mobile economy.

Components of the Capital Area's mobility economy include industrial freight, consumer and commercial air traffic, and rapidly evolving technological advances.

A goal of the 2045 RTP is to allow for harmonious connectivity vital for the Capital Area's continued competitiveness in national and global economies.

Much of the goods that are imported and exported from the region are routed by via the ports of Houston, Corpus Christi, and Victoria. Rail and highway connections are critical to providing links to shipping.

Rail infrastructure is relatively static in the Capital Area, though freight rail service demands are increasing. TxDOT completed a Central Texas Grade Crossing Study identifying critical crossings for potential improvements.

While air freight is a small percentage of annual totals, the value per ton of goods is high, and rate of use continues to grow with passengers. Number of air passengers is projected to reach 13.2 million by 2037.

Distribution centers for rapidly expanding Internet retail sector has resulted in significant increases in medium- and heavy-duty trucks on the region's roadways.

Transportation networking companies provide services that may allow people the option to forgo car ownership altogether, but markets and services continue to evolve with competition.

By 2045, travel behaviors are expected to change significantly due to emerging technologies, which will impact overall land uses and the transportation system that supports them. But consensus among researchers remains mixed on effects and unknown rates of adoption.

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# CHAPTER 7: PERFORMANCE MEASURES AND 2045 POLICIES

Measuring how safely and reliably people and goods can reach destinations are key components of the Regional Transportation Plan. Performance metrics allows for quantifiable analysis to showcase how well a region's transportation network has improved and what it needs to focus on for future growth. CAMPO utilizes performance measures and metrics prescribed by the United States Department of Transportation's (USDOT) National Highway Performance Program (NHPP) and the Texas Department of Transportation (TxDOT). The CAMPO Transportation Policy Board uses these federal and state policies to create the standards in which CAMPO operates.

## National Highway Performance Program

The NHPP was established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America's Surface Transportation (FAST) Act, to improve the nation's mobility challenges. The NHPP is a performance-based transportation planning process that requires MPOs to adopt performance measures and metrics set by the Federal government and the State (TxDOT) in order to provide more transparency in the selection and prioritization of transportation projects. The NHPP performance measures are found inTable 13.

## Texas House Bill 20 and Unified Transportation Program (UTP)

At the state level, Texas House Bill 20 requires the Texas Department of Transportation (TxDOT) to use performance-based transportation planning to evaluate projects that are candidates to be included in the Unified Transportation Program (UTP), TxDOT's ten-year programming document that guides transportation projects through development and construction stages. All transportation projects must go through the UTP process and Texas House Bill 20's performance metrics to be able to utilize State funding.

### SAFETY, SAFETY, SAFETY

Although CAMPO does not have implementation and enforcement capabilities, it is CAMPO's goal that all plans, policies, and funding through the MPO are in alignment with the goals set forth from the TPB. Health, safety, and equity are interwoven into all work products, policies, and metrics associated with the 2045 Plan.

| NATIONAL PERFORMANCE REQUIREMENTS | | |
|---|---|---|
| PERFORMANCE MEASURE | | METRIC |
| **PM1** | Highway Safety Improvements | Five-year rolling averages for the number of fatalities |
| | | The rate of fatalities per 100 million vehicle miles traveled |
| | | Number of serious injuries |
| | | Rate of serious injuries per 100 million vehicle miles traveled |
| | | Number of non-motorized fatalities and non-motorized serious injuries |
| **PM2** | Pavement and Bridge Conditions | A summary listing of pavement and bridge assets and their condition |
| | | Identification of asset management objectives, measures, and performance gaps |
| | | Lifecycle cost and risk management analysis, financial plan, and identification of investment strategies |
| **PM3** | System Performance | Reliability and predictability |
| | Freight | National performance management research data set |
| | | Truck travel reliability index |
| | CMAQ | Annual hours of Peak Hour Excessive Delay per capita |
| | | Percent of non-single occupant vehicle travel |
| | | Total emissions reductions |
| **TAM** | Transit Asset Management | Regular maintenance |
| | | Inspections |
| | | Tracking asset condition over time |
| | | Planning for maintenance and replacement costs |
| | | Replacing each asset at the appropriate time |

Table 13: *National Highway Performance Program: Performance Measures*

The table on the following pages reflects consideration and inclusion of CAMPO policies and alignment through the Platinum Planning Program completed plans. Many of these policies draw from currently adopted board directives.

| 2045 REGIONAL TRANSPORTATION PLAN GOALS, POLICIES, AND STUDIES ALIGNMENT | | | | |
|---|---|---|---|---|
| POLICY | RATP | RIMS | TDM | CMP |
| Encourage implementation of pedestrian facilities with resurfacing, new construction, major rehabilitation, and other maintenance projects of regionally significant roadways at the major arterial functional classification or higher. | X | | | X |
| Encourage implementation of bicycle facilities with resurfacing, new construction, major rehabilitation, and other maintenance projects of regionally significant roadways at the major arterial functional classification or higher. | X | | | X |
| Consider transportation improvements that increase person-carrying capacity, rather than vehicle-carrying capacity of the regional transportation system. | | X | X | X |
| Use transportation investments to support continued reduction of per capita vehicle miles traveled. | X | | | X |
| Expand the public transportation, and other, transportation systems to keep up with the region's mobility needs over time. | | X | X | X |
| Facilitate preservation of right-of-way that is adequate to accommodate the planned functional classification of the roadway as shown in the CAMPO long range plan. Adequate right of way shall be determined by locally adopted standards or engineering discretion, or along state system rights-of-way, consistent with standards promulgated by TxDOT, and should generally fall within the width ranges shown in the CAMPO Plan. | | X | X | X |
| Any existing roadway to which additional tolled capacity is added shall continue to be maintained and improved and to provide the same amount or more non-tolled capacity as the roadway currently provides. To the extent that it is within the authority of the toll operator and the CAMPO Transportation Policy Board, the non-tolled capacity shall have the same number or fewer traffic control devices as the current roadway except where law and/or safety requires otherwise. | | X | X | X |
| The initial operation of any Central Texas Regional Mobility Authority (CTRMA) tolled facility shall allow non-tolled use by public buses and paratransit. | | X | X | X |
| Develop a transportation system that minimizes impacts on the 100-year flood plain, aquifer recharge and contributing zones, and other environmentally sensitive areas while providing for regional mobility. | X | | | |

| POLICY | RATP | RIMS | TDM | CMP |
|---|---|---|---|---|
| Reduce vehicle emissions through implementation of transportation investments and other activities. | X | X | X | X |
| Develop a transportation system that incorporates context-sensitive design principles into the design of transportation projects. | X | | | |
| Target 50 percent of available CAMPO discretionary federal funding (STP-MM) to support the planning and development of activity centers using the three metrics (population, employment, and street grid connectivity) outlined in the CAMPO Regional Activity Centers Analysis for well calibrated/balanced land use and mobility. (The same project may address both the 15 percent bicycle and pedestrian, and the 50 percent Centers target policies.) | X | | | X |
| Target 15 percent of available CAMPO discretionary federal funding (STP-MM) to bicycle and pedestrian projects through the CAMPO TIP process. (The same project may address both the 15 percent bicycle and pedestrian, and the 50 percent Centers target policies.) | X | | | |
| Consider reducing the cost of moving goods and enhancing the region as an effective freight transportation center as priorities when evaluating projects for funding under the CAMPO Transportation Improvement Program. | X | X | X | X |
| Support development of high density, mixed-use activity Centers in the locations shown on the Regional Activity Centers Analysis. | X | | | X |
| Work with local jurisdictions to encourage clustering of shipping activities near freight transportation termini, modal shifts, and accommodating the safe and efficient flow of heavy-duty vehicles. | X | X | X | X |
| Transportation Demand Management (TDM) comprises programmatic and infrastructure components that contribute to an optimally efficient, multi-modal transportation system. TDM provides travelers, including those who drive alone, with choices. It prioritizes moving people. TDM's goals are to: use transportation investments to support continued reduction of per capita vehicle miles and vehicle hours traveled, and improved travel time reliability. | X | X | X | X |

Table 14: *Goals, Policies, and Studies Alignment*

## CHAPTER 7 SUMMARY

- The National Highway Performance Program's performance-based planning process requires MPOs to adopt performance measures in accordance with Federal and State guidelines to provide transparency in the selection and prioritization of transportation projects and monitoring of investments over time.

- Texas House Bill 20 requires TxDOT to include performance-based planning to evaluate projects candidates for its 10-year horizon Unified Transportation Program (UTP).

- Referencing federal and state policies, the CAMPO Transportation Policy Board has defined performance measures as standards for CAMPO functions.

- In alignment with USDOT and TxDOT efforts, the 2045 RTP expands regional investments in infrastructure and operations for better Safety, Connectivity, Personal Mobility and Access that balances economic growth, stewardship of scarce resources, and regional competitiveness.

## COVID-19 Considerations

In the last few months of development of the 2045 RTP, the world has been gripped by the COVID-19 pandemic. As of spring 2020 millions of Americans, including Texans and Capital Area residents, have lost their jobs, been furloughed, or have been required to telework. This has reduced demand on the transportation network and many transportation facilities are operating well below counts from the previous time last year. One thing that has been learned thus far is that although the majority of American workers cannot telework, according to the Bureau of Labor Statistics, this crisis may provide some insight into the potential benefits of more teleworking polices. Not all residents have the ability to telework, but CAMPO recognizes that this crisis is an opportunity to discuss the benefits of TDM strategies and related equity impacts. This crisis has also reiterated the importance of transit as a public utility, and it is crucial to the transportation network to ensure that vulnerable populations and essential workers are able to make necessary trips. As the RTP is an evolving document, CAMPO will continue to monitor the impacts of this devastating situation and its potential for lasting and unforeseen effects on trip patterns and travel behaviors.

# CHAPTER 8: APPENDICES

A. Regional Transportation Plan Project Lists

B. Regional Transportation Plan Application Process

C. Regional Active Transportation Plan

D. Regional Incident Management Study

E. Regional Arterials Concept Inventory *

F. Regional Transit Study

G. Regional Transportation Demand Management Plan

H. State of Safety Report

I. MoKan/Northeast Subregional Plan

J. Congestion Management Process

K. Georgetown Williams Drive Study

L. Luling Transportation Study

M. Walkability Action Plan

N. Public Comments and Survey Responses

O. Fiscal Constraint Analysis

P. Performance Measures Resolutions

* The Regional Arterials Concept Inventory was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only.

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| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 41-00115-00 | HAYS | TXDOT | IH 35 | RELOCATE NORTHBOUND ENTRANCE RAMP FROM SL 82, ADD NEW 1 LANE NORTHBOUND EXIT RAMP TO RIVER RIDGE PKWAY, 1 NORTHBOUND AUXILIARY LANE AT SL 82 AND RIVER RIDGE PARKWAY | N OF RIVER RIDGE PARKWAY | SL 82 | | 2020 | $10,770,000 |
| 41-00116-00 | HAYS | TXDOT | IH 35 | OPERATIONAL IMPROVEMENTS AND RAMP REVERSALS | BLANCO RIVER | RIVER RIDGE PARKWAY | | 2027 | $8,200,000 |
| 41-00117-00 | HAYS | TXDOT | IH 35 | REVERSE NORTHBOUND RAMPS | KYLE CROSSING | RM 150 | | 2020 | $30,000,000 |
| 41-00118-00 | HAYS | TXDOT | IH 35 | RECONSTRUCT RAMPS | SL 82 | S OF SL 82 | | 2020 | $2,011,599 |
| 41-00162-00 | HAYS | TXDOT | IH 35 | RECONSTRUCT IH-35 ML BRIDGE AT SH-123, NORTHBOUND FRONTAGE BRIDGES AT SAN MARCOS RIVER AND WILLOW SPRINGS CREEK, ADD AUXILIARY LANES, WITH SH-123 INTERSECTION AND PEDESTRIAN IMPROVEMENTS | S OF SH 80 | N OF RM 12 | | 2021 | $116,825,412 |
| 41-00120-00 | HAYS | TXDOT | IH 35 | OPERATIONAL, INTERSECTION, MAIN LANE AND FRONTAGE ROAD IMPROVEMENTS | N SH 123 | S OF POSEY RD | | 2025 | $219,600,000 |
| 41-00121-00 | HAYS | TXDOT | IH 35 | IH 35 FUTURE TRANSPORTATION CORRIDOR (2X2 NTML) | SH 45 SE | POSEY RD | | 2039 | $1,769,967,277 |
| 51-00351-00 | TRAVIS | TXDOT | IH 35 | ADD ONE NB AND ONE SB NON-TOLLED MANAGED LANES, ADD ONE ADDITIONAL NBFR LANE FROM SH 45 TO FM 1825, ONE ADDITIONAL SBFR LANE FROM SH 45 TO GRAND AVE PKWY, RECONSTRUCT RAMPS, AND ADD FR & MAINLANE AUXILIARY LANES. | SH 45N | FM 1825 | | 2022 | $100,097,848 |
| 51-00189-00 | TRAVIS | TXDOT | IH 35 | RECONSTRUCT IH-35 FROM 15TH ST. TO HOLLY ST., ADDING 2 NORTHBOUND AND 2 SOUTHBOUND NON-TOLLED MANAGED LANES, 1 NORTHBOUND GENERAL PURPOSE LANE, 1 NORTHBOUND FRONTAGE ROAD. LANE AND 1 SOUTHBOUND FRONTAGE ROAD. LANE, RECONSTRUCT RAMPS AND IMPROVE FRONTAGE ROADS. | US 290E | US 290W / SH 71 | | 2025 | $3,100,307,635 |
| 51-00189-01 | TRAVIS | TXDOT | IH 35 | RECONSTRUCT IH-35 FROM US 290E TO 15TH ST., ADDING 2 NORTHBOUND AND 2 SOUTHBOUND NON-TOLLED MANAGED LANES, 1 NORTHBOUND FRONTAGE RD. LANE AND 1 SOUTHBOUND FRONTAGE RD. LANE, RECONSTRUCT RAMPS, AND IMPROVE FRONTAGE ROADS. | US 290E | US 290W / SH 71 | | 2026 | $2,371,160,714 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00189-02 | TRAVIS | TXDOT | IH 35 | RECONSTRUCT IH-35 FROM HOLLY ST. TO SH 71, ADDING 2 NORTHBOUND AND 2 SOUTHBOUND NON-TOLLED MANAGED LANES, 1 SOUTHBOUND GENERAL PURPOSE LANE, RECONSTRUCT RAMPS, IMPROVE FRONTAGE ROADS, RECONSTRUCT INTERSECTIONS AND BRIDGES AT RIVERSIDE DR., WOODLAND AVE, AND LADY BIRD LAKE. | HOLLY STREET | US 290/71 | | 2025 | $351,374,945 |
| 51-00352-00 | TRAVIS | TXDOT | IH 35 | ADD TWO NB AND TWO SB NON-TOLLED MANAGED LANES AND TWO ADDITIONAL SBFR LANES FROM SH 71 TO WILLIAM CANNON, RECONSTRUCT RAMPS, FRONTAGE ROAD OPERATIONAL IMPROVEMENTS, AND ADD FR & MAINLANE AUXILIARY LANES. | US 290W/SH 71 | LP 275 - SLAUGHTER LANE | | 2022 | $229,452,192 |
| 51-00353-00 | TRAVIS | TXDOT | IH 35 | ADD ONE NB AND ONE SB NON-TOLLED MANAGED LANES, ADD ONE ADDITIONAL NBFR LANE FROM FM 1825 TO PARMER & FROM TECH RIDGE BLVD TO RUNDBERG, ADD ONE ADDITIONAL SBFR LANE FROM FM 1825 TO US 183, RECONSTRUCT RAMPS, AND ADD FR & MAINLANE AUXILIARY LANES. | FM 1825 | US 290E | | 2022 | $289,927,152 |
| 51-00354-00 | TRAVIS | TXDOT | IH 35 | ADD TWO NB AND TWO SB NON-TOLLED MANAGED LANES AND ONE ADDITIONAL FRONTAGE ROAD LANE IN EACH DIRECTION FROM SLAUGHTER LANE TO SH 45SE, RECONSTRUCT RAMPS, AND ADD FR & MAINLANE AUXILIARY LANES. | LP 275 - SLAUGHTER LANE | SH 45SE | | 2022 | $158,932,136 |
| 61-00075-00 | WILLIAMSON | TXDOT | IH 35 | IH 35 FUTURE TRANSPORTATION CORRIDOR | SH 45 N | SH 130 | | 2039 | $836,358,164 |
| 61-00076-00 | WILLIAMSON | TXDOT | IH 35 | CONSTRUCT INTERSECTION IMPROVEMENTS & TURNAROUND | | | WESTING-HOUSE RD | 2025 | $67,300,000 |
| 61-00077-00 | WILLIAMSON | TXDOT | IH 35 | ADD 1 SOUTHBOUND AUX LANE | SH 45 N | US 79 | | 2025 | $8,500,000 |
| 61-00136-00 | WILLIAMSON | TXDOT | IH 35 | CONSTRUCT INTERSECTION IMPROVEMENTS, TURNAROUND BRIDGE AND SOUTHBOUND AUXILIARY LANES, REPLACE BRIDGE AT RM 2243 AND REVERSE SOUTHBOUND RAMPS | NORTH RM 2243 | SE INNER LOOP | | 2024 | $58,210,928 |
| 61-00079-00 | WILLIAMSON | TXDOT | IH 35 | CONSTRUCT INTERSECTION IMPROVEMENTS, SOUTHBOUND AUXILIARY LANES & REVERSE SOUTHBOUND RAMPS | RM 1431 | RM 2243 | | 2025 | $42,800,000 |
| 61-00080-00 | WILLIAMSON | TXDOT | IH 35 | OPERATIONAL IMPROVEMENTS-INTERCHANGE | | | SH 29 | 2025 | $105,000,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00081-00 | WILLIAMSON | TXDOT | IH 35 | RECONSTRUCT INTERCHANGE | | | WILLIAMS DR | 2020 | $78,642,337 |
| 61-00082-00 | WILLIAMSON | TXDOT | IH 35 | ADD NEW 3-LANE NORTHBOUND FRONTAGE ROAD | S OF LAKEWAY DR | S OF WILLIAMS DR | | 2020 | $41,699,816 |
| 61-00181-00 | WILLIAMSON | WILLIAMSON COUNTY | IH 35 AT INNER LOOP | BRIDGE REPLACEMENT AND INTERSECTION IMPROVEMENT | | | IH 35 AT INNER LOOP | 2028 | $11,890,000 |
| 51-00001-03 | TRAVIS | CTRMA | US 183 N | ADD 2 EXPRESS LANES IN EACH DIRECTION | WILLIAMSON COUNTY LINE | SL 1 | | 2021 | $128,521,500 |
| 61-00004-00 | WILLIAMSON | CTRMA | US 183 N | ADD 2 EXPRESS LANES IN EACH DIRECTION | RM 620/SH 45 | TRAVIS COUNTY LINE | | 2021 | $131,321,500 |
| 61-00072-00 | WILLIAMSON | CTRMA | US 183A | CONSTRUCT 6-LANE TOLLED EXPRESSWAY; PHASE 1 TO INCLUDE 4-LANE TOLLED EXPRESSWAY | HERO WAY | NORTH OF SH 29 | | 2031 | $367,800,000 |
| 61-00002-00 | WILLIAMSON | CTRMA | US 183A | CONSTRUCT 4-LANE TOLLED EXPRESSWAY | HERO WAY | NORTH OF SH 29 | | 2021 | $269,700,000 |
| 51-00365-00 | TRAVIS | CTRMA | LOOP 1 | DESIGN AND CONSTRUCT AN AUXILLARY LANE ON SB MOPAC FROM THE BEE CAVE RD. ENTRANCE RAMP TO THE SB LOOP 360 EXIT RAMP INCLUDING ACCELERATION LANE | BARTON SKYWAY | SL 360 | | 2021 | $11,050,000 |
| 51-00205-00 | TRAVIS | TXDOT | SH 130 | WIDEN FROM 4 TO 6-LANES (3 LANES IN EACH DIRECTION) | SH 71 | SH 45 SE | | 2030 | $15,394,541 |
| 61-00086-00 | WILLIAMSON | TXDOT | SH 130 | WIDEN FROM 4 TO 6-LANES (3 LANES IN EACH DIRECTION) | IH 35 | SH 45 N | | 2030 | $126,235,233 |
| 61-00175-00 | WILLIAMSON | WILLIAMSON COUNTY | SH 130 | CONSTRUCT NEW 2-LANE FRONTAGE ROAD IN EACH DIRECTION | US 79 | LIMMER LOOP | | 2023 | $6,760,000 |
| 51-00001-01 | TRAVIS | CTRMA | SL1 | ADD DIRECT CONNECTORS WITH TRANSITIONS | US 183 | RM 2222 | | 2021 | $158,601,000 |
| 51-00096-00 | TRAVIS | CTRMA | MOPAC | UP TO 2 EXPRESS LANES IN EACH DIRECTION | CESAR CHAVEZ | SLAUGHTER LANE | | 2025 | $825,000,000 |
| 61-00091-00 | WILLIAMSON | TXDOT | US 79 | WIDEN FROM 4-LANE UNDIVIDED TO 6-LANE DIVIDED | FM 1460 | FM 619 | | 2035 | $124,339,733 |
| 61-00092-00 | WILLIAMSON | TXDOT | US 79 | ADD ONE LANE IN EACH DIRECTION | IH 35 | E OF FM 1460 | | 2022 | $45,000,000 |
| 51-00001-02 | TRAVIS | CTRMA/TXDOT | US 183 | WIDEN FROM 3 TO 4 GENERAL PURPOSE LANES | WILLIAMSON COUNTY LINE | SL 1 | | 2021 | $65,628,000 |
| 61-00114-00 | WILLIAMSON | CTRMA/TXDOT | US 183 | WIDEN FROM 3 TO 4 GENERAL PURPOSE LANES | RM 620/SH 45 | TRAVIS COUNTY LINE | | 2021 | $65,833,860 |
| 21-00013-00 | BURNET | TXDOT | US 183 | WIDEN 4-LANE UNDIVIDED TO 4-LANE WITH CONTINUOUS LEFT TURN LANE | 0.3 MI S OF CR 218 | RJ RANCH RD | | 2025 | $4,100,000 |
| 51-00218-00 | TRAVIS | TXDOT | US 183 | CONSTRUCT A BICYCLE OR PEDESTRIAN PATH | | | COLORADO RIVER | 2025 | $4,800,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00192-00 | TRAVIS | TXDOT | US 183 | CONSTRUCT 1-LANE SOUTHBOUND FRONTAGE ROAD ALONG US 183 THAT MERGES WITH US 183S-71W DIRECT CONNECTOR | 0.46 MILES SOUTH OF THOMPSON LN | 0.07 MILES SW OF AIRPORT COMMERCE DR | | 2023 | $5,517,218 |
| 51-00220-00 | TRAVIS | TXDOT | US 183 | RECONSTRUCT EXISTING 4-LANE ROADWAY TO 4-LANE DIVIDED | SH 71 | SH 130 | | 2031 | $273,776,509 |
| 61-00135-00 | WILLIAMSON | TXDOT | US 183 | CONSTRUCT 2-LANE GRADE SEPARATED NORTHBOUND AND SOUTH BOUND FRONTAGE ROADS | RM 1431 | AVERY RANCH BLVD | | 2023 | $83,098,407 |
| 61-00116-00 | WILLIAMSON | CITY OF CEDAR PARK | US 183 | REALIGNMENT OF EXISTING US 183 TO OLD HWY 183. OLD HWY 183 TO BE WIDENED AND REALIGNED INCLUDE RELOCATION. | CEDAR PARK DRIVE | SOUTH OF BUTTERCUP CREEK BLVD. | | 2022 | $12,110,087 |
| 71-00014-00 | WILLIAMSON, BURNET | TXDOT | US 183 | RECONSTRUCT EXISTING 4-LANE TO 4-LANE DIVIDED-RURAL DEPRESSED MEDIAN | LAMPASAS COUNTY LINE | SH 29 | | 2035 | $231,313,184 |
| 21-00014-00 | BURNET | TXDOT | US 281 | RECONSTRUCT INTERCHANGE, MODIFIED CLOVERLEAF W/DC | | | SH 71 | 2025 | $55,000,000 |
| 21-00015-00 | BURNET | TXDOT | US 281 | WIDEN 4-LANE UNDIVIDED TO 4-LANE WITH CONTINUOUS LEFT TURN LANE | LAMPASAS COUNTY LINE | BURNET CITY LIMITS | | 2030 | $107,761,784 |
| 21-00016-00* | BURNET | TXDOT | US 281 | WIDEN 4-LANE UNDIVIDED TO 4-LANE WITH CONTINUOUS LEFT TURN LANE | PARK RD 4 | RM 1855 | | 2030 | $20,012,903 |
| 71-00015-00 | TRAVIS, HAYS | TXDOT | US 290 | WIDEN FROM 4-LANE TO 6-LANE DIVIDED, ADD FRONTAGE ROAD 4 TO 6 | RM 1826 | RM 12 | | 2025 | $1,166,136,448 |
| 41-00124-00 | HAYS | TXDOT/ BASTROP COUNTY/ HAYS COUNTY | SH 21 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED | SH 71 | SH 80 | | 2027 | $771,006,640 |
| 21-00012-00 | BURNET | TXDOT | SH 29 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE WITH CONTINUOUS LEFT TURN LANE | SUMMIT RIDGE RD | CR 252 | | 2030 | $141,488,143 |
| 61-00025-00 | WILLIAMSON | CITY OF GEORGETOWN | SH 29 | IMPROVE FROM 4-LANE UNDIVIDED TO 4-LANE DIVIDED WITH PEDESTRIAN IMPROVEMENTS | SE INNER LOOP/MAPLE STREET | PATRIOTS WAY | | 2045 | $18,500,000 |
| 61-00121-00 | WILLIAMSON | WILLIAMSON COUNTY | SH 29 | WIDEN 4-LANE UNDIVIDED WITH CENTER TURN LANE TO 6-LANE DIVIDED | US 183A | RONALD REAGAN BOULEVARD | | 2032 | $34,290,000 |
| 61-00122-00 | WILLIAMSON | WILLIAMSON COUNTY | SH 29 | WIDEN 6-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION | US 183A | RONALD REAGAN BOULEVARD | | 2043 | $39,130,000 |
| 61-00126-00 | WILLIAMSON | WILLIAMSON COUNTY | SH 29 | WIDEN 4-LANE UNDIVIDED WITH CONTIGUOUS TURN LANE TO 6-LANE DIVIDED | RONALD REAGAN BOULEVARD | SOUTHWEST BYPASS | | 2031 | $88,550,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00134-00 | WILLIAMSON | WILLIAMSON COUNTY | SH 29 | WIDEN 6-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION | RONALD REAGAN BOULEVARD | SOUTHWEST BYPASS | | 2042 | $101,010,000 |
| 61-00145-00 | WILLIAMSON | WILLIAMSON COUNTY | SH 29 | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | CORRIDOR E3 / CORRIDOR E4 | SH 95 | | 2042 | $25,470,000 |
| 11-00010-00 | BASTROP | TXDOT | SH 71 | CONSTRUCT 4-LANE OVERPASS WITH 2-LANE EASTBOUND AND WESTBOUND FRONTAGE ROADS | | | POPE BEND RD | 2022 | $33,293,974 |
| 11-00011-00 | BASTROP | TXDOT | SH 71 | CONSTRUCT 4-LANE OVERPASS WITH 2-LANE EASTBOUND AND WESTBOUND FRONTAGE ROADS | CR 206 | SH 21 | | 2024 | $46,381,883 |
| 51-00206-00 | TRAVIS | TXDOT | SH 71 | CONSTRUCT 3 LANE EASTBOUND FRONTAGE ROAD, 1 LANE DIRECT CONNECTOR FROM US 183 SOUTH TO SH 71 EAST, AND ONE LANE DIRECT CONNECTOR FROM US 183 NORTH TO SH 71 EAST | SH 71 / US 183 INTER-CHANGE | PRESIDENTIAL BLVD | | 2022 | $26,000,000 |
| 51-00207-00 | TRAVIS | TXDOT | SH 71 | CONSTRUCT OVERPASS APPROACH AND ADD 2-LANE ONE-WAY EASTBOUND AND WESTBOUND FRONTAGE ROADS | .85 MILES WEST OF TUCKER HILL LANE | TRAVIS / BASTROP CL | | 2022 | $57,300,000 |
| 51-00208-00 | TRAVIS | TXDOT | SH 71 | CONSTRUCT 3-LANE EASTBOUND FRONTAGE RD ALONG SH 71 AND 1-LANE DIRECT CONNECTOR FROM 183S TO 71E | EAST OF RIVERSIDE | US 183 | | 2022 | $3,182,180 |
| 51-00209-00 | TRAVIS | TXDOT | SH 71 | WIDEN FROM 4-LANE UNDIVIDED TO 6-LANE DIVIDED | BLANCO CL | SILVERMINE | | 2035 | $468,245,311 |
| 51-00210-00 | TRAVIS | TXDOT | SH 71 | WIDEN 4-LANE UNDIVIDED TO 4-LANE WITH CONTINUOUS LEFT TURN LANE | BLANCO CL | 0.4 MI WEST OF RM 2322 | | 2021 | $40,007,000 |
| 51-00211-00 | TRAVIS | TXDOT | SH 71 | CONSTRUCT WESTBOUND FRONTAGE ROAD | US 183 | PRESIDENTIAL BLVD | | 2030 | $4,618,362 |
| 71-00012-00 | BURNET, LLANO | TXDOT | SH 71 | WIDEN 2-LANE UNDIVIDED TO 4-LANE WITH CONTINUOUS LEFT TURN LANE | FM 2147 | TRAVIS CL | | 2025 | $93,317,278 |
| 41-00023-00 | HAYS | CITY OF SAN MARCOS | SH 80 | RECONSTRUCT 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE IMPROVEMENTS | RIVER ROAD | OLD BASTROP HIGHWAY | | 2040 | $44,300,000 |
| 41-00024-00 | HAYS | CITY OF SAN MARCOS | SH 80 | WIDEN 4-LANE WITH CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE IMPROVEMENTS | I-35 | RIVER ROAD | | 2035 | $21,500,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 41-00039-00 | HAYS | CITY OF SAN MARCOS | SH 80 | RECONSTRUCT 4-LANE WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE IMPROVEMENTS | OLD BASTROP HIGHWAY | EAST OF FM 110 | | 2030 | $19,800,000 |
| 41-00111-00 | HAYS | HAYS COUNTY | SH 80 | WIDEN FROM 4 TO 6-LANE DIVIDED | SH 21 | CALDWELL COUNTY LINE | | 2035 | $2,600,000 |
| 31-00001-00 | CALDWELL, HAYS | TXDOT, HAYS COUNTY | SH 80 | INSTALL LEFT TURN LANE AND ELIMINATE GAP IN SHOULDER FOR BICYCLE TRAVEL | CR 266 (HAYS COUNTY LINE) | FM 1984 | | 2022 | $6,262,702 |
| 41-00021-00 | HAYS | CITY OF SAN MARCOS | SH 123 | RECONSTRUCT FROM 4-LANE UNDIVIDED TO 4-LANE BOULEVARD WITH PEDESTRIAN/ BICYCLE IMPROVEMENTS | IH 35 | BROADWAY STREET | | 2028 | $35,900,000 |
| 41-00022-00 | HAYS | CITY OF SAN MARCOS | SH 123 | RECONSTRUCT 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE IMPROVEMENTS | BROADWAY STREET | WONDER WORLD DRIVE/ RM 12 | | 2030 | $56,100,000 |
| 41-00041-00 | HAYS | CITY OF SAN MARCOS | SH 123 | RECONSTRUCT 4-LANE TO 4-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE IMPROVEMENTS | WONDER WORLD DRIVE/RM 12 | FM 110 | | 2038 | $22,000,000 |
| 41-00054-00 | HAYS | HAYS COUNTY | SH 123 | WIDEN FROM 4-LANE DIVIDED TO 6-LANE DIVIDED WITH MEDIAN AND SHOULDERS | FM 110 | GUADALUPE COUNTY LINE | | 2030 | $6,600,000 |
| 41-00123-00 | HAYS | TXDOT | SH 123 | CONSTRUCT SIDEWALKS | IH 35 | DEZAVALLA DR | | 2022 | $700,000 |
| 61-00087-00 | WILLIAMSON | TXDOT | SH 195 | GRADE SEPARATION | | | SHELL ROAD | 2030 | $36,946,897 |
| 61-00192-00 | WILLIAMSON | WILLIAMSON COUNTY | SH 195 | ADD OVERPASS | | | SUN CITY BOULEVARD | 2030 | $30,000,000 |
| 51-00187-00 | TRAVIS | TXDOT/CITY OF AUSTIN | SL 360 | GRADE SEPARATE INTERSECTION | | | WESTLAKE DRIVE | 2022 | $68,673,800 |
| 51-00213-00 | TRAVIS | TXDOT | SL 360 | GRADE SEPARATE INTERSECTION | | | SPICE-WOOD SPRINGS ROAD | 2022 | $32,000,000 |
| 51-00215-00 | TRAVIS | TXDOT/ CITY OF AUSTIN | SL 360 | GRADE SEPARATE INTERSECTION | | | COURTYARD DR | 2024 | $29,000,000 |
| 51-00216-00 | TRAVIS | TXDOT | SL 360 | ADD CONTINUOUS FRONTAGE ROADS AND GRADE SEPARATIONS | RM 2244 | MOPAC EXPRESSWAY | | 2025 | $99,000,000 |
| 51-00217-00 | TRAVIS | TXDOT/ CITY OF AUSTIN | SL 360 | GRADE SEPARATE INTERSECTION | | | LAKEWOOD DRIVE | 2023 | $37,000,000 |
| 61-00180-00 | WILLIAMSON | WILLIAMSON COUNTY | FM 734 (PARMER LANE) | CONSTRUCT 3-LEVEL DIAMOND INTERCHANGE | | | FM 734 (PARMER LANE) AT SH 45 | 2027 | $28,560,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00148-00 | WILLIAMSON | WILLIAMSON COUNTY | FM 734 (PARMER LANE) | WIDEN 6-LANE DIVIDED TO 2-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION | WILLIAMSON / TRAVIS COUNTY LINE | SH 45 | | 2028 | $20,210,000 |
| 61-00149-00 | WILLIAMSON | WILLIAMSON COUNTY | FM 734 (PARMER LANE) | WIDEN 4-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 2-LANE FRONTAGE ROADS IN EACH DIRECTION | SH 45 | WHITESTONE BOULEVARD / RM 1431 | | 2036 | $147,980,000 |
| 51-00178-00 | TRAVIS | TXDOT/ CITY OF AUSTIN | FM 734 (PARMER LANE) | WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED | IH 35 | US 290 | | 2030 | $118,537,962 |
| 61-00074-00 | WILLIAMSON | TXDOT/ CITY OF AUSTIN | FM 734 (PARMER LANE) | WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED | RM 1431 | SH 45 | | 2022 | $62,473,700 |
| 51-00199-00 | TRAVIS | TXDOT | RM 620 | WIDEN FROM 4 TO 6-LANE DIVIDED | SH 71 | ARIA DR/ CAVALIER DR | | 2022 | $37,039,200 |
| 51-00200-00 | TRAVIS | TXDOT | RM 620 | WIDEN FROM 4 TO 6-LANE DIVIDED | ARIA DR/ CAVALIER DR | OAK GROVE BLVD | | 2022 | $60,827,900 |
| 51-00201-00 | TRAVIS | TXDOT | RM 620 | WIDEN 4-LANE UNDIVIDED TO 6-LANE DIVIDED | HUDSON BEND RD | SH 71 | | 2025 | $93,588,685 |
| 51-00202-00 | TRAVIS | TXDOT/ TRAVIS COUNTY/ WILLIAMSON COUNTY | RM 620 | RECONSTRUCT INTERSECTION TO ADD OVERPASS AT ANDERSON MILL ROAD | N OF FOUNDATION RD | N OF HATCH RD | | 2024 | $24,000,000 |
| 51-00203-00 | TRAVIS | TXDOT/ TRAVIS COUNTY/ WILLIAMSON COUNTY | RM 620 | RECONSTRUCT 4-LANE UNDIVIDED TO FRONTAGE ROADS WITH 3 LANES IN EACH DIRECTION AND CONSTRUCT 2 MANAGED LANES IN EACH DIRECTION | US 183 | RM 2222 | | 2030 | $1,046,828,758 |
| 51-00204-00 | TRAVIS | TXDOT/ TRAVIS COUNTY | RM 620 | WIDEN 4-LANE UNDIVIDED TO 6-LANE DIVIDED | RM 2222 | HUDSON BEND RD | | 2030 | $75,895,000 |
| 61-00111-00 | WILLIAMSON | WILLIAMSON COUNTY | RM 2243 | WIDEN 4-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 2-LANE FRONTAGE ROADS IN EACH DIRECTION | RONALD REAGAN BOULEVARD | SOUTHWEST BYPASS | | 2035 | $48,740,000 |
| 61-00109-00 | WILLIAMSON | WILLIAMSON COUNTY | HERO WAY | WIDEN 4-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 2-LANE FRONTAGE ROADS IN EACH DIRECTION | US 183A | RONALD REAGAN BOULEVARD | | 2033 | $43,180,000 |
| 61-00032-00 | WILLIAMSON | CITY OF GEORGETOWN | NE INNER LOOP | WIDEN FROM 2-LANES TO 4-LANES DIVIDED. LIMITED ACCESS | AUSTIN AVENUE | SH 29 | | 2045 | $16,800,000 |
| 61-00035-00 | WILLIAMSON | CITY OF GEORGETOWN | SE INNER LOOP | WIDEN FROM 2-LANES TO 4-LANES DIVIDED. LIMITED ACCESS | SH 29 | AUSTIN AVENUE | | 2045 | $21,200,000 |
| 61-00101-00 | WILLIAMSON | WILLIAMSON COUNTY/ CITY OF TAYLOR | SOUTHEAST LOOP / CORRIDOR E1 | WIDEN 6-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION | SH 130 | US 79 | | 2040 | $218,660,000 |
| 61-00031-00 | WILLIAMSON | CITY OF GEORGETOWN | SOUTHWEST BY-PASS | CONSTRUCT NEW AND IMPROVE EXISTING FACILITY TO 4-LANE LIMITED ACCESS | SH 29 | LEANDER ROAD | | 2045 | $20,000,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00140-00 | WILLIAMSON | WILLIAMSON COUNTY | SOUTHWEST BYPASS | WIDEN 6-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION | SH 29 | IH 35 | | 2041 | $68,900,000 |
| 61-00173-00 | WILLIAMSON | WILLIAMSON COUNTY | MOKAN | CONSTRUCT NEW 4-LANE LIMITED ACCESS | GEORGE-TOWN INNER LOOP | UNIVERSITY BOULEVARD | | 2025 | $55,970,000 |
| 61-00174-00 | WILLIAMSON | WILLIAMSON COUNTY | MOKAN | CONSTRUCT NEW 4-LANE LIMITED ACCESS | UNIVERSITY BOULEVARD | SH 45 | | 2024 | $225,750,000 |
| 41-00055-00 | HAYS | HAYS COUNTY | FM 110 - ULTIMATE | WIDEN FROM 2-LANE DIVIDED TO 4-LANE DIVIDED | IH 35 N | YARRINGTON | | 2030 | $4,500,000 |
| 41-00056-00 | HAYS | HAYS COUNTY | FM 110 - ULTIMATE | WIDEN FROM 2-LANE DIVIDED TO 4-LANE DIVIDED | YARRINGTON | SH 123 | | 2030 | $26,600,000 |
| 41-00058-00 | HAYS | HAYS COUNTY | FM 150 W | WIDEN FROM 2-LANE DIVIDED TO 4-LANE DIVIDED | RM 12 | RM 1826 | | 2030 | $5,700,000 |
| 41-00059-00 | HAYS | HAYS COUNTY | FM 150 W | WIDEN FROM 2-LANE DIVIDED TO 4-LANE DIVIDED | RM 1826 | FM 3237 | | 2030 | $19,000,000 |
| 41-00196-00 | HAYS | HAYS COUNTY | FM 150 | RELOCATION OF THE UP RAIL-SIDING IN DOWNTOWN KYLE WHERE IT CROSSES FM 150 TO NORTH OF FM 1626. | BURLESON STREET | KOHLERS CROSSING | | 2023 | $22,666,827 |
| 41-00194-00 | HAYS | HAYS COUNTY | FM 621 | WIDEN 2-LANE ROADWAY TO INCLUDE A CENTER TURN LANE AND SHOULDER ENHANCEMENTS | DE ZAVALA DRIVE | CR 266/ OLD BASTROP HWY | | 2021 | $6,872,000 |
| 11-00008-00 | BASTROP | TXDOT/ BASTROP COUNTY/ CITY OF BASTROP | FM 969 | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED | SH 71 | FM 1209 | | 2035 | $42,640,291 |
| 51-00022-01 | TRAVIS | TRAVIS COUNTY | FM 969 | WIDEN FM 969, AN EXISTING 2-LANE UNDIVIDED ARTERIAL, TO PROVIDE FOR TWO ADDITIONAL TRAVEL LANES, A CONTINUOUS LEFT TURN LANE, SHOULDERS, AND A SIDEWALK ON ONE SIDE OF THE ROADWAY | FM 973 | HUNTERS BEND RD | | 2021 | $12,570,041 |
| 51-00020-00 | TRAVIS | CITY OF AUSTIN | FM 969 | WIDEN 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | US 183 | DECKER LANE | | 2027 | $10,636,088 |
| 51-00181-00 | TRAVIS | TXDOT/ TRAVIS COUNTY | FM 973 | REALIGN AND WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | SH 71 | US 290 | | 2035 | $932,744,660 |
| 51-00184-00 | TRAVIS | TXDOT | FM 973 | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED | SH 71 | US 183 | | 2035 | $134,292,755 |
| 51-00182-00 | TRAVIS | TXDOT | FM 973 | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | US 290 | US 79 | | 2030 | $143,449,408 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00009-00 | TRAVIS | CITY OF AUSTIN | FM 1325 (BURNET ROAD) | WIDEN 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO A SIX-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | MOPAC EXPRESSWAY | US 183 | | 2027 | $34,176,064 |
| 41-00011-00 | HAYS | HAYS COUNTY | FM 2770 | ADD LEFT TURN LANE AND SHOULDERS. | .955 MILES SOUTH OF SL 4 | 1.414 MILES SOUTH OF SL 4 | | 2021 | $2,250,000 |
| 41-00061-00 | HAYS | HAYS COUNTY | RM 12 | ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED | FM 150 W | WINTERS MILL | | 2030 | $74,500,000 |
| 41-00063-00 | HAYS | HAYS COUNTY | RM 12 | ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED | FM 3237 | RM 32 | | 2030 | $29,900,000 |
| 41-00064-00 | HAYS | HAYS COUNTY | RM 12 | WIDEN FROM 4-LANE DIVIDED TO 6-LANE DIVIDED WITH MEDIAN AND SHOULDERS | FM 2439 (HUNTER RD) | SH 123 | | 2030 | $4,500,000 |
| 41-00065-00 | HAYS | HAYS COUNTY | RM 12 | WIDEN FROM 2-LANE DIVIDED TO 4-LANE DIVIDED | FITZHUGH RD | FM 150 W | | 2030 | $7,100,000 |
| 41-00067-00 | HAYS | HAYS COUNTY | RM 12 | WIDEN FROM 2-LANE PARKWAY TO 4-LANE PARKWAY | RM 32 | OLD RR 12 / SH 80 | | 2030 | $117,500,000 |
| 41-00251-00 | HAYS | HAYS COUNTY | RM 150 | REALIGN AND IMPROVE 2-LANE TO 4-LANE ROADWAY | RM 3237 | FM 2770 | | 2023 | $82,867,452 |
| 41-00252-00 | HAYS | HAYS COUNTY | RM 150 | REALIGN AND IMPROVE 2-LANE TO 4-LANE ROADWAY | FM 2770 | BURLESON ST. | | 2023 | $20,345,515 |
| 41-00253-00 | HAYS | HAYS COUNTY | RM 150 | REALIGN AND IMPROVE 2-LANE TO 4-LANE | RM 12 | RM 3237 | | 2023 | $121,790,160 |
| 21-00010-00 | BURNET | BURNET COUNTY | SH 71 | RECONSTRUCT FROM 4-LANE TO FOUR 12-FOOT LANES, 14-FOOT CONTINUOUS TURN LANE AND 10-FOOT SHOULDERS | SPUR 191 | BLANCO COUNTY LINE | | 2021 | $10,440,000 |
| 21-00005-00 | BURNET | TXDOT | RM 1431 | WIDEN, ADD SHOULDERS AND SAFETY IMPROVEMENTS | MUSTANG DR | WILLIAMSON CL | | 2030 | $23,245,756 |
| 41-00122-00 | HAYS | TXDOT/ CITY OF AUSTIN | RM 1826 | EXISTING 2-LANES TO PROPOSED 6-LANE DIVIDED | RM 967 | SH 45 | | 2035 | $226,630,731 |
| 51-00194-00 | TRAVIS | TXDOT/ CITY OF AUSTIN | RM 1826 | WIDEN 2-LANE TO 4-LANE DIVIDED | SH 45 | US 290 | | 2029 | $28,420,690 |
| 51-00195-00 | TRAVIS | TXDOT | RM 2222 | CONSTRUCT DIVERGING DIAMOND INTERSECTION | | | SL 360 | 2024 | $5,350,000 |
| 61-00110-00 | WILLIAMSON | WILLIAMSON COUNTY | RM 2243 | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED | RONALD REAGAN BOULEVARD | SOUTHWEST BYPASS | | 2025 | $82,500,000 |
| 51-00196-00 | TRAVIS | TXDOT/ CITY OF ROLLING-WOOD | RM 2244 | WIDEN 4-LANE UNDIVIDED TO 4-LANE WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS | WALSH TARLTON | MONTEBELLO | | 2025 | $10,000,000 |
| 41-00074-00 | HAYS | HAYS COUNTY | RM 3237 | ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED | RM 12 | FLITE ACRES RD | | 2025 | $2,800,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 41-00075-00 | HAYS | HAYS COUNTY | RM 3237 | ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED | FLITE ACRES RD | WINTERS MILL | | 2025 | $3,100,000 |
| 41-00076-00 | HAYS | HAYS COUNTY | RM 3237 | ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED | WINTERS MILL | FM 150 W | | 2025 | $2,100,000 |
| 61-00017-00 | WILLIAMSON | CITY OF CEDAR PARK | RM 1431 (WHITESTONE BLVD) | CONSTRUCT CONTINUOUS FLOW INTERSECTION | WEST OF US183 (BELL BLVD) | EAST OF US183 (BELL BLVD) | US 183 | 2025 | $30,000,000 |
| 41-00043-00 | HAYS | CITY OF SAN MARCOS | SL 82 (AQUARENA SPRINGS DRIVE) | RECONSTRUCT 4-LANE UNDIVIDED TO 4-LANE DIVIDED BOULEVARD WITH PEDESTRIAN/BICYCLE IMPROVEMENTS | SESSOM DR | UNIVERSITY DRIVE | | 2030 | $20,000,000 |
| 51-00046-00 | TRAVIS | CITY OF AUSTIN | AIRPORT BOULEVARD | WIDEN EXISTING 4-LANE UNDIVIDED WITH A CONTINUOUS LEFT TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | NORTH LAMAR BOULEVARD | US 183 | | 2027 | $16,242,546 |
| 51-00047-00 | TRAVIS | CITY OF AUSTIN | BARTON SPRINGS ROAD | WIDEN EXISTING 4-LANE DIVIDED TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | SOUTH LAMAR BOULEVARD | SOUTH CONGRESS AVENUE | | 2027 | $5,333,472 |
| 51-00003-00 | TRAVIS | CITY OF AUSTIN | BLUE BLUFF ROAD | CONSTRUCT A 4-LANE DIVIDED WITH ENHANCED MULTIMODAL IMPROVEMENTS | NORTH OF SH 130 | LINDELL LANE | | 2027 | $8,993,078 |
| 51-00228-00 | TRAVIS | CITY OF AUSTIN | BRAKER LANE | EXTEND ROADWAY AS A FOUR-LANE DIVIDED ROADWAY WITH BICYCLE AND PEDESTRIAN FACILITIES | DAWES PLACE | SAMSUNG BOULEVARD | | 2023 | $23,350,000 |
| 51-00049-00 | TRAVIS | CITY OF AUSTIN | BRAKER LANE | WIDEN EXISTING 4-LANE WITH A CONTINUOUS LEFT TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | NORTH LAMAR BOULEVARD | BLUFF BEND | | 2027 | $2,966,110 |
| 51-00005-00 | TRAVIS | CITY OF AUSTIN | BRAKER LANE (BLOOR ROAD) | WIDEN EXISTING 2-LANE UNDIVIDED AND CONSTRUCT NEW A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | DECKER LANE | SH 130 | | 2027 | $38,019,901 |
| 51-00006-01 | TRAVIS | CITY OF AUSTIN | BRODIE LANE | RECONSTRUCT 2-LANE UNDIVIDED TO 2-LANE UNDIVIDED WITH CENTER TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SLAUGHTER LANE | FM 1626 | | 2027 | $23,439,377 |
| 61-00015-00 | WILLIAMSON | CITY OF CEDAR PARK | BRUSHY CREEK ROAD | CONSTRUCT NEW 2-LANE OVERPASS | WEST OF PARMER LANE | EAST OF PARMER LANE | PARMER LANE | 2025 | $20,000,000 |
| 51-00007-00 | TRAVIS | CITY OF AUSTIN | BULLICK HOLLOW ROAD | RECONSTRUCT 2-LANE UNDIVIDED TO 2-LANE UNDIVIDED WITH CENTER TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | FM 2769 | RM 620 | | 2027 | $30,136,154 |
| 51-00008-00 | TRAVIS | CITY OF AUSTIN | BURLESON ROAD | RETROFIT A 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SH 71 | US 183 | | 2027 | $6,024,336 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00119-00 | TRAVIS | TRAVIS COUNTY | BURLESON-MANOR RD (PHASE 1) | UPGRADE EXISTING 2-LANE TO A 2-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | BLAKE MANOR RD | FM 969 | | 2028 | $36,870,000 |
| 51-00010-00 | TRAVIS | CITY OF AUSTIN | BURNET ROAD | RETROFIT A 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | US 183 | KOENIG LANE | | 2027 | $10,211,631 |
| 51-00011-00 | TRAVIS | CITY OF AUSTIN | CAMERON ROAD | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | US 290 | 51ST STREET | | 2027 | $16,845,243 |
| 61-00095-00 | WILLIAMSON | WILLIAMSON COUNTY | CHANDLER ROAD / CORRIDOR B2 | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | SH 130 | CORRIDOR E2 / CORRIDOR E3 | | 2025 | $24,240,000 |
| 61-00096-00 | WILLIAMSON | WILLIAMSON COUNTY | CHANDLER ROAD / CORRIDOR B2 | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | CORRIDOR E2 / CORRIDOR E3 | SH 95 | | 2026 | $22,690,000 |
| 61-00103-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR A2 | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | FM 3349 | FM 973 | | 2035 | $17,430,000 |
| 61-00097-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR B3 | WIDEN 2-LANE UNDIVIDED TO 2-LANE WITH A CONTINUOUS LEFT TURN LANE | SH 95 | US 79 | | 2024 | $30,500,000 |
| 61-00098-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR B3 | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | SH 95 | US 79 | | 2035 | $39,310,000 |
| 61-00172-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR E2 / CR 101 | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | CHANDLER ROAD / CORRIDOR B2 | US 79 | | 2035 | $25,940,000 |
| 61-00170-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR E3 | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | SH 29 | CHANDLER ROAD / CORRIDOR B2 | | 2036 | $22,230,000 |
| 61-00166-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR E4 | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D) | SH 29 | | 2028 | $28,630,000 |
| 61-00167-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR E4 | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D) | SH 195 | | 2038 | $17,580,000 |
| 61-00168-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR E4 | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | CORRIDOR K | SH 29 | | 2037 | $41,010,000 |
| 61-00147-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR I / FM 3405 | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | US 183A | RONALD REAGAN BOULEVARD | | 2042 | $105,690,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00163-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR J | WIDEN 2-LANE UNDIVIDED TO 2-LANE WITH A CONTINUOUS LEFT TURN LANE | US 183 | SH 195 | | 2035 | $26,340,000 |
| 61-00177-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR K | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | IH 35 | CORRIDOR E4 | | 2039 | $81,620,000 |
| 61-00021-00 | WILLIAMSON | CITY OF CEDAR PARK | CYPRESS CREEK ROAD | CONSTRUCT 2-LANE OVERPASS | WEST OF US183 (BELL BLVD) | EAST OF US183 (BELL BLVD) | US183 | 2035 | $25,000,000 |
| 51-00121-00 | TRAVIS | TRAVIS COUNTY/ CITY OF AUSTIN/ CITY OF PFLUGERVILLE | DESSAU RD | WIDEN 4-LANE DIVIDED TO A 6-LANE DIVIDED WITH SHOULDERS AND SHARED USE PATHS | WELLS BRANCH PKWY | HOWARD LN | | 2025 | $30,306,000 |
| 51-00013-00 | TRAVIS | CITY OF AUSTIN | DESSAU ROAD | WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | EAST BROOK | PARMER LN | | 2027 | $17,544,002 |
| 51-00014-00 | TRAVIS | CITY OF AUSTIN | EAST 7TH STREET | RETROFIT 4-LANE DIVIDED WITH CONTINUOUS LEFT TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | I-35 | US 183 | | 2027 | $19,082,327 |
| 51-00015-00 | TRAVIS | CITY OF AUSTIN | EAST CESAR CHAVEZ | WIDEN 2-LANE UNDIVIDED TO A 2-LANE WITH CONTINUOUS LEFT TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | I-35 | US 183 | | 2027 | $31,727,115 |
| 51-00016-00 | TRAVIS | CITY OF AUSTIN | EAST MARTIN LUTHER KING BOULEVARD | RECONSTRUCT 4-LANE UNDIVIDED TO 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | AIRPORT BOULEVARD | US 183 | | 2027 | $5,722,987 |
| 51-00018-00 | TRAVIS | CITY OF AUSTIN | EAST WILLIAM CANNON BOULEVARD | WIDEN 2-LANE UNDIVIDED TO A 6-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | RUNNING WATER DRIVE | MCKINNEY FALLS PARKWAY | | 2019 | $14,687,500 |
| 61-00141-00 | WILLIAMSON | WILLIAMSON COUNTY | GEORGETOWN-GRANGER CONNECTOR | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | SE INNER LOOP | SH 130 | | 2028 | $39,830,000 |
| 61-00143-00 | WILLIAMSON | WILLIAMSON COUNTY | GEORGETOWN-GRANGER CONNECTOR | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | SH 130 | CORRIDOR E3 / CORRIDOR E4 | | 2038 | $31,900,000 |
| 61-00006-00 | WILLIAMSON | CITY OF AUSTIN | GRAND AVENUE PARKWAY | CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | MC NEIL ROAD | QUICK HILL ROAD | | 2027 | $14,955,565 |
| 51-00061-00 | TRAVIS | CITY OF AUSTIN | GUADALUPE STREET | PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | NORTH LAMAR BOULEVARD | MARTIN LUTHER KING JR BOULEVARD | | 2027 | $9,087,825 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 41-00036-00 | HAYS | CITY OF SAN MARCOS | SL 82 (GUADALUPE STREET) | FOR UNIVERSITY TO GROVE STREET SEGMENT, RETROFIT TO 2-LANE ONE-WAY STREET WITH ON-STREET PARKING INCLUDING PEDESTRIAN/BICYCLE IMPROVEMENTS. FOR SECTION FROM GROVE STREET TO IH 35 SEGMENT, RECONSTRUCT 4-LANE TO 4-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE IMPROVEMENTS | UNIVERSITY DRIVE | IH 35 | | 2025 | $11,600,000 |
| 61-00108-00 | WILLIAMSON | WILLIAMSON COUNTY/ CITY OF LEANDER | HERO WAY | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED | US 183A | RONALD REAGAN BOULEVARD | | 2023 | $48,220,000 |
| 41-00084-00 | HAYS | HAYS COUNTY | HILLSIDE TERRACE | WIDEN FROM 2 TO 4-LANE DIVIDED | IH 35 | OLD GOFORTH RD | | 2025 | $4,400,000 |
| 41-00085-00 | HAYS | HAYS COUNTY | HILLSIDE TERRACE | WIDEN FROM 2 TO 4-LANE DIVIDED | OLD GOFORTH RD | FM 2001 | | 2030 | $7,800,000 |
| 51-00126-00 | TRAVIS | TRAVIS COUNTY/ CITY OF PFLUGERVILLE | JESSE BOHLS RD (FM 1100 CONNECTOR) (PHASE 1A) | UPGRADE EXISTING 2-LANE TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | WEISS LN | FM 973 | | 2030 | $39,790,000 |
| 51-00127-00 | TRAVIS | TRAVIS COUNTY/ CITY OF PFLUGERVILLE | JESSE BOHLS RD (FM 1100 CONNECTOR) (PHASE 1B) | UPGRADE EXISTING 2-LANE AND CONSTRUCT NEW TO A 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | FM 973 | FM 1100 | | 2030 | $103,150,000 |
| 41-00057-00 | HAYS | HAYS COUNTY | KYLE LOOP (NF 17) | CONSTRUCT NEW 4-LANE DIVIDED | FM 150 W | FM 1626 | | 2030 | $10,400,000 |
| 41-00088-00 | HAYS | HAYS COUNTY | KYLE LOOP W | CONSTRUCT NEW 4-LANE WITH A CONTINUOUS TURN LANE | FM 1626 | NF 17 | | 2025 | $10,000,000 |
| 41-00089-00 | HAYS | HAYS COUNTY | KYLE LOOP W | CONSTRUCT NEW 4-LANE DIVIDED | NF 17 | OLD STAGECOACH RD | | 2025 | $15,500,000 |
| 41-00090-00 | HAYS | HAYS COUNTY | KYLE LOOP W | CONSTRUCT NEW 4-LANE DIVIDED | OLD STAGECOACH RD | IH 35 | | 2025 | $4,100,000 |
| 41-00091-00 | HAYS | HAYS COUNTY/ CITY OF KYLE | KYLE PARKWAY | CONSTRUCT NEW 4-LANE DIVIDED | IH 35 AT FM 1626 | SH 21 | | 2030 | $15,800,000 |
| 61-00007-00 | WILLIAMSON | CITY OF AUSTIN | LAKELINE BOULEVARD | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | WEST OF STAKED PLAINS DRIVE | WEST OF PARMER LANE | | 2025 | $17,125,000 |
| 41-00037-00 | HAYS | CITY OF SAN MARCOS | LBJ DRIVE | RETROFIT 2-LANE/3-LANE ONE-WAY STREET WITH ON-STREET PARKING INCLUDING PEDESTRIAN/BICYCLE IMPROVEMENTS | UNIVERSITY DRIVE | E GROVE ST | | 2025 | $17,800,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00112-00 | WILLIAMSON | WILLIAMSON COUNTY | LIBERTY HILL BYPASS | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | CORRIDOR I | RM 1869 | | 2027 | $52,590,000 |
| 61-00113-00 | WILLIAMSON | WILLIAMSON COUNTY | LIBERTY HILL BYPASS | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | CORRIDOR I | RM 1869 | | 2037 | $63,140,000 |
| 61-00115-00 | WILLIAMSON | WILLIAMSON COUNTY | LIBERTY HILL BYPASS | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | RM 1869 | CR 279 | | 2023 | $18,750,000 |
| 61-00117-00 | WILLIAMSON | WILLIAMSON COUNTY | LIBERTY HILL BYPASS | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | RM 1869 | CR 279 | | 2033 | $24,560,000 |
| 61-00119-00 | WILLIAMSON | WILLIAMSON COUNTY | LIBERTY HILL BYPASS | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | CR 279 | US 183A | | 2025 | $37,540,000 |
| 61-00120-00 | WILLIAMSON | WILLIAMSON COUNTY | LIBERTY HILL BYPASS | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | CR 279 | US 183A | | 2035 | $34,060,000 |
| 51-00027-00 | TRAVIS | CITY OF AUSTIN | MENCHACA ROAD | RETROFIT AND WIDEN 4-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | WEST STASSNEY LANE | RAVENSCROFT DRIVE | | 2027 | $17,996,683 |
| 61-00012-00 | WILLIAMSON | CITY OF CEDAR PARK | NEW HOPE DRIVE | WIDEN FROM 2 TO 4-LANE DIVIDED | RM1431 | LAKELINE BLVD | | 2028 | $12,000,000 |
| 51-00072-00 | TRAVIS | CITY OF AUSTIN | NEW ROADWAY | CONSTRUCT 4-LANE DIVIDED WITH ENHANCED MULTIMODAL IMPROVEMENTS | SH 71 | FM 973 | | 2027 | $18,736,237 |
| 51-00031-00 | TRAVIS | CITY OF AUSTIN | NORTH LAMAR BOULEVARD | RECONSTRUCT 4-LANE UNDIVIDED WITH CENTER TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | IH 35 | PARMER LANE | | 2027 | $20,761,456 |
| 51-00032-00 | TRAVIS | CITY OF AUSTIN | NORTH LAMAR BOULEVARD | RECONSTRUCT 4-LANE UNDIVIDED WITH CENTER TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | 45TH STREET | LADY BIRD LAKE | | 2027 | $11,980,243 |
| 51-00067-00 | TRAVIS | CITY OF AUSTIN | NORTH LAMAR BOULEVARD | ENHANCED MULTIMODAL IMPROVEMENTS. | PARMER LANE | GUADALUPE STREET | | 2027 | $25,867,271 |
| 61-00040-00 | WILLIAMSON | CITY OF PFLUGERVILLE | PFLUGERVILLE PARKWAY | WIDEN TO 6-LANE DIVIDED | SH130 | WEISS LANE | | 2025 | $58,058,400 |
| 61-00011-00 | WILLIAMSON | CITY OF CEDAR PARK | RONALD REAGAN BOULEVARD | WIDEN FROM 4 TO 6-LANE DIVIDED WITH BIKE LANES | SOUTH OF RM1431 | NORTH CEDAR PARK CITY LIMIT | | 2025 | $17,000,000 |
| 61-00150-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD | WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED | WHITESTONE BOULEVARD / RM 1431 | RM 2243 | | 2024 | $32,960,000 |
| 61-00151-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD | WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED | RM 2243 | SH 29 | | 2025 | $32,010,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00152-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | SH 29 | FM 3405 | | 2021 | $57,380,000 |
| 61-00153-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | FM 3405 | SH 195 | | 2025 | $96,400,000 |
| 61-00154-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | SH 195 | IH 35 | | 2028 | $67,360,000 |
| 61-00156-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD EXTENSION / CORRIDOR D | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | IH 35 | CORRIDOR E4 / CORRIDOR E5 | | 2039 | $67,170,000 |
| 51-00070-00 | TRAVIS | CITY OF AUSTIN | RUTLAND DRIVE | RETROFIT 4-LANE DIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | BURNET ROAD | QUAIL VALLEY BOULEVARD | | 2027 | $1,629,124 |
| 51-00132-00 | TRAVIS | TRAVIS COUNTY | SLAUGHTER LN (PH. 1) | CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALK | MCKINNEY FALLS PKWY | FM 973 | | 2035 | $86,000,000 |
| 51-00071-00 | TRAVIS | CITY OF AUSTIN | SOUTH CONGRESS AVENUE | PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | RIVERSIDE DRIVE | SLAUGHTER LANE | | 2027 | $17,166,599 |
| 51-00039-00 | TRAVIS | CITY OF AUSTIN | SOUTH LAMAR BOULEVARD | RETROFIT 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | BARTON SPRINGS ROAD | SL 360 | | 2027 | $11,159,101 |
| 51-00040-00 | TRAVIS | CITY OF AUSTIN | SOUTH PLEASANT VALLEY ROAD, (BURLESON ROAD/TODD LANE/NUCKOLS CROSSING, ROAD/OLD LOCKHART ROAD/ BRADSHAW ROAD) | WIDEN EXISTING 2-LANE UNDIVIDED AND CONSTRUCT NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | OLTORF STREET | SOUTH OF RIVER PLANTATION DRIVE | | 2027 | $81,599,614 |
| 61-00100-00 | WILLIAMSON | WILLIAMSON COUNTY/ CITY OF TAYLOR | SOUTHEAST LOOP (CORRIDOR E1) | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | SH 130 | US 79 | | 2030 | $22,750,000 |
| 61-00139-00 | WILLIAMSON | WILLIAMSON COUNTY/ CITY OF GEORGETOWN | SOUTHWEST BYPASS | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | SH 29 | IH 35 | | 2030 | $17,820,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 41-00104-00 | HAYS | HAYS COUNTY | TURNERSVILLE RD EXTENSION | CONSTRUCT NEW 4-LANE DIVIDED | SH 45 SE | FM 2001 | | 2025 | $13,800,000 |
| 41-00105-00 | HAYS | HAYS COUNTY | TURNERSVILLE RD EXTENSION | CONSTRUCT NEW 4-LANE DIVIDED | FM 2001 | FM 110 | | 2025 | $18,900,000 |
| 61-00064-00 | WILLIAMSON | CITY OF ROUND ROCK | UNIVERSITY BLVD | UPGRADE EXISTING 4-LANE URBAN DIVIDED TO A 6-LANE URBAN DIVIDED | SUNRISE RD | TERAVISTA CLUB DR | | 2027 | $19,750,000 |
| 61-00065-00 | WILLIAMSON | CITY OF ROUND ROCK | UNIVERSITY BLVD | UPGRADE EXISTING 4-LANE URBAN DIVIDED TO A 6-LANE URBAN DIVIDED ROADWAY | TERAVISTA CLUB DR | FM 1460 (AW GRIMES) | | 2030 | $26,500,000 |
| 61-00130-00 | WILLIAMSON | CITY OF ROUND ROCK | UNIVERSITY BLVD | RECONSTRUCT TWO-LANE FACILITY WITH SHOULDERS TO FOUR-LANE DIVIDED ROADWAY WITH LEFT-TURN LANES | A W GRIMES BLVD | SH 130 | | 2021 | $11,900,000 |
| 61-00094-00 | WILLIAMSON | WILLIAMSON COUNTY | UNIVERSITY BOULEVARD (CORRIDOR B1) | WIDEN 4-LANE UNDIVIDED TO 6-LANE DIVIDED | IH 35 | SH 130 | | 2021 | $24,010,000 |
| 51-00084-00 | TRAVIS | CITY OF AUSTIN | VARIOUS | VISION ZERO TRANSPORTATION SYSTEM SAFETY & MOBILITY IMPROVEMENTS | VARIOUS | VARIOUS | VARIOUS | 2025 | $60,832,645 |
| 51-00136-00 | TRAVIS | TRAVIS COUNTY | WELLS BRANCH PKWY (PH. 1) | CONSTRUCT NEW ROADWAY 4-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | CAMERON RD | SH 130 | | 2036 | $36,380,000 |
| 51-00077-00 | TRAVIS | CITY OF AUSTIN | WEST 35TH STREET / WEST 38TH STREET | WIDEN AND RETROFIT 4-LANE UNDIVIDED TO 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | JEFFERSON STREET | SPEEDWAY | | 2027 | $6,059,866 |
| 51-00079-00 | TRAVIS | CITY OF AUSTIN | WEST ANDERSON LANE | RETROFIT 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | BURNET ROAD | US 183 | | 2027 | $1,738,346 |
| 51-00227-00 | TRAVIS | CITY OF AUSTIN | SLAUGHTER LANE | CONVERT EXISTING FOUR-LANE TO SIX-LANE DIVIDED ROADWAY WITH SHARED USE PATH AND INTERSECTION IMPROVEMENTS | MOPAC EXPRESSWAY | BRODIE LANE | | 2023 | $24,351,250 |
| 51-00045-00 | TRAVIS | CITY OF AUSTIN | WEST WILLIAM CANNON DRIVE | WIDEN 4-LANE DIVIDED TO A 6-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | BRODIE LANE | MENCHACA ROAD | | 2027 | $20,648,286 |
| 51-00221-00 | TRAVIS | CITY OF AUSTIN | WILLIAM CANNON | CONVERT EXISTING TWO-LANE TO FOUR-LANE DIVIDED ROADWAY WITH SHARED USE PATH AND INTERSECTION IMPROVEMENTS | RUNNING WATER DRIVE | MCKINNEY FALLS PKWY | | 2023 | $22,811,500 |
| 61-00093-00 | WILLIAMSON | WILLIAMSON COUNTY | RM 1431 (WHITESTONE BOULEVARD) | WIDEN TO 6-LANE DIVIDED | PARMER LANE / RONALD REAGAN BOULEVARD | IH 35 | | 2040 | $226,520,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00184-00 | WILLIAMSON | WILLIAMSON COUNTY/ CITY OF CEDAR PARK | RM 1431 (WHITESTONE BOULEVARD) | WIDEN 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | WILLIAMSON / TRAVIS COUNTY LINE | BAGDAD ROAD | | 2023 | $19,340,000 |
| 41-00107-00 | HAYS | HAYS COUNTY | WINTERS MILL PKWY | WIDEN FROM 2 TO 4-LANE UNDIVIDED | RM 12 | RM 3237 | | 2025 | $3,900,000 |
| 41-00030-00 | HAYS | CITY OF SAN MARCOS | RM 12 (WONDER WORLD DRIVE) | RECONSTRUCT 4-LANE WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE IMPROVEMENTS | FM 2439 (HUNTER RD) | STAGECOACH TRAIL | | 2026 | $7,300,000 |
| 41-00031-00 | HAYS | CITY OF SAN MARCOS | RM 12 (WONDER WORLD DRIVE) | RECONSTRUCT 4-LANE WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE IMPROVEMENTS | STAGECOACH TRAIL | SH 123 | | 2030 | $36,000,000 |
| 41-00108-00 | HAYS | HAYS COUNTY | YARRINGTON ROAD | REALIGN 4-LANE DIVIDED | FM 110 | SH 21 | | 2025 | $7,900,000 |
| 61-00144-00 | WILLIAMSON | WILLIAMSON COUNTY | SH 29 | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | CORRIDOR E3 / CORRIDOR E4 | SH 95 | | 2030 | $28,650,000 |
| 61-00008-00 | WILLIAMSON | CITY OF AUSTIN | SH 45 - MCNEIL ROAD CONNECTOR | CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SH 45 | MCNEIL ROAD | | 2027 | $38,973,952 |
| 71-00004-00 | TRAVIS, WILLIAMSON | CITY OF AUSTIN | SH 45 - MERRILTOWN DRIVE CONNECTOR | CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SH 45 | MERRILTOWN DRIVE | | 2027 | $45,044,345 |
| 11-00036-00 | BASTROP | TXDOT | SH 95 | UPGRADE FROM A 2-LANE RURAL TO 3-LANE URBAN ROADWAY WITH CONTINUOUS LEFT TURN LANE | LP 230 | FM 535 | | 2024 | $11,038,156 |
| 41-00192-00 | HAYS | HAYS COUNTY/ TXDOT | FM 110 | CONSTRUCT NEW 2-LANE ROADWAY AND SHOULDERS | SH 21 | EAST OF IH 35 | | 2021 | $25,263,763 |
| 41-00192-01 | CALDWELL | HAYS COUNTY/ TXDOT | FM 110 | CONSTRUCT NEW 2-LANE ROADWAY AND SHOULDERS | SH 80 | SH 21 | | 2021 | $27,278,488 |
| 41-00112-00 | HAYS | HAYS COUNTY | FM 165 | ADD SHOULDERS AND SAFETY IMPROVEMENTS TO 2-LANE UNDIVIDED | US 290 W | BLANCO COUNTY LINE | | 2030 | $28,200,000 |
| 41-00113-00 | HAYS | HAYS COUNTY | FM 621 (STAPLES) | ADD SHOULDERS AND SAFETY IMPROVEMENTS TO 2-LANE UNDIVIDED | OLD BASTROP (CR 266) | CALDWELL COUNTY LINE | | 2030 | $4,000,000 |
| 51-00179-00 | TRAVIS | TXDOT/ CITY OF AUSTIN/ TRAVIS COUNTY | FM 812 | REALIGN AND WIDEN 2-LANE UNVIDED TO 6-LANE DIVIDED | US 183 | SH 21 | | 2030 | $130,853,595 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00125-00 | WILLIAMSON | CITY OF GEORGETOWN | FM 971 | UPGRADE FROM 2-LANE TO 4-LANE URBAN SECTION | SS 158 (AUSTIN AVENUE) | GANN STREET/ RIVER HAVEN DRIVE | | 2022 | $3,841,686 |
| 51-00113-00 | TRAVIS | TRAVIS COUNTY | FM 973 - BLAKE MANOR RD CONNECTOR | CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | FM 973 | BLAKE MANOR RD | | 2022 | $14,000,000 |
| 51-00175-00 | TRAVIS | TXDOT/ CITY OF AUSTIN/ TRAVIS COUNTY | FM 1626 | WIDEN 2-LANE UNDIVIDED TO 4-LANE UNDIVIDED WITH CENTER TURN LANE | IH 35 | MENCHACA RD | | 2025 | $32,012,571 |
| 41-00060-00 | HAYS | HAYS COUNTY | FM 2439 (HUNTER RD) | CONSTRUCT NEW 4-LANE DIVIDED | CENTERPOINT RD | COMAL COUNTY LINE | | 2030 | $5,200,000 |
| 41-00062-00 | HAYS | HAYS COUNTY | RM 12 | CONSTRUCT NEW 2-LANE DIVIDED | WINTERS MILL | FM 3237 | | 2030 | $14,300,000 |
| 41-00066-00 | HAYS | HAYS COUNTY | RM 12 | ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED | FM 3238 | FITZHUGH RD | | 2030 | $14,200,000 |
| 41-00068-00 | HAYS | HAYS COUNTY | RM 32 | ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED | RM 12 | COMAL COUNTY LINE | | 2030 | $25,900,000 |
| 41-00114-00 | HAYS | HAYS COUNTY | RM 967 | WIDEN FROM 2 TO 4-LANE UNDIVIDED | RM 1826 | 1.5 MILE WEST OF OAK FORREST | | 2025 | $7,800,000 |
| 41-00190-00 | HAYS | HAYS COUNTY | RM 967 | WIDEN ROADWAY WITH CENTER TURN LANE AND ADJUST VERTICAL PROFILE | FM 1626 | 2 MILES WEST OF OAK FOREST DRIVE | | 2021 | $7,274,000 |
| 61-00123-00 | WILLIAMSON | WILLIAMSON COUNTY, TXDOT | FM 1660 | UPGRADE ROADWAY FROM 2-LANE UNDIVIDED TO A 4-LANE UNDIVIDED | CR 101 NORTH OF HUTTO | US 79 | | 2024 | $16,122,603 |
| 61-00124-00 | WILLIAMSON | WILLIAMSON COUNTY, TXDOT | FM 1660 | CONSTRUCT NEW LOCATION 4-LANE DIVIDED ROADWAY | US 79 | FM 3349 | | 2024 | $14,793,221 |
| 61-00084-00 | WILLIAMSON | TXDOT | RM 2243 | WIDEN 2-LANE WITH CENTER TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN IMPROVEMENTS | E OF SW BYPASS | NORWOOD DR | | 2025 | $10,818,478 |
| 41-00072-00 | HAYS | HAYS COUNTY | RM 2325 | ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED | BLANCO COUNTY LINE | JACOBS WELL | | 2025 | $48,400,000 |
| 41-00073-00 | HAYS | HAYS COUNTY | RM 2325 | ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED | JACOBS WELL | RM 12 | | 2025 | $14,800,000 |
| 51-00198-00 | TRAVIS | TXDOT/ TRAVIS COUNTY | RM 3238 | ADD SHOULDERS AND CENTER TURN LANE | RM 12 | SH 71 | | 2021 | $16,200,000 |
| 51-00002-00 | TRAVIS | CITY OF AUSTIN | ADELPHI LANE | CONSTRUCT NEW 4-LANE DIVIDED WITH ENHANCED MULTIMODAL IMPROVEMENTS | MC NEIL ROAD | PARMER LANE | | 2027 | $21,018,062 |
| 61-00027-00 | WILLIAMSON | CITY OF GEORGETOWN | AIRPORT DRIVE | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED | SH-195 | TERMINAL DRIVE | | 2045 | $11,500,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00001-00 | WILLIAMSON | CITY OF AUSTIN | ANDERSON MILL ROAD | RECONSTRUCT EXISTING 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO AND CONSTRUCT NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | US 183 | MC NEIL ROAD | | 2027 | $42,732,253 |
| 61-00010-00 | WILLIAMSON | CITY OF AUSTIN | ANDERSON MILL ROAD | WIDEN EXISTING 4-LANE UNDIVIDED ROADWAY WITH A CONTINUOUS LEFT TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | CENTENNIAL TRAIL | US 183 | | 2027 | $9,283,899 |
| 51-00153-00 | TRAVIS | TRAVIS COUNTY/ CITY OF AUSTIN | ARTERIAL A | CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | US 290 E | FM 734 | | 2025 | $33,556,000 |
| 51-00115-00 | TRAVIS | TRAVIS COUNTY | ARTERIAL B EXTENSION (PH. 1) | CONSTRUCT NEW 4-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | FM 973 | HAROLD GREEN | | 2027 | $23,769,000 |
| 41-00077-00 | HAYS | HAYS COUNTY | BEBEE / HIGH ROAD | ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED | IH 35 | SH 21 | | 2025 | $44,700,000 |
| 51-00097-00 | TRAVIS | TRAVIS COUNTY | BLAKE-MANOR RD | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | FM 973 | EAST METRO PARK | | 2021 | $16,900,000 |
| 51-00117-00 | TRAVIS | TRAVIS COUNTY | BLAKE-MANOR RD | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | EAST METRO PARK | BURLESON-MANOR RD | | 2028 | $14,669,000 |
| 51-00048-00 | TRAVIS | CITY OF AUSTIN | BLUE GOOSE ROAD | WIDEN EXISTING 2-LANE UNDIVIDED AND CONSTRUCT NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | HARRIS BRANCH PARKWAY | US 290 | | 2027 | $10,824,855 |
| 51-00098-00 | TRAVIS | TRAVIS COUNTY | BRAKER LN | CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | PETRICHOR BLVD | TAYLOR LN | | 2019 | $20,000,000 |
| 51-00099-00 | TRAVIS | TRAVIS COUNTY | BRAKER LN | WIDEN EXISTING 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | SAMSUNG BLVD | HARRIS BRANCH PKWY | | 2025 | $23,000,000 |
| 51-00118-00 | TRAVIS | TRAVIS COUNTY | BRAKER LN | CONSTRUCT NEW 4-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | TAYLOR LN | BURLESON-MANOR RD | | 2025 | $18,620,000 |
| 51-00100-00 | TRAVIS | TRAVIS COUNTY | CAMERON RD | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | SH 130 | GREGG LN | | 2020 | $15,500,000 |
| 51-00154-00 | TRAVIS | TRAVIS COUNTY/ CITY OF PFLUGERVILLE | CAMERON RD | WIDEN 2-LANE UNDIVIDED AND CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | SH 130 | WEISS LN BRIDGE | | 2030 | $16,875,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 41-00078-00 | HAYS | HAYS COUNTY | CENTERPOINT RD (CR 234) | WIDEN 4-LANE DIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | IH 35 | OLD BASTROP HWY (CR 266) | | 2025 | $3,500,000 |
| 41-00079-00 | HAYS | HAYS COUNTY | CENTERPOINT RD (CR 234) | WIDEN 4-LANE DIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | FM 2439 (HUNTER RD) | IH 35 | | 2025 | $2,900,000 |
| 41-00080-00 | HAYS | HAYS COUNTY | CENTERPOINT RD (CR 234) | WIDEN 4-LANE DIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | OLD BASTROP (CR 266) | BEBACK INN RD | | 2025 | $3,300,000 |
| 41-00035-00 | HAYS | CITY OF SAN MARCOS | CENTERPOINT ROAD EXTENSION | CONSTRUCT NEW 4-LANE DIVIDED WITH OFF-STREET SHARED PATHS | PROPOSED BLVD 1 | FM 2439 (HUNTER RD) | | 2030 | $62,200,000 |
| 61-00107-00 | WILLIAMSON | WILLIAMSON COUNTY | CHANDLER ROAD / CORRIDOR B / CR 413 | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | CORRIDOR B3 / FM 619 | FM 1063 | | 2030 | $57,080,000 |
| 41-00018-00 | HAYS | CITY OF SAN MARCOS | CM ALLEN PKWY | RECONSTRUCT 2-LANE UNDIVIDED TO INCLUDE PEDESTRIAN/BICYCLE IMPROVEMENTS | UNIVERSITY DRIVE | IH 35 | | 2028 | $21,800,000 |
| 11-00004-00 | BASTROP | BASTROP COUNTY | COLORADO DRIVE | CONSTRUCT NEW 2-LANE UNDIVIDED FACILITY WITH CTL AND RIVER CROSSING WITH SAFETY IMPROVEMENTS ON COLORADO DRIVE | FM 969 | SH 71 | | 2040 | $52,375,994 |
| 61-00036-00 | WILLIAMSON | CITY OF PFLUGERVILLE/ TRAVIS COUNTY | COLORADO SAND DRIVE | CONSTRUCT NEW 2-LANE UNDIVIDED WITH CTL | COPPER MINE | WEISS LANE | | 2030 | $13,378,800 |
| 61-00106-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR A | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | CR 450 | WILLIAMSON / MILAM COUNTY LINE | | 2040 | $94,220,000 |
| 61-00102-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR A2 | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | FM 3349 | FM 973 | | 2025 | $19,480,000 |
| 61-00104-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR A2 | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | FM 973 | SH 95 | | 2026 | $30,000,000 |
| 61-00171-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR E2 / CR 101 | WIDEN 2-LANE UNDIVIDED TO 2-LANE WITH A CONTINUOUS LEFT TURN LANE | CHANDLER ROAD / CORRIDOR B2 | US 79 | | 2026 | $21,680,000 |
| 61-00169-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR E3 | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | SH 29 | CHANDLER ROAD / CORRIDOR B2 | | 2027 | $22,180,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00165-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR E5 | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | IH 35 | RONALD REAGAN BOULEVARD EXTENSION / CORRIDOR D | | 2026 | $64,840,000 |
| 61-00146-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR I | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | SH 29 | US 183 | | 2027 | $69,770,000 |
| 61-00164-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR J | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | SH 195 | IH 35 | | 2035 | $137,430,000 |
| 61-00176-00 | WILLIAMSON | WILLIAMSON COUNTY | CORRIDOR K | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | IH 35 | CORRIDOR E4 | | 2029 | $67,120,000 |
| 51-00140-00 | TRAVIS | TRAVIS COUNTY | COUNTY LINE RD | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | US 290 E | LITTIG RD | | 2030 | $69,320,000 |
| 61-00003-00 | WILLIAMSON | CITY OF AUSTIN | CR 172 | CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SH 45 | FM 1325 RD | | 2027 | $5,562,444 |
| 61-00105-00 | WILLIAMSON | WILLIAMSON COUNTY | CR 470 / CORRIDOR A | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | SH 95 | CR 450 | | 2035 | $90,530,000 |
| 41-00165-00 | HAYS | TXDOT, HAYS COUNTY | CR | CONSTRUCT A SINGLE-LANE TWO WAY ROADWAY AND A GRADE-SEPARATED CROSSING WITH THE UNION PACIFIC RAILROAD | RM 967 AT ROBERT S. LIGHT BLVD. | FM 1626 | | 2021 | $15,388,530 |
| 51-00051-00 | TRAVIS | CITY OF AUSTIN | CROSS PARK DRIVE | WIDEN EXISTING 4-LANE ROADWAY WITH A CONTINUOUS LEFT TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | CAMERON ROAD | FORBES DRIVE | | 2027 | $2,355,518 |
| 41-00082-00 | HAYS | HAYS COUNTY | DACY LANE | WIDEN FROM 2 TO 4-LANE UNDIVIDED | HILLSIDE TERRACE | BEBEE ROAD | | 2025 | $11,400,000 |
| 61-00005-00 | WILLIAMSON | CITY OF AUSTIN | DALLAS DRIVE CONNECTOR | CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | PARMER LN | SH 45-MC NEIL RD CONNECTOR | | 2027 | $18,186,177 |
| 41-00081-00 | HAYS | HAYS COUNTY | DARDEN HILL RD | WIDEN FROM 2 TO 4-LANE DIVIDED | FM 150 W | RM 1826 | | 2025 | $30,000,000 |
| 51-00012-00 | TRAVIS | CITY OF AUSTIN | DAVIS LANE | WIDEN 2-LANE UNDIVIDED TO A 2-LANE WITH CONTINUOUS LEFT TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | BRODIE LN | MENCHACA RD | | 2027 | $13,353,095 |
| 61-00028-00 | WILLIAMSON | CITY OF GEORGETOWN | DB WOODS | WIDEN FROM 2-LANE UNDIVIDED 4-LANE DIVIDED | OAK RIDGE ROAD | SH 29 | | 2045 | $18,500,000 |
| 61-00029-00 | WILLIAMSON | CITY OF GEORGETOWN | DB WOODS | WIDEN FROM 2-LANE UNDIVIDED 4-LANE DIVIDED | WILLIAMS DRIVE | OAK RIDGE ROAD | | 2045 | $17,300,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00155-00 | TRAVIS | TRAVIS COUNTY/ CITY OF AUSTIN | DECKER LAKE RD | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | FM 3177 | FM 973 | | 2030 | $29,987,000 |
| 51-00163-00 | TRAVIS | TRAVIS COUNTY | DUNLAP RD (PH. 1) | UPGRADE EXISTING 2-LANE ROADWAY TO A 2-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | FM 969 | S DUNLAP RD | | 2042 | $32,313,000 |
| 41-00020-00 | HAYS | CITY OF SAN MARCOS | E AQUARENA SPRINGS DRIVE | RETROFIT OF 2-LANE WITH CONTINUOUS LEFT TURN LANE TO 2-LANE WITH CONTINUOUS LEFT TURN LANE AND ON-STREET PARKING, AND PEDESTRIAN/ BICYCLE IMPROVEMENTS | IH 35 | RIVER ROAD | | 2035 | $16,000,000 |
| 41-00046-00 | HAYS | CITY OF SAN MARCOS | E RIVER RIDGE PKWY | CONSTRUCT NEW 4-LANE DIVIDED BOULEVARD WITH PEDESTRIAN/BICYCLE FACILITIES. | IH 35 | SH 21 | | 2035 | $40,700,000 |
| 51-00053-00 | TRAVIS | CITY OF AUSTIN | EAST 51ST STREET | WIDEN EXISTING 2-LANE UNDIVIDED ROADWAY TO A 4-LANE UNDIVIDED ROADWAY WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SPRINGDALE ROAD | RANGOON ROAD | | 2027 | $9,980,027 |
| 51-00054-00 | TRAVIS | CITY OF AUSTIN | EAST 51ST STREET | WIDEN EXISTING 2-LANE UNDIVIDED ROADWAY TO A 4-LANE UNDIVIDED ROADWAY WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | CAMERON ROAD | BERKMAN DRIVE | | 2027 | $2,393,680 |
| 51-00055-00 | TRAVIS | CITY OF AUSTIN | EAST OLTORF STREET | WIDEN EXISTING 4-LANE DIVIDED ROADWAY TO A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | IH 35 | GROVE BOULEVARD | | 2027 | $3,593,810 |
| 51-00017-00 | TRAVIS | CITY OF AUSTIN | EAST RUNDBERG LANE | CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | CAMERON ROAD | FERGUSON LANE | | 2027 | $8,739,103 |
| 51-00019-00 | TRAVIS | CITY OF AUSTIN | EAST YAGER LANE | CONSTRUCT A 2-LANE WITH CENTER TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SOUTH OF TECH RIDGE DRIVE | PARMER LANE | | 2027 | $13,002,722 |
| 51-00101-00 | TRAVIS | TRAVIS COUNTY | ELROY RD | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | ROSS RD | FAGERQUIST RD | | 2020 | $28,800,000 |
| 51-00056-00 | TRAVIS | CITY OF AUSTIN | ENFIELD ROAD | WIDEN EXISTING 2-LANE UNDIVIDED TO A 2-LANE WITH CONTINUOUS TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | LAKE AUSTIN BOULEVARD | EXPOSITION BOULEVARD | | 2027 | $9,706,313 |
| 51-00057-00 | TRAVIS | CITY OF AUSTIN | ESCARPMENT BOULEVARD | WIDEN EXISTING 2-LANE UNDIVIDED AND CONSTRUCT NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | LA CROSSE AVENUE | SH 45-MCNEIL ROAD CONNECTOR | | 2027 | $18,854,671 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00058-00 | TRAVIS | CITY OF AUSTIN | EXPOSITION BOULEVARD | WIDEN EXISTING 2-LANE UNDIVIDED TO A 2-LANE WITH CONTINUOUS TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | 35TH STREET | ENFIELD ROAD | | 2027 | $13,834,391 |
| 51-00144-00 | TRAVIS | TRAVIS COUNTY | FAGERQUIST RD (PH. 1) | UPGRADE EXISTING 2-LANE TO A 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | ELROY RD | FOUR DAUGHTERS RD | | 2035 | $6,000,000 |
| 51-00156-00 | TRAVIS | TRAVIS COUNTY/ CITY OF AUSTIN | FERGUSON LN | WIDEN 2-LANE UNDIVIDED AND CONSTRUCT NEW4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | RUNDBERG LN | ARTERIAL A | | 2025 | $31,188,000 |
| 41-00083-00 | HAYS | HAYS COUNTY | FITZHUGH RD (CR 101) | WIDEN FROM 2 TO 4-LANE UNDIVIDED | RM 12 | TRAVIS COUNTY LINE | | 2025 | $5,500,000 |
| 51-00165-00 | TRAVIS | TRAVIS COUNTY | FITZHUGH RD (PH. 1) | UPGRADE EXISTING 2-LANE TO A 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | US 290 W | BARTON CREEK BRIDGE | | 2036 | $59,412,000 |
| 61-00049-00 | WILLIAMSON | CITY OF ROUND ROCK | GATTIS SCHOOL RD | UPGRADE EXISTING 4-LANE URBAN DIVIDED TO A 6-LANE URBAN DIVIDED | LAWNMONT DR. | WINDY PARK DR. | | 2027 | $18,750,000 |
| 61-00048-00 | WILLIAMSON | CITY OF ROUND ROCK | GATTIS SCHOOL RD | UPGRADE EXISTING 4-LANE URBAN DIVIDED TO A 6-LANE URBAN DIVIDED | WINDY PARK DR. | DOUBLE CREEK DR. | | 2023 | $23,750,000 |
| 61-00050-00 | WILLIAMSON | CITY OF ROUND ROCK | GATTIS SCHOOL RD | UPGRADE EXISTING 4-LANE URBAN DIVIDED TO A 6-LANE URBAN DIVIDED | DOUBLE CREEK DR. | KENNEY FORT BLVD. | | 2028 | $15,950,000 |
| 61-00051-00 | WILLIAMSON | CITY OF ROUND ROCK | GATTIS SCHOOL RD | UPGRADE EXISTING 4-LANE URBAN DIVIDED TO A 6-LANE URBAN DIVIDED | RUSK RD. | VIA SONOMA TRAIL | | 2030 | $8,350,000 |
| 61-00132-00 | WILLIAMSON | CITY OF ROUND ROCK | GATTIS SCHOOL RD | WIDEN FROM FOUR TO SIX-LANES INCLUDING INTERSECTION IMPROVEMENTS, RAISED MEDIAN AND TURN-LANES | SONOMA TRAIL | RED BUD LANE | | 2021 | $22,120,000 |
| 61-00142-00 | WILLIAMSON | WILLIAMSON COUNTY | GEORGETOWN-GRANGER CONNECTOR | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | SH 130 | CORRIDOR E3 / CORRIDOR E4 | | 2028 | $24,270,000 |
| 51-00060-00 | TRAVIS | CITY OF AUSTIN | GRACY FARMS LANE | WIDEN 2-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | BURNET ROAD | METRIC BOULEVARD | | 2027 | $12,173,685 |
| 51-00102-00 | TRAVIS | TRAVIS COUNTY | GRAND AVE PKWY | CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | ROLLER CROSSING | BRATTON LN | | 2020 | $5,000,000 |
| 51-00147-00 | TRAVIS | TRAVIS COUNTY | GREENLAWN BLVD | UPGRADE EXISTING 2-LANE TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | IH 35 N SOUTH-BOUND FRONTAGE | GRAND AVENUE PKWY | | 2039 | $14,560,000 |
| 51-00157-00 | TRAVIS | TRAVIS COUNTY | GREGG MANOR RD | WIDEN 2-LANE UNDIVIDED AND CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | SH 130 | US 290 E | | 2030 | $32,021,000 |
| 51-00104-00 | TRAVIS | TRAVIS COUNTY | HAMILTON POOL RD | UPGRADE EXISTING 2-LANE UNDIVIDED TO INCLUDE WIDE OUTER SHOULDERS | TRAVIS COUNTY LINE | RM 12 | | 2020 | $5,060,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00146-00 | TRAVIS | TRAVIS COUNTY | HAMILTON POOL RD | UPGRADE 2-LANE UNDIVIDED TO A 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | EAST SIDE OF PEDERNALES RIVER | RM 12 | | 2028 | $52,401,000 |
| 51-00103-00 | TRAVIS | TRAVIS COUNTY | HAROLD GREEN RD | CONSTRUCT NEW 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | SH 130 | AUSTIN COLONY BLVD | | 2022 | $11,890,000 |
| 51-00124-00 | TRAVIS | TRAVIS COUNTY | HAROLD GREEN RD (PH. 1) | CONSTRUCT NEW 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | AUSTIN COLONY BLVD | BURLESON MANOR RD | | 2030 | $100,600,000 |
| 51-00062-00 | TRAVIS | CITY OF AUSTIN | HARRIS RIDGE BOULEVARD | WIDEN 2-LANE DIVIDED TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | HOWARD LANE | PARMER LANE | | 2027 | $9,319,429 |
| 51-00158-00 | TRAVIS | TRAVIS COUNTY | HODDE LN | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | ROWE LN | CELE RD | | 2035 | $48,390,000 |
| 41-00042-00 | HAYS | CITY OF SAN MARCOS | HOPKINS STREET | CROSSTOWN TRAIL | CM ALLEN PKWY | THORPE ROAD | | 2020 | $1,900,000 |
| 41-00017-00 | HAYS | CITY OF SAN MARCOS | SH 80 (HOPKINS STREET) | RECONSTRUCT 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN TO 4-LANE DIVIDED WITH ON-STREET PARKING, AND PEDESTRIAN/BICYCLE IMPROVEMENTS | CM ALLEN PKWY | IH 35 | | 2025 | $31,700,000 |
| 41-00038-00 | HAYS | CITY OF SAN MARCOS | SH 80 (HOPKINS STREET) | RETROFIT 4-LANE TO 4-LANE WITH ON-STREET PARKING AND PEDESTRIAN/ BICYCLE IMPROVEMENTS | GUADALUPE STREET | CM ALLEN | | 2027 | $11,000,000 |
| 51-00167-00 | TRAVIS | TRAVIS COUNTY | IMMANUEL RD (PH. 1) | UPGRADE EXISTING 2-LANE TO A 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | WELLS BRANCH PKWY | HOWARD LN | | 2035 | $15,610,000 |
| 51-00023-00 | TRAVIS | CITY OF AUSTIN | INDUSTRIAL OAKS BOULEVARD | WIDEN EXISTING 4-LANE UNDIVIDED AND CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SOUTHWEST PARKWAY | US 290 | | 2027 | $5,763,781 |
| 41-00086-00 | HAYS | HAYS COUNTY | JACOBS WELL RD (NF 25) | ADD SHOULDERS TO 2-LANE UNDIVIDED | RM 2325 | WAYSIDE DRIVE | | 2025 | $13,800,000 |
| 51-00025-00 | TRAVIS | CITY OF AUSTIN | JOHNNY MORRIS ROAD | WIDEN EXISTING 4-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | US 290 | FM 969 ROAD | | 2027 | $41,075,495 |
| 71-00001-00 | TRAVIS, WILLIAMSON | CITY OF AUSTIN | JOLLYVILLE ROAD | RETROFIT EXISTING TO 4-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | US 183 | GREAT HILLS TRAIL | | 2027 | $5,296,625 |
| 61-00131-00 | WILLIAMSON | CITY OF ROUND ROCK | KENNEY FORT BLVD | CONSTRUCTION OF A NEW LIMITED ACCESS SIX-LANE DIVIDED MAJOR ARTERIAL WITH SHARED USE PATH | FOREST CREEK DRIVE | SH 45 NORTH | | 2021 | $18,294,645 |
| 61-00052-00 | WILLIAMSON | CITY OF ROUND ROCK | KENNEY FORT BLVD | UPGRADE EXISTING 3-LANE AND 4-LANE URBAN DIVIDED TO A 6-LANE DIVIDED URBAN | JOE DIMAGGIO BLVD. | OLD SETTLERS BLVD. | | 2024 | $24,700,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00053-00 | WILLIAMSON | CITY OF ROUND ROCK | KENNEY FORT BLVD | CONSTRUCT NEW LOCATION 4-LANE DIVIDED URBAN | OLD SETTLERS BLVD. | CR 112 | | 2027 | $26,700,000 |
| 61-00054-00 | WILLIAMSON | CITY OF ROUND ROCK | KENNEY FORT BLVD | CONSTRUCT NEW LOCATION 4-LANE DIVIDED URBAN | CR 112 | UNIVERSITY BLVD. | | 2029 | $22,600,000 |
| 61-00055-00 | WILLIAMSON | CITY OF ROUND ROCK | KENNEY FORT BLVD | CONSTRUCT NEW LOCATION 4-LANE DIVIDED URBAN | UNIVERSITY BLVD. | WESTING-HOUSE RD. | | 2030 | $24,800,000 |
| 41-00087-00 | HAYS | HAYS COUNTY | KOHLERS CROSSING UPRR OVERPASS | ADD GRADE SEPARATED CROSSING OVER UPRR TRACKS | .1 MIL EAST OF FM 1626 | .6MI EAST OF FM 1626 | UPRR | 2025 | $15,000,000 |
| 51-00026-00 | TRAVIS | CITY OF AUSTIN | LAKE AUSTIN BOULEVARD | WIDEN 4-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | RED BUD TRAIL | MOPAC EXPRESSWAY | | 2027 | $19,156,019 |
| 51-00142-00 | TRAVIS | TRAVIS COUNTY | LITTIG RD | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | FM 973 | COUNTY LINE RD | | 2030 | $191,880,000 |
| 61-00013-00 | WILLIAMSON | CITY OF CEDAR PARK | LITTLE ELM TRAIL | CONSTRUCT NEW 2-LANE DIVIDED WITH BIKE LANES | US183 | 183A FRONTAGE RD | | 2025 | $8,000,000 |
| 51-00169-00 | TRAVIS | TRAVIS COUNTY | LOHMAN FORD RD | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | 4200' NORTH OF SYLVESTER FORD | SYLVESTER FORD RD | | 2030 | $10,406,000 |
| 51-00064-00 | TRAVIS | CITY OF AUSTIN | LONGHORN BOULEVARD | CONSTRUCT NEW AND WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | YORK BOULEVARD | BURNET ROAD | | 2027 | $25,985,705 |
| 11-00002-00 | BASTROP | BASTROP COUNTY/ CITY OF BASTROP | LOVERS LANE - SHILOH ROAD CONNECTION | CONSTRUCT NEW 2-LANE UNDIVIDED AND RIVER CROSSING WITH SAFETY IMPROVEMENTS TO EXISTING SEGMENTS | SH 71 | FM 20 | | 2030 | $18,694,237 |
| 51-00148-00 | TRAVIS | TRAVIS COUNTY | MAHA LOOP RD (PH. 1) | UPGRADE EXISTING 2-LANE AND CONSTRUCT 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | KELLAM RD | FM 812 | | 2032 | $25,140,000 |
| 51-00150-00 | TRAVIS, HAYS | TRAVIS COUNTY/ HAYS COUNTY/ CITY OF BUDA | MAIN ST | WIDEN 2-LANE UNDIVIDED AND CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | IH 35 | TURNERSVILLE RD | | 2031 | $13,090,000 |
| 51-00028-00 | TRAVIS | CITY OF AUSTIN | MCNEIL DRIVE | RETROFIT 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | US 183 | AVERY ISLAND | | 2027 | $1,667,286 |
| 71-00002-00 | TRAVIS, WILLIAMSON | CITY OF AUSTIN | MCNEIL DRIVE | WIDEN 2-LANE UNDIVIDED TO A 6-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SH 45 | MC NEIL DRIVE / HOWARD LANE | | 2027 | $40,934,690 |
| 41-00028-00 | HAYS | CITY OF SAN MARCOS | MCCARTY LANE | RECONSTRUCT 2-LANE TO 4-LANE BOULEVARD WITH PEDESTRIAN/BICYCLE IMPROVEMENTS | FM 2439 (HUNTER RD) | IH 35 | | 2030 | $22,400,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 41-00093-00 | HAYS | HAYS COUNTY | MCCARTY LANE (CR 233) | ADD SAFETY IMPROVEMENTS TO 4-LANE DIVIDED WITH GRADE SEPARATED UPRR CROSSING | FM 2439 (HUNTER RD) | IH 35 | | 2030 | $2,300,000 |
| 51-00159-00 | TRAVIS | TRAVIS COUNTY/ CITY OF AUSTIN | MCNEIL DR/ HOWARD LN | WIDEN 4-LANE UNDIVIDED TO 6-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | PARMER LN | MOPAC NORTH | | 2028 | $38,486,000 |
| 51-00151-00 | TRAVIS | TRAVIS COUNTY/ CITY OF PFLUGERVILLE | MELBER LN (PH. 1) | CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALK | PECAN ST | CELE RD | | 2035 | $41,296,000 |
| 41-00095-00 | HAYS | HAYS COUNTY | NF 10 (DRIPPING SPRINGS) | CONSTRUCT NEW 4-LANE DIVIDED | RM 12 | US 290 BYPASS | | 2030 | $3,700,000 |
| 41-00096-00 | HAYS | HAYS COUNTY | NF 18 (DRIPPING SPRINGS) | CONSTRUCT NEW 2-LANE DIVIDED | RM 12 | US 290 W AT HOLDER | | 2030 | $29,300,000 |
| 41-00094-00 | HAYS | HAYS COUNTY/ CITY OF DRIPPING SPRINGS | NF 2 (DRIPPING SPRINGS) | CONSTRUCT NEW 4-LANE DIVIDED | US 290 W | US 290 BYPASS | | 2030 | $10,100,000 |
| 51-00033-00 | TRAVIS | CITY OF AUSTIN | NORTH PLEASANT VALLEY ROAD | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | CESAR CHAVEZ STREET | RIVERSIDE DRIVE | | 2027 | $5,074,233 |
| 41-00097-00 | HAYS | HAYS COUNTY | NUTTY BROWN RD (CR 163) | ADD SHOULDERS AND SAFETY IMPROVEMENTS TO 4-LANE DIVIDED | US 290 W | RM 1826 | | 2030 | $10,500,000 |
| 51-00129-00 | TRAVIS | TRAVIS COUNTY | OLD KIMBRO RD/PARSONS RD. | WIDEN 2-LANE UNDIVIDED AND CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | US 290 E | BLAKE MANOR RD | | 2032 | $102,169,000 |
| 41-00048-00 | HAYS | CITY OF SAN MARCOS | OLD RR 12 BIKE/PED & WIDENING | RECONSTRUCT 2-LANE WITH INTERMINENT LEFT TURN LANE TO 2-LANE WITH CONTINUOUS TURN LANE AND PEDESTRIAN/BICYCLE IMPROVEMENTS | RM 12 | CRADDOCK AVE | | 2028 | $7,500,000 |
| 41-00045-00 | HAYS | CITY OF SAN MARCOS | OLD RR 12 (MOORE ST) | RECONSTRUCT 2-LANE WITH INTERMINENT LEFT TURN LANE TO 2-LANE WITH CONTINUOUS TURN LANE AND PEDESTRIAN/BICYCLE IMPROVEMENTS | NORTH STREET/ HOPKINS STREET | HOLLAND ST | | 2028 | $7,500,000 |
| 61-00056-00 | WILLIAMSON | CITY OF ROUND ROCK | OLD SETTLERS BLVD | CONSTRUCT NEW LOCATION 4-LANE DIVIDED URBAN | RED BUD LANE (CR 122) | CR 110 | | 2022 | $18,050,000 |
| 61-00057-00 | WILLIAMSON | CITY OF ROUND ROCK | OLD SETTLERS BLVD | CONSTRUCT NEW LOCATION 4-LANE DIVIDED URBAN | CR 110 | SH 130 | | 2027 | $29,500,000 |
| 51-00036-00 | TRAVIS | CITY OF AUSTIN | ONION CREEK PARKWAY | WIDEN EXISTING 2-LANE UNDIVIDED AND CONSTRUCT A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | OLD SAN ANTONIO ROAD | IH 35 | | 2027 | $3,122,706 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00105-00 | TRAVIS | TRAVIS COUNTY | PEARCE LN | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | KELLAM RD | BASTROP COUNTY LINE/ WOLF LANE | | 2025 | $28,520,000 |
| 51-00162-00 | TRAVIS | TRAVIS COUNTY/ CITY OF AUSTIN | PEARCE LN | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | FM 973 | KELLAM RD | | 2035 | $84,690,000 |
| 61-00039-00 | WILLIAMSON | CITY OF PFLUGERVILLE | PFENNIG LANE (EAST) | CONSTRUCT NEW 4-LANE DIVIDED | FM685 | PECAN STREET | | 2025 | $32,502,000 |
| 51-00130-00 | TRAVIS | TRAVIS COUNTY/ CITY OF PFLUGERVILLE | PFLUGERVILLE EAST RD (CAMERON RD) (PHASE 1) | UPGRADE EXISTING 2-LANE AND CONSTRUCT NEW TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | WEISS LN | FUCHS GROVE RD | | 2030 | $21,860,000 |
| 41-00098-00 | HAYS | HAYS COUNTY/ CITY OF SAN MARCOS | POSEY RD (CR 235) | ADD SAFETY IMPROVEMENTS TO 4-LANE DIVIDED WITH GRADE SEPARATED UPRR CROSSING | FM 2439 (HUNTER RD) | IH 35 | | 2025 | $1,500,000 |
| 41-00099-00 | HAYS | HAYS COUNTY | POSEY RD (CR 235) | ADD SHOULDERS AND SAFETY IMPROVEMENTS TO 4-LANE DIVIDED | IH 35 | OLD BASTROP HWY (CR 266) | | 2025 | $2,500,000 |
| 41-00100-00 | HAYS | HAYS COUNTY/ CITY OF SAN MARCOS | POST RD (CR 140) | WIDEN FROM 2 TO 4-LANE UNDIVIDED | IH 35 | AQUARENA SPRINGS RD | | 2035 | $17,400,000 |
| 41-00025-00 | HAYS | CITY OF SAN MARCOS | PROPOSED BOULEVARD 14 | CONSTRUCT NEW 4-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE FACILITIES. | SH 80/SH 21 | STAPLES ROAD | | 2040 | $98,200,000 |
| 41-00026-00 | HAYS | CITY OF SAN MARCOS | PROPOSED BOULEVARD 14 | CONSTRUCT NEW 4-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE FACILITIES. | STAPLES ROAD | CRYSTAL RIVER PKWY | | 2045 | $32,400,000 |
| 41-00027-00 | HAYS | CITY OF SAN MARCOS | PROPOSED BOULEVARD 14 | CONSTRUCT NEW 4-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE FACILITIES. | CRYSTAL RIVER PKWY | MCCARTY LANE | | 2035 | $86,600,000 |
| 41-00040-00 | HAYS | CITY OF SAN MARCOS | PROPOSED BOULEVARD 14 | CONSTRUCT NEW 4-LANE DIVIDED BOULEVARD WITH ON-STREET PARKING AND PEDESTRIAN/BICYCLE FACILITIES. | MCCARTY LANE | POSEY ROAD | | 2035 | $76,700,000 |
| 41-00032-00 | HAYS | CITY OF SAN MARCOS | PROPOSED PARKWAY LOOP | CONSTRUCT NEW 4-LANE DIVIDED WITH OFF-STREET SHARED PATHS | YARRINGTON ROAD | RM 12 | | 2045 | $460,000,000 |
| 41-00033-00 | HAYS | CITY OF SAN MARCOS | PROPOSED PARKWAY LOOP (LA CIMA TRACT) | CONSTRUCT NEW 4-LANE DIVIDED WITH OFF-STREET SHARED PATHS | RM 12 | PROPOSED PARKWAY LOOP | | 2025 | $63,500,000 |
| 41-00034-00 | HAYS | CITY OF SAN MARCOS | PROPOSED PARKWAY LOOP (PH-0) | CONSTRUCT NEW 4-LANE DIVIDED WITH OFF-STREET SHARED PATHS | LA CIMA TRACT BOUNDARY | PROPOSED BLVD 1 | | 2030 | $62,200,000 |
| 51-00170-00 | TRAVIS | TRAVIS COUNTY | QUINLAN PARK RD | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | COUNTRY TRAILS LN | TIERRA GRANDE TRAIL | | 2025 | $16,054,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00068-00 | TRAVIS | CITY OF AUSTIN | READ GRANBERRY TRAIL | CONSTRUCT A 4-LANE WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | MOPAC EXPRESSWAY | BURNET ROAD | | 2027 | $10,257,688 |
| 51-00069-00 | TRAVIS | CITY OF AUSTIN | RED RIVER STREET | CONSTRUCT A 2-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | CLYDE LITTLEFIELD DRIVE | 12TH STREET | | 2027 | $5,030,807 |
| 51-00350-00 | TRAVIS | CITY OF AUSTIN | REDBUD TRAIL BRIDGE | BUILD A SINGLE LONG-SPAN BRIDGE TO REPLACE THE TWO BRIDGES ON REDBUD TRAIL WITH 10-FOOT SIDEWALK AND BIKE PATH. | LAKE AUSTIN BOULEVARD | STRATFORD DRIVE | | 2021 | $56,550,000 |
| 41-00047-00 | HAYS | CITY OF SAN MARCOS | RIVER RIDGE PKWY | CONSTRUCT NEW 4-LANE DIVIDED BOULEVARD WITH PEDESTRIAN/BICYCLE FACILITIES | LIME KILN RD | I-35 | | 2035 | $73,700,000 |
| 41-00101-00 | HAYS | HAYS COUNTY | ROBERT S LIGHT BLVD | WIDEN FROM 2 TO 4-LANE DIVIDED | RM 967 | FM 1626 | | 2025 | $23,000,000 |
| 71-00003-00 | TRAVIS, WILLIAMSON | CITY OF AUSTIN | ROBINSON RANCH ROAD | CONSTRUCT A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SH 45 | MOPAC EXPRESSWAY | | 2027 | $85,061,830 |
| 61-00158-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD EXTENSION | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | SH 95 | CR 363 | | 2032 | $92,390,000 |
| 61-00159-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD EXTENSION | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | CR 363 | CR 425 | | 2033 | $70,030,000 |
| 61-00160-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD EXTENSION | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | CR 425 | US 79 | | 2034 | $36,010,000 |
| 61-00161-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD EXTENSION | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | US 79 | CR 472 | | 2035 | $84,760,000 |
| 61-00162-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD EXTENSION | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | CR 472 | WILLIAMSON / LEE COUNTY LINE | | 2036 | $55,900,000 |
| 61-00155-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD EXTENSION / CORRIDOR D | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | IH 35 | CORRIDOR E4 / CORRIDOR E5 | | 2026 | $58,720,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00157-00 | WILLIAMSON | WILLIAMSON COUNTY | RONALD REAGAN BOULEVARD EXTENSION / CORRIDOR D | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | CORRIDOR E4 / CORRIDOR E5 | SH 95 | | 2031 | $50,370,000 |
| 51-00107-00 | TRAVIS | TRAVIS COUNTY | ROSS RD | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | PEARCE LN | HEINE FARM RD | | 2021 | $4,700,000 |
| 51-00171-00 | TRAVIS | TRAVIS COUNTY/ CITY OF AUSTIN | ROSS RD | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | SH 71 | PEARCE LN | | 2042 | $18,820,000 |
| 51-00172-00 | TRAVIS | TRAVIS COUNTY | ROSS RD | CONSTRUCT NEW 4-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | ELROY RD | MCANGUS RD | | 2042 | $8,800,000 |
| 41-00110-00 | HAYS | HAYS COUNTY | RUTHERFORD RANCH BYPASS (NF 13) | CONSTRUCT NEW 2-LANE UNDIVIDED | FM 150 W | TRAVIS COUNTY LINE | | 2035 | $25,000,000 |
| 41-00102-00 | HAYS | HAYS COUNTY | SAWYER RANCH RD (CR 164) | WIDEN FROM 2 TO 4-LANE DIVIDED | US 290 W | DARDEN HILL RD | | 2020 | $11,500,000 |
| 41-00103-00 | HAYS | HAYS COUNTY/ CITY OF KYLE/ CITY OF BUDA | SHADOW CREEK BLVD | CONSTRUCT NEW 2-LANE DIVIDED | HILLSIDE TERRACE | BEBEE ROAD | | 2035 | $35,900,000 |
| 61-00030-00 | WILLIAMSON | CITY OF GEORGETOWN | SHELL ROAD | WIDEN FROM 2-LANE UNDIVIDED 4-LANE DIVIDED | SH 195 | WILLIAMS | | 2045 | $37,500,000 |
| 51-00073-00 | TRAVIS | CITY OF AUSTIN | SHOAL CREEK BOULEVARD | RETROFIT 4-LANE UNDIVIDED WITH CONTIGUOUS LEFT TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | STECK AVENUE | FOSTER LANE | | 2027 | $1,046,166 |
| 71-00005-00 | TRAVIS, WILLIAMSON | CITY OF AUSTIN | SHORELINE DRIVE | CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | FM 1325 | HOWARD LANE | | 2027 | $20,306,143 |
| 51-00108-00 | TRAVIS | TRAVIS COUNTY/ CITY OF AUSTIN | SLAUGHTER LN | CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | BLUFF SPRINGS RD | MCKINNEY FALLS PKWY | | 2019 | $16,000,000 |
| 51-00106-00 | TRAVIS | TRAVIS COUNTY | SOUTH PLEASANT VALLEY RD | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | 1,000' NORTH OF RIVER PLANTATION | FM 1327 | | 2022 | $9,600,000 |
| 51-00160-00 | TRAVIS | TRAVIS COUNTY/ CITY OF AUSTIN | SOUTH PLEASANT VALLEY RD (PH. 1) | UPGRADE EXISTING 2-LANE ROADWAY TO A 2-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | FM 1327 | MAIN ST | | 2030 | $9,640,000 |
| 61-00099-00 | WILLIAMSON | WILLIAMSON COUNTY/ CITY OF TAYLOR | SOUTHEAST LOOP / CORRIDOR E1 | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | SH 130 | US 79 | | 2022 | $43,980,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00041-00 | TRAVIS | CITY OF AUSTIN | SPICEWOOD SPRINGS ROAD | RECONSTRUCT 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | WEST OF FOUR IRON DRIVE | US 183 | | 2027 | $1,056,693 |
| 51-00074-00 | TRAVIS | CITY OF AUSTIN | SPICEWOOD SPRINGS ROAD | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SL 360 | NORTH OF MESA DRIVE | | 2027 | $22,370,840 |
| 51-00075-00 | TRAVIS | CITY OF AUSTIN | SPRINGDALE ROAD | RETROFIT 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SANSOM ROAD | US 183 | | 2027 | $3,867,523 |
| 41-00019-00 | HAYS | CITY OF SAN MARCOS | STAGECOACH ROAD EXTENSION | CONSTRUCT 2-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE WITH PEDESTRIAN/BICYCLE IMPROMENTS AND ON-STREET PARKING | GRAVEL STREET | DUTTON DRIVE | | 2035 | $23,000,000 |
| 51-00109-00 | TRAVIS | TRAVIS COUNTY | TAYLOR LN | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | BLAKE MANOR RD | BRAKER LN | | 2022 | $17,000,000 |
| 51-00110-00 | TRAVIS | TRAVIS COUNTY | THAXTON RD | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | MCKINNEY FALLS PKWY | SASSMAN RD | | 2022 | $6,740,000 |
| 51-00134-00 | TRAVIS | TRAVIS COUNTY | THAXTON RD | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | SASSMAN RD | FM 1327 | | 2037 | $63,060,000 |
| 41-00029-00 | HAYS | CITY OF SAN MARCOS | THORPE LANE | RETROFIT OF 4-LANE TO 2-LANE WITH CONTINUOUS LEFT TURN LANE, ON-STREET PARKING, AND PEDESTRIAN/BICYCLE IMPROVEMENTS | SL 82 (AQUARENA SPRINGS DRIVE) | HOPKINS STREET/SH 80 | | 2028 | $12,200,000 |
| 51-00076-00 | TRAVIS | CITY OF AUSTIN | TUSCANY WAY | RETROFIT 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | FERGUSON LANE | SPRINGDALE ROAD | | 2027 | $12,094,729 |
| 51-00029-00 | TRAVIS | TRAVIS COUNTY | VA | CONSTRUCT NEW SIDEWALK ON BOTH SIDES OF ELROY ROAD WITHIN SH 130 RIGHT-OF-WAY AND A SHARED USE PATH ON FM 973 FROM MOORES BRIDGE ROAD TO ELROY ROAD. | VARIOUS LOCATIONS | | | 2022 | $1,521,300 |
| 51-00135-00 | TRAVIS | TRAVIS COUNTY | VAIL DIVIDE RD | WIDEN 2-LANE AND CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | SH 71 W | RM 3238 | | 2025 | $15,400,000 |
| 51-00042-00 | TRAVIS | CITY OF AUSTIN | VEGA AVENUE | WIDEN EXISTING 2-LANE UNDIVIDED E AND CONSTRUCT NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SOUTHWEST PARKWAY | EIGER ROAD/ PATTON RANCH | | 2027 | $8,793,056 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 61-00041-00 | WILLIAMSON | CITY OF PFLUGERVILLE/ TRAVIS COUNTY | WEISS | WIDEN TO 4-LANE DIVIDED & BRIDGE WIDENING | PLEASANTON | PECAN | | 2025 | $11,947,200 |
| 51-00111-00 | TRAVIS | TRAVIS COUNTY | WELLS BRANCH PKWY | CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | KILLING-SWORTH LN | CAMERON RD | | 2020 | $7,800,000 |
| 51-00078-00 | TRAVIS | CITY OF AUSTIN | WEST 45TH STREET | WIDEN 4-LANE UNDIVIDED TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | ROSEDALE AVENUE | AVENUE A | | 2027 | $3,896,474 |
| 41-00044-00 | HAYS | CITY OF SAN MARCOS | WEST HOPKINS STREET | RECONSTRUCT 2-LANE WITH INTERMINENT LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE IMPROVEMENTS | MOORE ST | SL 82 | | 2025 | $9,100,000 |
| 51-00043-00 | TRAVIS | CITY OF AUSTIN | WEST RUNDBERG LANE | WIDEN EXISTING 2-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE AND CONSTRUCT NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | BURNET ROAD | METRIC BOULEVARD | | 2025 | $11,000,000 |
| 61-00033-00 | WILLIAMSON | CITY OF GEORGETOWN | WESTINGHOUSE ROAD | RECONSTRUCT FROM 4-LANE UNDIVIDED TO 4-LANE DIVIDED | IH 35 | FM 1460 | | 2045 | $12,500,000 |
| 51-00112-00 | TRAVIS | TRAVIS COUNTY | WILD HORSE CONNECTOR | CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | PARMER LN | FM 973 | | 2022 | $17,500,000 |
| 51-00114-00 | TRAVIS | TRAVIS COUNTY | WILLIAM CANNON DR | CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | MCKINNEY FALLS PKWY | US 183 S | | 2019 | $16,000,000 |
| 61-00023-00 | WILLIAMSON | CITY OF GEORGETOWN | WILLIAMS DRIVE | WIDEN FROM 4 UNDIVIDED TO 6-LANES DIVIDED ARTERIAL | AUSTIN AVENUE | RONALD REAGAN | | 2045 | $72,000,000 |
| 61-00129-00 | WILLIAMSON | CITY OF GEORGETOWN | WILLIAMS DRIVE | INTERSECTION IMPROVEMENTS AND ACCESS MANAGEMENT | IH 35 | JIM HOGG DRIVE | | 2021 | $1,576,600 |
| 41-00106-00 | HAYS | HAYS COUNTY | WINDY HILL RD | ADD SHOULDERS, TURN LANES, AND SAFETY IMPROVEMENTS TO 2-LANE DIVIDED | IH 35 | TURNERSVILLE RD EXTENSION | | 2025 | $29,400,000 |
| 21-00001-00 | BURNET | BURNET COUNTY/ TXDOT | WIRTZ DAM ROAD | NEW 2-LANE ROADWAY WITH 10' SHOULDERS INCLUDING A BRIDGE OVER THE COLORADO RIVER | RM 1431 | RM 2147 | | 2045 | $52,100,000 |
| 61-00042-00 | WILLIAMSON | CITY OF PFLUGERVILLE/ TXDOT | CENTRAL COMMERCE | WIDEN TO 3-LANE (FULL DEPTH RECONSTRUCTION) | PICADILLY | ROYSTON | | 2025 | $4,238,400 |
| 51-00050-00 | TRAVIS | CITY OF AUSTIN | CITY PARK ROAD | WIDEN EXISTING 2-LANE UNDIVIDED TO A 2-LANE WITH CONTINUOUS TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | CITY OF AUSTIN LIMITS | FM 2222 | | 2027 | $7,987,706 |
| 51-00021-00 | TRAVIS | CITY OF AUSTIN | FOUR POINTS DRIVE - MCNEIL CONNECTOR | CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | FOUR POINTS DRIVE | MC NEIL DRIVE | | 2027 | $9,060,190 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00085-00 | TRAVIS | CITY OF BEE CAVE | HAMILTON POOL ROAD CONNECTOR | NEW ROADWAY CONNECTION BETWEEN 3238 (HPR) AND RM 2244 | 3238 (HAMILTON POOL ROAD) APPROX. 2,300 FT. S OF SH 71 | RM 2244 | SH 71 | 2026 | $7,000,000 |
| 61-00037-00 | WILLIAMSON | CITY OF PFLUGERVILLE | IMMANUEL/OLD AUSTIN HUTTO/ TIMMERMAN | RECONSTRUCT TO 2-LANE UNDIVIDED WITH CTL | WELLS BRANCH | PFLUGERVILLE PARKWAY | | 2025 | $19,393,200 |
| 51-00063-00 | TRAVIS | CITY OF AUSTIN | JOLLYVILLE ROAD | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED WITH ENHANCED PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS | SL 360 | BUSINESS PARK DRIVE | | 2027 | $8,067,978 |
| 41-00092-00 | HAYS | HAYS COUNTY/ CITY OF KYLE | MARKETPLACE AVE | CONSTRUCT NEW 4-LANE DIVIDED | RM 967 | IH 35 AT BURLESON RD | | 2030 | $7,900,000 |
| 51-00065-00 | TRAVIS | CITY OF AUSTIN | METRO CENTER DRIVE | CONSTRUCT A 4-LANE DIVIDED ROADWAY WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | BURLESON ROAD | METLINK DRIVE | | 2027 | $5,632,188 |
| 51-00066-00 | TRAVIS | CITY OF AUSTIN | METROPOLIS DRIVE | RETROFIT 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | BURLESON ROAD | US 183 | | 2027 | $10,764,322 |
| 51-00059-00 | TRAVIS | CITY OF AUSTIN | NEW FACILITY | CONSTRUCT A NEW 4-LANE DIVIDED ROADWAY WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | FM 973 | SH 71 FR-FM 973 CONNECTOR | | 2027 | $8,071,926 |
| 51-00034-00 | TRAVIS | CITY OF AUSTIN | OLD BEE CAVES ROAD | WIDEN 2-LANE UNDIVIDED TO A 2-LANE UNDIVIDED WITH CENTER TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | SH 71 | MOUNTAIN SHADOWS | | 2027 | $9,332,122 |
| 51-00035-00 | TRAVIS | CITY OF AUSTIN | OLD BEE CAVES ROAD | WIDEN 2-LANE UNDIVIDED TO A 2-LANE UNDIVIDED WITH CENTER TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | MOUNTAIN SHADOWS | US 290 | | 2027 | $21,568,588 |
| 61-00044-00 | WILLIAMSON | CITY OF PFLUGERVILLE | PICADILLY | WIDEN TO 3-LANE (FULL DEPTH RECONSTRUCTION) | 100' EAST OF IH 35 | CENTRAL COMMERCE | | 2025 | $6,981,600 |
| 71-00006-00 | TRAVIS, WILLIAMSON | CITY OF AUSTIN | POND SPRINGS ROAD - OAK KNOLL CONNECTOR | CONSTRUCT A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | MCNEIL DRIVE | OAK KNOLL DRIVE | | 2027 | $8,569,348 |
| 51-00038-00 | TRAVIS | CITY OF AUSTIN | RM 2222 TO FOUR POINTS DRIVE CONNECTOR | CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | RM 2222 | FOUR POINTS DRIVE | | 2027 | $3,126,654 |
| 61-00043-00* | WILLIAMSON | CITY OF PFLUGERVILLE | ROYSTON | WIDEN TO 3-LANE (FULL DEPTH RECONSTRUCTION) | CENTRAL COMMERCE | GRAND AVENUE | | 2025 | $8,836,800 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 41-00195-00 | HAYS | HAYS COUNTY/ TXDOT | FM 2001 | UPGRADE FROM A 2-LANE TO A 4-LANE DIVIDED ROADWAY WITH NEW TRAFFIC SIGNALS AND BICYCLE/PEDESTRIAN IMPROVEMENTS | SUN BRIGHT BLVD. | FM 2001 | | 2021 | $6,294,000 |
| 12-00003-00 | BASTROP | TXDOT | LOOP 230 | CONSTRUCT 0.6 MILES OF SIDEWALKS AND CURB RAMPS | MCSWEENEY ST | GRESHAM ST | | 2021 | $773,400 |
| 41-00188-00 | HAYS | CITY OF BUDA | FM 2001 | CONSTRUCT A 10-FOOT WIDE MULTIUSE PATH FOR PEDESTRIAN AND BICYCLE TRAFFIC ALONG EAST SIDE OF FM 2001 AND OVERPASS RD. | OVERPASS ROAD/FM 2001 | FM 119/OLD GOFORTH ROAD | | 2021 | $592,500 |
| 42-00005-00 | HAYS | TXDOT | ROB SHELTON | CONSTRUCT SIDEWALKS, A GRANITE TRAIL, TWO PEDESTRIAN BRIDGES AND BIKE LANES | SPORTS PARK DR. | FOUNDERS PARK RD. | | 2021 | $1,437,646 |
| 62-00005-00 | WILLIAMSON | CITY OF LEANDER | S.WEST DRIVE | CONSTRUCT .23 MILE SIDEWALK ON SOUTHWEST DRIVE | HORSESHOE DR. | LION DR. | | 2021 | $244,610 |
| 41-00006-00 | HAYS | HAYS COUNTY | SH 80 | INSTALL LEFT TURN LANE AND ELIMINATE GAP IN SHOULDER FOR BICYCLE TRAVEL | SH 21 | CR 266 (CALDWELL COUNTY LINE) | | 2022 | $3,905,943 |
| 51-00006-00 | TRAVIS | TXDOT | SH 71 | CONSTRUCT 4-LANE OVERPASSES AT ROSS RD AND KELLAM RD WITH 2-LANE EB AND WB FRONTAGE RD | SH 130/ROSS AT KELLAM ROAD | .49 MILES EAST OF SH 130 | | 2021 | $57,337,751 |
| 41-00171-00 | HAYS | TXDOT/HAYS COUNTY | FM 2001 | WIDEN TO 4-LANE DIVIDED ROADWAY BY ADDING TWO LANES AND SHOULDERS | IH-35 | SH-21 | | 2025 | $48,410,280 |
| 42-00002-00 | HAYS | TXDOT | VA | CONSTRUCT SIDEWALK AND SHARED USE PATH | DRIPPING SPRINGS MIDDLE SCHOOL | ROGER HANKS PKWY/BROKEN LANCE RD. | | 2022 | $2,087,605 |
| 41-00165-01 | HAYS | TXDOT/HAYS COUNTY | ROBERT S. LIGHT | CONSTRUCT A FOUR-LANE ROADWAY AND A GRADE SEPARATED CROSSING WITH THE UNION PACIFIC RAILROAD | FM 1626 | RM 967 | | 2025 | $31,900,000 |
| 61-01010-00 | WILLIAMSON | WILLIAMSON COUNTY/ TXDOT | FM 3349 | WIDEN 2-LANE TO 4-LANE DIVIDED WITH GRADE SEPARATION AT UPRR AND US 79 | CR 404 | CR 395 | | 2022 | $84,600,000 |
| 54-00612-24 | TRAVIS | TXDOT | FM 973 | INSTALL SIDEWALKS, WIDEN EXISTING 2-LANE TO 4-LANE, INSTALL CONTINUOUS TURN-LANE, WIDEN PAVED SHOULDERS TO >5 FEET. | .069 MILES NORTHEAST OF FM 969 | .1 MILES NORTH OF THYONE DR. | | 2023 | $20,835,837 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 31-00001-01 | CALDWELL | CALDWELL COUNTY | SH 142 | REALIGN AND WIDEN EXISTING 2-LANE ROADWAY TO 4-LANE DIVIDED ROADWAY | SH 80 | SH 130 | | 2027 | $82,400,000 |
| 31-00001-02 | CALDWELL | CALDWELL COUNTY | CR 238 | REALIGN AND WIDEN EXISTING 2-LANE ROADWAY TO 4-LANE DIVIDED ROADWAY | SH 21 | SH 142 | | 2027 | $59,500,000 |
| 41-00171-01 | HAYS | HAYS COUNTY/ TXDOT | FM 2001 | CONSTRUCT NEW LOCATION 2-LANE ROADWAY WITH SHOULDERS | GRAEF RD | EXISTING FM 2001 | | 2024 | $14,887,057 |
| 61-00128-00 | WILLIAMSON | WILLIAMSON COUNTY | FM 397 | REALIGN FM 397 AND RECONSTRUCT INTERSTECTION AT CR 366 | 0.18 MILES SOUTH OF CR 366 | 0.23 MILES EAST OF CR 366 | | 2026 | $3,503,894 |
| 61-00191-00 | WILLIAMSON | CITY OF GEORGETOWN | RM 2243 (LEANDER RD) | UPGRADE FROM A TWO-LANE TO A FOUR-LANE DIVIDED WITH NEW TRAFFIC SIGNALS AND PEDESTRIAN IMPROVEMENTS | NORWOOD DRIVE | SW BYPASS | | 2026 | $5,980,241 |
| 31-00200-00 | CALDWELL | TXDOT | FM 2720 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE UNDIVIDED WITH SHOULDERS, ADD CABLE BARRIER | OLD SPANISH TRAIL | SH 142 | | 2025 | $47,181,788 |
| 31-00200-01 | CALDWELL | TXDOT | FM 2720 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE UNDIVIDED WITH SHOULDERS, ADD CABLE BARRIER | SH 21 | OLD SPANISH TRAIL | | 2025 | $1,961,908 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 73-00006-00 | TRAVIS, HAYS | CAPITAL METRO | IH 35 | EXPRESS ROUTE FROM SAN MARCOS AND BUDA TO SOUTHPARK MEADOWS AND DOWNTOWN AUSTIN | SAN MARCOS CARTS FACILITY | DOWNTOWN AUSTIN | | 2027 | $20,000,000 |
| 73-00001-00 | TRAVIS, WILLIAMSON | CAPITAL METRO | IH 35, SH 45, MOPAC | EXPRESS ROUTE FROM GEORGETOWN AND ROUND ROCK TO HOWARD STATION AND DOWNTOWN AUSTIN | CARTS GEORGE-TOWN | DOWNTOWN AUSTIN | | 2025 | $18,000,000 |
| 73-00003-00 | TRAVIS, BASTROP | CAPITAL METRO | US 290, IH 35 | EXPRESS ROUTE FROM ELGIN AND MANOR TO DOWNTOWN | ELGIN | DOWNTOWN AUSTIN | | 2026 | $15,000,000 |
| 53-00015-00 | TRAVIS | CAPITAL METRO | US 290, MOPAC | EXPRESS ROUTE FROM OAK HILL TO DOWNTOWN AUSTIN | OAK HILL | DOWNTOWN AUSTIN | | 2026 | $18,000,000 |
| 73-00002-00 | TRAVIS, WILLIAMSON | CAPITAL METRO | SH 130, SH 45, MOPAC | EXPRESS ROUTE FROM HUTTO AND PFLUGERVILLE TO DOWNTOWN AUSTIN | HUTTO | DOWNTOWN AUSTIN | | 2029 | $15,000,000 |
| 73-00005-00 | TRAVIS, CALDWELL | CAPITAL METRO | SH 130, US 183 | EXPRESS ROUTE FROM LOCKHART AND EASTON PARK TO DOWNTOWN AUSTIN | LOCKHART | DOWNTOWN AUSTIN | | 2030 | $13,000,000 |
| 53-00014-00 | TRAVIS | CAPITAL METRO | MOPAC | EXPRESS ROUTE FROM SOUTH MOPAC TO DOWNTOWN AUSTIN | CIRCLE C | DOWNTOWN AUSTIN | | 2025 | $34,000,000 |
| 53-00008-00 | TRAVIS | CAPITAL METRO | US 290 SERVICE RD, S LAMAR BLVD, 5TH/6TH ST | OAK HILL METRORAPID LINE FROM OAK HILL TO REPUBLIC SQUARE. THIS LINE WOULD MAINLY FOLLOW US 290 SERVICE ROAD AND S. LAMAR BLVD AND HAVE 12 STOPS ALONG THE LINE INCLUDING THE ACTIVITY CENTERS OF OAK HILL, SUNSET VALLEY, S LAMAR, SEAHOLM & DOWNTOWN AUSTIN. THERE WOULD BE 1 PARK & RIDE ON THE LINE AT OAK HILL (SHARED WITH OAK HILL METROEXPRESS ROUTE). | CONVICT HILL RD | GUADALUPE ST | | 2025 | $12,100,000 |
| 73-00004-00 | TRAVIS, BASTROP | CAPITAL METRO | SH 71 | EXPRESS ROUTE FROM BASTROP AND DEL VALLE TO DOWNTOWN AUSTIN | BASTROP | DOWNTOWN AUSTIN | | 2029 | $13,000,000 |
| 53-00016-00 | TRAVIS | CAPITAL METRO | RM 2222 | EXPRESS ROUTE FROM FOUR POINTS AND DOWNTOWN AUSTIN | RM 620 | DOWNTOWN AUSTIN | | 2027 | $12,000,000 |
| 53-00002-00 | TRAVIS | CAPITAL METRO | REPUBLIC SQUARE, DOWNTOWN STATION, MAAC/RAINEY, WATERFRONT, TRAVIS HEIGHTS, LAKESHORE, RIVERSIDE, FARO, MONTOPOLIS, METROCENTER, AUS | BLUE LINE | REPUBLIC SQUARE | PRESIDENTIAL BLVD (AUS NORTH TERMINAL) | | 2025 | $1,800,000,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 53-00028-01 | TRAVIS | CAPITAL METRO | HIGHLAND, CLARKSON, HANCOCK, ST DAVID'S, UT EAST, MEDICAL SCHOOL, CAPITOL EAST, TRINITY, DOWNTOWN STATION, REPUBLIC SQUARE | GOLD LINE: INITIAL BUILD (METRORAPID BUS SERVICE) | AIRPORT BLVD AND HIGHLAND MALL BLVD | REPUBLIC SQUARE | | 2025 | $50,000,000 |
| 53-00010-00 | TRAVIS | CAPITAL METRO | AIRPORT BLVD, US 290 SERVICE RD, CAMERON/ DESSAU RD, PARMER LN, MCCALLEN PASS, CENTER RIDGE DR | CAMERON/DESSAU METRORAPID LINE FROM ACC HIGHLAND TO TECH RIDGE PARK & RIDE. THIS LINE WOULD MAINLY FOLLOW CAMERON/DESSAU ROAD AND HAVE 8 STOPS ALONG THE LINE INCLUDING THE ACTIVITY CENTERS OF ACC HIGHLAND, NORWOOD & TECH RIDGE. THERE WOULD BE 2 PARK & RIDES ON THE LINE AT ACC HIGHLAND (SHARED WITH BLUE LINE) AND TECH RIDGE (SHARED WITH ORANGE LINE) | HIGHLAND MALL BLVD | TECH RIDGE PARK & RIDE | | 2025 | $9,700,000 |
| 53-00003-00 | TRAVIS | CAPITAL METRO | PLEASANT VALLEY BUS RAPID TRANSIT | 15 MILE BRT ROUTE WITH 43 STATIONS | BARBARA JORDAN/ MUELLER | GOODNIGHT RANCH | | 2022 | $52,723,726 |
| 53-00006-00 | TRAVIS | CAPITAL METRO | BURNET RD, 45TH ST, LAMAR BLVD, 5TH/6TH ST | BURNET METRORAPID LINE FROM THE DOMAIN TO REPUBLIC SQUARE. THIS LINE WOULD MAINLY FOLLOW BURNET ROAD AND HAVE 18 STOPS ALONG THE LINE INCLUDING THE ACTIVITY CENTERS OF DOMAIN, TRIANGLE, UNIVERSITY OF TEXAS, CAPITOL COMPLEX & DOWNTOWN AUSTIN. THERE WOULD BE 1 PARK & RIDE AT DOMAIN (SHARED PARK & RIDE WITH RED LINE). | PALM WAY | GUADALUPE ST | | 2025 | $13,700,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 53-00005-00 | TRAVIS | CAPITAL METRO | EXPOSITION CENTER BUS RAPID TRANSIT | 12 MILE BRT ROUTE WITH 44 STATIONS | REPUBLIC SQUARE | EXPO CENTER | | 2022 | $48,516,357 |
| 53-00009-00 | TRAVIS | CAPITAL METRO | ENFIELD RD, GUADALUPE/ LAVACA ST, MLK BLVD | MLK METRORAPID LINE FROM WEST AUSTIN TO NORTHEAST AUSTIN. THIS LINE WOULD MAINLY FOLLOW ENFIELD ROAD AND MLK BLVD AND HAVE 12 STOPS ALONG THE LINE INCLUDING THE ACTIVITY CENTERS OF EXPOSITION, CAPITOL COMPLEX & UNIVERSITY OF TEXAS. THERE WOULD BE 2 PARK & RIDES ON THE LINE AT REDBUD (SHARED WITH 7TH/LAKE AUSTIN METRO RAPID) AND DECKER LN | LAKE AUSTIN BLVD | DECKER LN | | 2025 | $4,000,000 |
| 53-00004-00 | TRAVIS | CAPITAL METRO | LAKE AUSTIN BOULEVARD, 5TH/6TH STREETS, GUADALUPE/ LAVACA STREETS, 7TH STREET, SHADY LANE | 7TH/LAKE AUSTIN METRORAPID LINE FROM WEST AUSTIN TO EAST AUSTIN. THIS LINE WOULD BE APPROXIMATELY 8 MILES LONG AND MAINLY FOLLOW LAKE AUSTIN AND 7TH STREET AND HAVE 10 STOPS ALONG THE LINE INCLUDING THE ACTIVITY CENTERS OF DOWNTOWN, SALTILLO, AND GOVALLE. THERE WOULD BE TWO PARK & RIDES AT REDBUD AND SHADY LN AS WELL AS CONNECTIONS TO THE CARTS EASTSIDE BUS PLAZA AT SHADY LN. | ENFIELD RD | CESAR CHAVEZ ST | | 2025 | $27,000,000 |
| 53-00017-00 | TRAVIS | CAPITAL METRO | LYNDHURST ST, LAKELINE BLVD, PARMER LN | PARMER METRORAPID LINE FROM LAKELINE STATION TO WILDHORSE. THIS LINE WOULD MAINLY FOLLOW PARMER ROAD ROAD AND HAVE STOPS ALONG THE LINE INCLUDING THE ACTIVITY CENTERS OF LAKELINE STATION, NEW APPLE CAMPUS, TECH RIDGE, SAMSUNG & WILDHORSE. THERE WOULD BE 2 PARK & RIDES ON THE LINE AT LAKELINE STATION (SHARED WITH RED LINE) AND WILDHORSE (SHARED WITH GREEN LINE) | LAKELINE MALL DR | OLD HIGHWAY 20 | | 2025 | $4,700,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 53-00007-00 | TRAVIS | CAPITAL METRO | MENCHACA RD, BEN WHITE BLVD, S LAMAR BLVD, 5TH/6TH ST | MENCHACA METRORAPID LINE FROM SOUTH AUSTIN TO REPUBLIC SQUARE. THIS LINE WOULD MAINLY FOLLOW MENCHACA ROAD AND S. LAMAR BLVD AND HAVE 11 STOPS ALONG THE LINE INCLUDING THE ACTIVITY CENTERS OF WESTGATE, S LAMAR, SEAHOLM, & DOWNTOWN AUSTIN. THERE WOULD BE 2 PARK & RIDES ALONG THE LINE AT SLAUGHTER AND WESTGATE TRANSIT CENTER. | SLAUGHTER LN | GUADALUPE ST | | 2025 | $15,400,000 |
| 73-00061-00 | TRAVIS | CAPITAL METRO | VARIOUS | CAPITAL COST OF THIRD PARTY CONTRACTING FOR PURCHASED TRANSPORTATION SERVICES | | | | 2021 | $42,287,410 |
| 73-00062-00 | TRAVIS | CAPITAL METRO | VARIOUS | METRORAIL CAPITAL REPAIR, REHABILITATION AND REPLACEMENT PROJECTS INCLUDING ANY ELIGIBLE ACTIVITIES IN THE CAPITAL METRO APPROVED BUDGET AND CAPITAL IMPROVEMENT PLAN. | VARIOUS | VARIOUS | | 2021 | $3,621,458 |
| 73-00063-00 | TRAVIS | CAPITAL METRO | VARIOUS | REVENUE VEHICLE ACQUISITION | VARIOUS | VARIOUS | | 2021 | $3,831,822 |
| 73-00064-00 | TRAVIS | CAPITAL METRO | VARIOUS | TRADITIONAL CAPITAL, OTHER CAPITAL AND OPERATING PROJECTS TO ENHANCE MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES. INCLUDES SUBAWARDS AND PROGRAM ADMINISTRATION | VARIOUS | VARIOUS | | 2021 | $1,259,506 |
| 73-00065-00 | TRAVIS | CAPITAL METRO | VARIOUS | CAPITAL COST OF THIRD PARTY CONTRACTING FOR PURCHASED TRANSPORTATION SERVICES | VARIOUS | VARIOUS | | 2022 | $43,183,950 |
| 73-00066-00 | TRAVIS | CAPITAL METRO | VARIOUS | METRORAIL CAPITAL REPAIR, REHABILITATION AND REPLACEMENT PROJECTS INCLUDING ANY ELIGIBLE ACTIVITIES IN THE CAPITAL METRO APPROVED BUDGET AND CAPITAL IMPROVEMENT PLAN. | VARIOUS | VARIOUS | | 2022 | $3,683,685 |
| 73-00067-00 | TRAVIS | CAPITAL METRO | VARIOUS | REVENUE VEHICLE ACQUISITION | VARIOUS | VARIOUS | | 2022 | $3,978,556 |
| 73-00068-00 | TRAVIS | CAPITAL METRO | VARIOUS | TRADITIONAL CAPITAL, OTHER CAPITAL AND OPERATING PROJECTS TO ENHANCE MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES. INCLUDES SUBAWARDS AND PROGRAM ADMINISTRATION | VARIOUS | VARIOUS | | 2022 | $1,285,771 |
| 73-00069-00 | TRAVIS | CAPITAL METRO | VARIOUS | CAPITAL COST OF THIRD PARTY CONTRACTING FOR PURCHASED TRANSPORTATION SERVICES | VARIOUS | VARIOUS | | 2023 | $44,099,498 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 73-00070-00 | TRAVIS | CAPITAL METRO | VARIOUS | METRORAIL CAPITAL REPAIR, REHABILITATION AND REPLACEMENT PROJECTS INCLUDING ANY ELIGIBLE ACTIVITIES IN THE CAPITAL METRO APPROVED BUDGET AND CAPITAL IMPROVEMENT PLAN. | VARIOUS | VARIOUS | | 2023 | $3,746,980 |
| 73-00071-00 | TRAVIS | CAPITAL METRO | VARIOUS | REVENUE VEHICLE ACQUISITION | VARIOUS | VARIOUS | | 2023 | $4,130,908 |
| 73-00074-00 | TRAVIS | CAPITAL METRO | VARIOUS | METRORAIL CAPITAL REPAIR, REHABILITATION AND REPLACEMENT PROJECTS INCLUDING ANY ELIGIBLE ACTIVITIES IN THE CAPITAL METRO APPROVED BUDGET AND CAPITAL IMPROVEMENT PLAN. | VARIOUS | VARIOUS | | 2024 | $3,811,362 |
| 73-00075-00 | TRAVIS | CAPITAL METRO | VARIOUS | REVENUE VEHICLE ACQUISITION | VARIOUS | VARIOUS | | 2024 | $4,289,095 |
| 73-00076-00 | TRAVIS | CAPITAL METRO | VARIOUS | TRADITIONAL CAPITAL, OTHER CAPITAL AND OPERATING PROJECTS TO ENHANCE MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES. INCLUDES SUBAWARDS AND PROGRAM ADMINISTRATION | VARIOUS | VARIOUS | | 2024 | $1,339,956 |
| 73-00077-00 | WILLIAMSON | CITY OF ROUND ROCK | VARIOUS | CITY OF ROUND ROCK PUBLIC TRANSIT OPERATIONS | VARIOUS | VARIOUS | | 2021 | $1,266,138 |
| 73-00078-00 | WILLIAMSON | CITY OF ROUND ROCK | VARIOUS | CITY OF ROUND ROCK PUBLIC TRANSIT OPERATONS | VARIOUS | VARIOUS | | 2022 | $1,296,988 |
| 73-00079-00 | WILLIAMSON | CITY OF ROUND ROCK | VARIOUS | CITY OF ROUND ROCK PUBLIC TRANSIT OPERATONS | VARIOUS | VARIOUS | | 2023 | $1,309,468 |
| 73-00080-00 | WILLIAMSON | CITY OF ROUND ROCK | VARIOUS | CITY OF ROUND ROCK PUBLIC TRANSIT OPERATONS | VARIOUS | VARIOUS | | 2024 | $1,335,630 |
| 73-00082-00 | HAYS | CITY OF SAN MARCOS | VARIOUS | SAN MARCOS URBANIZED AREA TRANSIT OPERATIONS | VARIOUS | VARIOUS | | 2022 | $1,252,620 |
| 73-00083-00 | HAYS | CITY OF SAN MARCOS | VARIOUS | SAN MARCOS URBANIZED AREA TRANSIT OPERATIONS | VARIOUS | VARIOUS | | 2023 | $1,277,672 |
| 73-00084-00 | HAYS | CITY OF SAN MARCOS | VARIOUS | SAN MARCOS URBANIZED AREA TRANSIT OPERATIONS | VARIOUS | VARIOUS | | 2024 | $1,303,224 |
| 73-00085-00 | TRAVIS | CAPITAL METRO | VARIOUS | REPLACEMENT OF FOUR HEAVY-DUTY, DIESEL-POWERED 40-FOOT BUSES WITH FOUR BATTERY-ELECTRIC ZERO-EMISSION ARTICULATED 60-FOOT BUSES. | VARIOUS | VARIOUS | | 2021 | $5,803,236 |
| 53-00001-00 | TRAVIS | CAPITAL METRO | N. LAMAR BLVD, GUADALUPE ST, 1ST ST BRIDGE, RIVERSIDE DR, S. CONGRESS AVE | ORANGE LINE | HOWARD LN | SLAUGHTER LN | | 2025 | $6,100,000,000 |

* Grouped Project

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 53-00028-00 | TRAVIS | CITY OF AUSTIN | VARIOUS | TRANSIT ENHANCEMENT PROGRAM | VARIOUS | VARIOUS | VARIOUS | 2025 | $24,333,058 |
| 53-00024-00 | TRAVIS | CAPITAL METRO | ADDITIONAL PARK & RIDE FACILITIE | ADDITIONAL PARK & RIDE FACILITIES TO EITHER EXPAND EXISTING FACILITIES OR NEW FACILITIES TO SERVE NEW ROUTES OR NEW AREAS THAT DO NOT CURRENTLY HAVE A PARK & RIDE | | | | 2025 | $35,000,000 |
| 53-00018-00 | TRAVIS | CAPITAL METRO | DEMAND RESPONSE OPERATIONS MAINTENANCE FACILITY | CONSTRUCTION OF THE DEMAND RESPONSE OPERATIONS AND MAINTENANCE FACILITY | | | | 2023 | $76,175,000 |
| 53-00027-00 | TRAVIS | CARTS | BRIARCLIFF/ SPICEWOOD MICROTRANSIT SERVICE | BRIARCLIFF/SPICEWOOD MICROTRANSIT SERVICE | | | BRIAR-CLIFF/ SPICE-WOOD | 2025 | $220,000 |
| 53-00011-00 | TRAVIS | CAPITAL METRO | CAPITAL METRO TRACK | THE FIRST PHASE OF RED LINE IMPROVEMENTS PROVIDES ADDITIONAL TRACK TO HELP IMPROVE OPERATIONAL FLEXIBILITY. THERE ARE ALSO 3 ADDITIONAL STATIONS ADDED ALONG THE LINE. | DOWNTOWN STATION | LEANDER STATION | | 2025 | $61,000,000 |
| 53-00012-00 | TRAVIS | CAPITAL METRO | CAPITAL METRO TRACK | NEW COMMUTER RAIL LINE (GREEN LINE) FROM DOWNTOWN AUSTIN TO MANOR. APPROXIMATELY 13 MILES OF EXISTING FREIGHT TRACK WOULD BE UPGRADED TO PASSENGER SERVICE WITH 5-8 ADDITIONAL STATIONS (TOTAL OF 8-10 INCLUDING EXISTING DOWNTOWN AND PLAZA SALTILLO). THERE IS POTENTIAL FOR 2-3 PARK & RIDES ALONG THE LINE. 6 NEW VEHICLES ARE PURCHASED FOR SERVICE AND A LIGHT MAINTENANCE FACILITY IS BUILT FOR THE LINE. | DOWNTOWN STATION | FM 973 | | 2025 | $369,000,000 |
| 53-00013-00 | TRAVIS | CAPITAL METRO | CAPITAL METRO TRACK | THE SECOND PHASE OF THE RED LINE IMPROVEMENTS ADDS DOUBLE-TRACKING AS NECESSARY TO SUPPORT EXPANDED OPERATIONS AND INCREASED FREQUENCY. STATION PLATFORMS ARE EXTENDED TO INCREASE PASSENGER CARRYING CAPACITY. 4 NEW TRAINS ARE ADDED TO THE FLEET AND A HEAVY MAINTENANCE FACILITY IS BUILT FOR METRORAIL. | DOWNTOWN STATION | LEANDER STATION | | 2025 | $37,000,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 53-00026-00 | TRAVIS | CAPITAL METRO | CAPITAL METRO TRACK | EXPANSION OF THE GREEN LINE COMMUTER RAIL LINE EXTENDING OUT FROM MANOR TO ELGIN. APPROXIMATELY 12 MILES OF EXISTING FREIGHT TRACK WOULD BE UPGRADED TO PASSENGER SERVICE WITH 1 ADDITIONAL STATION IN ELGIN. THERE IS POTENTIAL FOR 1 PARK & RIDE IN ELGIN. 2 NEW VEHICLES ARE PURCHASED FOR SERVICE. | MANOR | ELGIN | | 2030 | $233,000,000 |
| 23-00005-00 | BURNET | CARTS | CARTS BURNET INTERMODAL STATION | CONSTRUCTION OF NEW BURNET INTERMODAL STATION WITH PARK-AND-RIDE FACILITY | | | CITY OF BURNET | 2035 | $3,600,000 |
| 43-00005-00 | HAYS | CARTS | CARTS DRIPPING SPRINGS INTERMODAL STATION | CONSTRUCTION OF NEW DRIPPING SPRINGS INTERMODAL STATION WITH PARK-AND-RIDE FACILITY | | | CITY OF DRIPPING SPRINGS | 2040 | $4,400,000 |
| 63-00002-00 | WILLIAMSON | CARTS | CARTS JARRELL INTERMODAL STATION | CONSTRUCTION OF NEW JARRELL INTERMODAL STATION WITH PARK-AND-RIDE FACILITY | | | CITY OF JARRELL | 2035 | $3,600,000 |
| 63-00004-00 | WILLIAMSON | CARTS | CARTS LIBERTY HILL INTERMODAL STATION | CONSTRUCTION OF NEW LIBERTY HILL INTERMODAL STATION WITH PARK-AND-RIDE FACILITY | | | CITY OF LIBERTY HILL | 2035 | $3,600,000 |
| 33-00003-00 | CALDWELL | CARTS | CARTS LOCKHART INTERMODAL STATION | CONSTRUCTION OF NEW LOCKHART INTERMODAL STATION WITH PARK-AND-RIDE FACILITY | | | CITY OF LOCKHART | 2030 | $2,960,000 |
| 33-00004-00 | CALDWELL | CARTS | CARTS LULING INTERMODAL STATION | CONSTRUCTION OF NEW LULING INTERMODAL STATION WITH PARK-AND-RIDE FACILITY | | | CITY OF LULING | 2030 | $2,960,000 |
| 23-00004-00 | BURNET | CARTS | CARTS MARBLE FALLS TRANSIT STATION RELOCATION | CONSTRUCTION OF NEW MARBLE FALLS INTERMODAL FACILITY WITH PARK-AND-RIDE FACILITY | | | CITY OF MARBLE FALLS | 2035 | $3,600,000 |
| 43-00006-00 | HAYS | CARTS | CARTS WIMBERLEY/ WOODCREEK INTERMODAL STATION | CONSTRUCTION OF NEW WIMBERLEY/ WOODCREEK INTERMODAL STATION WITH PARK-AND-RIDE FACILITY | | | WOOD-CREEK / WIMBERLEY | 2035 | $3,600,000 |
| 13-00002-00 | BASTROP | CARTS | CITY OF BASTROP MICROTRANSIT SERVICE | CITY OF BASTROP MICROTRANSIT SERVICE | | | CITY OF BASTROP | 2025 | $220,000 |
| 23-00001-00 | BURNET | CARTS | CITY OF BURNET MICROTRANSIT SERVICE | CITY OF BURNET MICROTRANSIT SERVICE | | | CITY OF BURNET | 2025 | $220,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 43-00003-00 | HAYS | CARTS | CITY OF DRIPPING SPRINGS MICROTRANSIT SERVICE | CITY OF DRIPPING SPRINGS MICROTRANSIT SERVICE | | | CITY OF DRIPPING SPRINGS | 2025 | $220,000 |
| 73-00015-00 | BASTROP, TRAVIS | CARTS | CITY OF ELGIN MICROTRANSIT SERVICE | CITY OF ELGIN MICROTRANSIT SERVICE | | | CITY OF ELGIN | 2025 | $220,000 |
| 23-00002-00 | BURNET | CARTS | CITY OF LIBERTY HILL MICROTRANSIT SERVICE | CITY OF LIBERTY HILL MICROTRANSIT SERVICE | | | CITY OF LIBERTY HILL | 2025 | $220,000 |
| 33-00001-00 | CALDWELL | CARTS | CITY OF LOCKHART MICROTRANSIT SERVICE | CITY OF LOCKHART MICROTRANSIT SERVICE | | | CITY OF LOCKHART | 2025 | $220,000 |
| 33-00002-00 | CALDWELL | CARTS | CITY OF LULING MICROTRANSIT SERVICE | CITY OF LULING MICROTRANSIT SERVICE | | | CITY OF LULING | 2025 | $220,000 |
| 23-00003-00 | BURNET | CARTS | CITY OF MARBLE FALLS MICROTRANSIT SERVICE | CITY OF MARBLE FALLS MICROTRANSIT SERVICE | | | CITY OF MARBLE FALLS | 2025 | $220,000 |
| 13-00003-00 | BASTROP | CARTS | CITY OF SMITHVILLE MICROTRANSIT SERVICE | CITY OF SMITHVILLE MICROTRANSIT SERVICE | | | CITY OF SMITHVILLE | 2025 | $220,000 |
| 63-00001-00 | WILLIAMSON | CARTS | CITY OF TAYLOR MICROTRANSIT SERVICE | CITY OF TAYLOR MICROTRANSIT SERVICE | | | CITY OF TAYLOR | 2025 | $220,000 |
| 53-00018-00 | TRAVIS | CAPITAL METRO | CONSOLIDATED PARATRANSIT MAINTENANCE FACILITY | CONSOLIDATED PARATRANSIT MAINTENANCE FACILITY THAT WOULD REPLACE THE CURRENT 2 FACILITIES AND HANDLE MAINTENANCE FOR THE ENTIRE PARATRANSIT FLEET. | | | | 2025 | $55,000,000 |
| 43-00002-00 | HAYS | CARTS | DRIPPING SPRINGS TO BUDA/KYLE EXPRESS BUS SERVICE | DRIPPING SPRINGS TO BUDA/KYLE EXPRESS BUS SERVICE | DOWNTOWN DRIPPING SPRINGS | DOWNTOWN KYLE/ DOWNTOWN BUDA | | 2030 | $1,250,000 |
| 73-00010-00 | CALDWELL, TRAVIS | CARTS | DRIPPING SPRINGS-AUSTIN EXPRESS BUS SERVICE | DRIPPING SPRINGS-AUSTIN EXPRESS BUS SERVICE | DOWNTOWN DRIPPING SPRINGS | DOWNTOWN AUSTIN/UT | | 2025 | $1,100,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 43-00001-00 | HAYS | CARTS | DRIPPING SPRINGS/ WIMBERLEY TO SAN MARCOS EXPRESS BUS SERVICE | DRIPPING SPRINGS/WIMBERLEY TO SAN MARCOS EXPRESS BUS SERVICE | DOWNTOWN DRIPPING SPRINGS TO DOWNTOWN WIMBERLEY | CARTS SAN MARCOS TRANSIT CENTER/TXSU | | 2025 | $1,100,000 |
| 53-00025-00 | TRAVIS | CAPITAL METRO | FARE COLLECTION UPGRADES | UPGRADES AND INSTALLATION OF IMPROVED FARE COLLECTION INFRASTRUCTURE AND DATABASE TO MANAGE FARE COLLECTION FOR CAPITAL METRO SERVICES. | | | | 2025 | $30,000,000 |
| 73-00014-00 | WILLAIMSON, TRAVIS | CARTS | JARRELL-TECH RIDGE EXPRESS BUS SERVICE | JARRELL-TECH RIDGE EXPRESS BUS SERVICE | DOWNTOWN JARRELL | CAPITAL METRO TECH RIDGE TRANSIT CENTER | | 2030 | $1,250,000 |
| 73-00009-00 | CALDWELL, HAYS | CARTS | LOCKHART-SAN MARCOS EXPRESS BUS SERVICE | LOCKHART-SAN MARCOS EXPRESS BUS SERVICE | DOWNTOWN LOCKHART | CARTS SAN MARCOS TRANSIT CENTER/TXSU | | 2035 | $1,500,000 |
| 73-00008-00 | CALDWELL, HAYS | CARTS | LULING-SAN MARCOS EXPRESS BUS SERVICE | LULING-SAN MARCOS EXPRESS BUS SERVICE | DOWNTOWN LULING | CARTS SAN MARCOS TRANSIT CENTER/TXSU | | 2030 | $1,250,000 |
| 73-00007-00 | CALDWELL, TRAVIS | CARTS | LULING/ LOCKHART TO AUSTIN EXPRESS BUS SERVICE | LULING/LOCKHART TO AUSTIN EXPRESS BUS SERVICE | DOWNTOWN LULING TO DOWNTOWN LOCKHART | DOWNTOWN AUSTIN/UT | | 2025 | $1,100,000 |
| 73-00011-00 | BURNET, TRAVIS | CARTS | MARBLE FALLS - OAK HILL EXPRESS BUS SERVICE | MARBLE FALLS - OAK HILL EXPRESS BUS SERVICE | CARTS MARBLE FALLS TRANSIT STATION | CAPITAL METRO OAK HILL PARK-AND-RIDE | | 2030 | $1,250,000 |
| 73-00012-00 | BURNET, WILLIAMSON, TRAVIS | CARTS | MARBLE FALLS-BURNET-BERTRAM-LIBERTY HILL-AUSTIN EXPRESS BUS SERVICE | MARBLE FALLS-BURNET-BERTRAM-LIBERTY HILL-AUSTIN EXPRESS BUS SERVICE | CARTS MARBLE FALLS TRANSIT STATION | DOWNTOWN AUSTIN/UT | | 2035 | $1,500,000 |
| 53-00023-00 | TRAVIS | CAPITAL METRO | NEIGHBOR-HOOD CIRCULATORS | A FLEET OF NEIGHBORHOOD CIRCULATORS TO EXPAND ACCESS TO CAPITAL METRO SERVICES IN ORDER ENHANCE THE COVERAGE OF OUR SYSTEM INTO AREAS THAT ARE MORE DIFFICULT TO REACH WITH EXISTING FLEET. | | | | 2025 | $2,300,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 53-00019-00 | TRAVIS | CAPITAL METRO | NEW BUS YARD | NEW BUS YARD FOR STORAGE AND MAINTENANCE OF FLEET TO HANDLE EXPANDED FLEET AND PROVIDE ADDITIONAL ELECTRIFICATION OPPORTUNITIES. | | | | 2025 | $74,000,000 |
| 13-00001-00 | BASTROP | CARTS | SMITHVILLE-BASTROP EXPRESS BUS SERVICE | SMITHVILLE-BASTROP EXPRESS BUS SERVICE | CARTS SMITHVILLE TRANSIT STATION | CARTS BASTROP TRANSIT STATION | | 2025 | $1,100,000 |
| 73-00016-00 | WILLIAMSON, TRAVIS, HAYS, COMAL, BEXAR | CARTS | SUPER REGIONAL INTERCITY BUS SERVICE | SUPER REGIONAL INTERCITY BUS SERVICE | JARRELL | SAN ANTONIO | | 2025 | $4,400,000 |
| 73-00013-00 | WILLAIMSON, TRAVIS | CARTS | TAYLOR-TECH RIDGE EXPRESS BUS SERVICE | TAYLOR-TECH RIDGE EXPRESS BUS SERVICE | CARTS TAYLOR TRANSIT CENTER | CAPITAL METRO TECH RIDGE TRANSIT CENTER | | 2025 | $1,100,000 |
| 13-00004-00 | BASTROP | CARTS | TUCKER HILL LANE PARK-AND-RIDE EXPANSION | EXPANSION OF EXISTING PARK-AND-RIDE FACILITY | | | TUCKER HILL LANE PARK-AND-RIDE FACILITY | 2025 | $1,000,000 |
| 53-00022-00 | TRAVIS | CAPITAL METRO | UPGRADE OF STATIONS AND BUS STOPS | UPGRADE OF STATIONS AND BUS STOPS INTO MOBILITY HUBS WITH IMPROVED AMENITIES SUCH AS (BUT NOT LIMITED TO): AIR CONDITIONED SHELTERS, FOOD/DRINK VENDORS, BIKE SHARE PROGRAM, KISS & RIDE, PARK & RIDE, REAL TIME DISPLAY, ETC. | | | | 2025 | $35,000,000 |
| 53-00020-00 | TRAVIS | CAPITAL METRO | UPGRADES TO NORTH OPERATIONS BUS BASE | UPGRADES TO NORTH OPERATIONS BUS BASE TO ALLOW FOR ADDITIONAL ELECTRIFICATION OF FLEET AND UPGRADES TO MAINTENANCE SERVICES. | | | | 2025 | $65,000,000 |
| 43-00004-00 | HAYS | CARTS | WOODCREEK/ WIMBERLEY MICROTRANSIT SERVICE | WOODCREEK/WIMBERLEY MICROTRANSIT SERVICE | | | WOOD-CREEK / WIMBERLEY | 2025 | $220,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 52-00025-00 | TRAVIS | CITY OF AUSTIN | IH 35 OVERPASS | BICYCLE AND PEDESTRIAN OVERPASS OF NORTH IH 35 CONNECTING TO WEBB MIDDLE SCHOOL | CAMINO LA COSTA | EAST HUNTLAND DRIVE | IH 35 | 2025 | $3,893,289 |
| 52-00012-00 | TRAVIS | CITY OF AUSTIN | US 183 | BICYCLE AND PEDESTRIAN OVER/ UNDERPASS OF US 183/ED BLUESTEIN DR. | TECHNI CENTER DRIVE | TECHNI CENTER DRIVE | | 2025 | $3,893,289 |
| 62-00001-00* | WILLIAMSON | CITY OF CEDAR PARK | US 183 (BELL BLVD) | CONSTRUCT SIDEWALKS WHERE MISSING | SOUTH CITY LIMIT | NORTH CITY LIMIT | | 2025 | $3,500,000 |
| 52-00023-00 | TRAVIS | CITY OF AUSTIN | US 183/W ANDERSON LN | BICYCLE AND PEDESTRIAN OVERPASS OF US 183/WEST ANDERSON LANE CONNECTING TO T.A. BROWN ELEMENTARY SCHOOL. | T.A. BROWN ELEMENTARY SCHOOL | WEST ANDERSON LANE WESTBOUND SERVICE ROAD | US 183/ WEST ANDERSON LN | 2025 | $3,893,289 |
| 52-00010-00 | TRAVIS | CITY OF AUSTIN | US 290 | BICYCLE AND PEDESTRIAN OVER/ UNDERPASS OF US 290. | NORTHEAST DR | CORONADO HILLS DRIVE | US 290 | 2025 | $5,109,942 |
| 42-00001-00 | HAYS | CITY OF SAN MARCOS | SL 82/ UNIVERSITY DR | RETROFIT OF 4-LANE UNDIVIDED ARTERIAL TO 2-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE AND OFF-STREET SHARED PATH | CM ALLEN PKWY | GUADALUPE ST. | | 2025 | $1,000,000 |
| 62-00002-00 | WILLIAMSON | CITY OF CEDAR PARK | LAKELINE BOULEVARD | CONSTRUCT BICYCLE FACILITY | SOUTH CITY LIMIT | NORTH CITY LIMIT | | 2025 | $12,000,000 |
| 52-00032-00 | TRAVIS | TRAVIS COUNTY | DECKER LAKE RD/NEZ PIERCE TRACE | (SPOKE) 6 FOOT BICYCLE LANES OR 4-6 FOOT WIDE OUTER SHOULDERS ON BOTH SIDES | TAYLOR LN | SH 130 FRONTAGE | | 2025 | $7,999,999 |
| 42-00002-00 | HAYS | CITY OF SAN MARCOS | OLD RR 12 BIKE/ PED & WIDENING | RECONSTRUCT 2-LANE WITH INTERMINENT LEFT TURN LANE TO 2-LANE WITH CONTINUOUS TURN LANE AND PEDESTRIAN/BICYCLE IMPROVEMENTS | CRADDOCK AVE | HOLLAND ST | | 2028 | $7,500,000 |
| 62-00004-00 | WILLIAMSON | CITY OF CEDAR PARK | VA | CONSTRUCT 3-MILE SHARED-USE PATH ALONG BRUSHY CREEK NORTH FORK | PARMER LANE | BRUSH CREEK ROAD | | 2022 | $3,957,518 |
| 52-00006-00 | TRAVIS | CITY OF AUSTIN | FM 969 TRAIL | DESIGN AND CONSTRUCT A CONCRETE BICYCLE AND PEDESTRIAN TRAIL ALONG FM 969 | TANNEHILL LANE | DECKER LANE | | 2027 | $7,895,591 |
| 52-00030-00 | TRAVIS | TRAVIS COUNTY | CRUMLEY RANCH RD | (FREEWHEEL) SEPARATED ON-ROAD BICYCLE FACILITY OR OFF-ROAD 12 FOOT CONCRETE SHARED USE PATH | FM 3238 | HAYS COUNTY LINE | | 2025 | $8,420,000 |
| 52-00031-00 | TRAVIS | TRAVIS COUNTY | CUERNAVACA/ RIVER HILLS | (SPOKE) 6 FOOT BICYCLE LANES OR 4-6 FOOT WIDE OUTER SHOULDERS ON BOTH SIDES | RM 2244 | RM 2244 | | 2030 | $16,970,000 |
| 51-00223-00 | TRAVIS | CITY OF AUSTIN | VA | VIOLET CROWN TRAIL NORTH: CONSTRUCT 1.2 MILE 12-FOOT WIDE NATURAL COMPOSITE TRAIL | HOME DEPOT BOULEVARD | MOPAC EXPRESSWAY AND WILLIAM CANNON DRIVE | | 2021 | $2,731,250 |

* Grouped Project

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00226-00 | TRAVIS | CITY OF AUSTIN | VA | CONSTRUCT 10 PEDESTRIAN HYBRID BEACONS WITHIN THE CITY OF AUSTIN | VARIOUS LOCATIONS IN CITY OF AUSTIN | | | 2021 | $1,827,500 |
| 51-00224-00 | TRAVIS | CITY OF AUSTIN | VA | AUSTIN TO MANOR PHASE II URBAN TRAIL: CONSTRUCT 12-FOOT CONCRETE TRAIL FROM LINDELL LN TO MANOR, TEXAS (APPROXIMATELY 2.9 MILES) | DECKER AND LINDELL LANE | BEN E. FISHER PARK | | 2022 | $7,866,250 |
| 52-00015-00* | TRAVIS | CITY OF AUSTIN | DAVID MOORE DRIVE SHARED USE PATH | SHARED USE PATH ALONG DAVID MOORE DRIVE. | WEST SLAUGHTER LANE | TERMINUS | | 2025 | $3,284,963 |
| 52-00033-00 | TRAVIS | TRAVIS COUNTY | KIMBRO W/BOIS DE ARC/TOWER RD | (SPOKE) 6 FOOT BICYCLE LANES OR 4-6 FOOT WIDE OUTER SHOULDERS ON BOTH SIDES | FM 1100 | FM 973 | | 2031 | $17,320,000 |
| 52-00034-00 | TRAVIS | TRAVIS COUNTY | LOCKWOOD RD/ HOGEYE RD | (SPOKE) 6 FOOT BICYCLE LANES OR 4-6 FOOT WIDE OUTER SHOULDERS ON BOTH SIDES | BLAKE MANOR RD | BASTROP COUNTY LINE | | 2035 | $24,930,000 |
| 52-00035-00 | TRAVIS | TRAVIS COUNTY | MOORE RD/ HOKANSON RD | (SPOKE) 6 FOOT BICYCLE LANES OR 4-6 FOOT WIDE OUTER SHOULDERS ON BOTH SIDES | FM 973 | BASTROP COUNTY LINE | | 2032 | $16,970,000 |
| 52-00036-00 | TRAVIS | TRAVIS COUNTY | TWIN CREEKS RD | (SPOKE) 6 FOOT BICYCLE LANES OR 4-6 FOOT WIDE OUTER SHOULDERS ON BOTH SIDES | FM 1626 | OLD SAN ANTONIO RD | | 2025 | $4,800,000 |
| 52-00021-00* | TRAVIS | CITY OF AUSTIN | WALNUT CREEK PARK ROAD SHARED USE PATH | SHARED USE PATH ALONG WALNUT CREEK PARK ROAD | N LAMAR BOULEVARD | OLD CEDAR LANE | | 2025 | $2,068,310 |
| 12-00001-00 | BASTROP | CITY OF BASTROP | OLD IRON BRIDGE REHABILITATION | REHABILITATION OF THE OLD IRON BRIDGE TO PROVIDE BIKE/PED CONNECTIVITY AND A RECREATION LOCATION | | | OLD IRON BRIDGE PARALLEL TO SH150 ACROSS THE COLORADO RIVER | 2025 | $12,350,000 |
| 52-00017-00* | TRAVIS | CITY OF AUSTIN | WILLOW WILD DRIVE SIDEWALK | SIDEWALK ALONG WILLOW WILD DRIVE SIDEWALK | OLD CEDAR LANE | PARMER LANE | | 2025 | $267,664 |
| 52-00002-00 | TRAVIS | CITY OF AUSTIN | BERGSTROM SPUR | DESIGN AND CONSTRUCT A CONCRETE BICYCLE AND PEDESTRIAN TRAIL ALONG THE BERGSTROM SPUR RAIL CORRIDOR | VINSON DRIVE | S HWY 183 | | 2027 | $23,686,772 |
| 52-00011-00 | TRAVIS | CITY OF AUSTIN | BICYCLE-PEDESTRIAN BRIDGE OVER TOWN LAKE | BICYCLE-PEDESTRIAN BRIDGE OVER TOWN LAKE | LADY BIRD LAKE TRAIL AT HOSTELLING INTL | LADY BIRD LAKE TRAIL AT HOLLY POWER PLANT | | 2025 | $4,136,620 |

* Grouped Project

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 52-00027-00 | TRAVIS | CITY OF AUSTIN | KIKER ELEMENTARY TRAIL | TRAIL CONNECTION FROM ESCARPMENT BOULEVARD TO KIKER ELEMENTARY SCHOOL | ESCARPMENT BOULEVARD | DAHLGREEN AVENUE | | 2025 | $3,041,632 |
| 52-00026-00 | TRAVIS | CITY OF AUSTIN | LA LOMA TRAIL | TRAIL CONNECTION ACROSS SOUTHERN WALNUT CREEK TRAIL TO CONNECT ADJACENT NEIGHBORHOOD TO ORTEGA ELEMENTARY SCHOOL | PROCK LANE | GARDNER COVE | | 2025 | $3,649,959 |
| 52-00018-00* | TRAVIS | CITY OF AUSTIN | LINCOLNSHIRE DRIVE TRAIL CONNECTION | TRAIL CONNECTION FROM LINCOLNSHIRE TO WALNUT CREEK PARK ROAD | LINCOLN-SHIRE DRIVE | WALNUT CREEK PARK ROAD | | 2025 | $450,162 |
| 52-00013-00* | TRAVIS | CITY OF AUSTIN | MARY MOORE SEARIGHT TRAIL | TRAIL CONNECTION IN MARY MOORE SEARIGHT PARK BETWEEN DAVID MOORE DRIVE AND CHINESE ELM COURT | DAVID MOORE DRIVE | CHINESE ELM COURT | | 2025 | $851,657 |
| 52-00014-00* | TRAVIS | CITY OF AUSTIN | MARY MOORE SEARIGHT TRAIL | TRAIL CONNECTION IN MARY MOORE SEARIGHT PARK BETWEEN DECKER PRARIE DRIVE AND WAYNE RIDDELL LOOP | DECKER PRARIE DRIVE | WAYNE RIDDELL LOOP | | 2025 | $1,703,314 |
| 52-00007-00 | TRAVIS | CITY OF AUSTIN | MOPAC SHARED USE PATH | DESIGN AND CONSTRUCT A CONCRETE BICYCLE AND PEDESTRIAN TRAIL ALONG A RAIL CORRIDOR PARALLEL TO MOPAC. | RESEARCH BLVD/183 | BRAKER LANE | | 2027 | $3,947,795 |
| 52-00001-00 | TRAVIS | CITY OF AUSTIN | NORTHERN WALNUT CREEK TRAIL | DESIGN AND CONSTRUCT A CONCRETE BICYCLE AND PEDESTRIAN TRAIL. | IH 35 | SOUTHERN WALNUT CREEK TRAIL | | 2027 | $25,002,704 |
| 52-00016-00* | TRAVIS | CITY OF AUSTIN | PAREDES MIDDLE SCHOOL TRAIL CONNECTIONS | TRAIL CONNECTIVITY AND LIGHTING BETWEEN PAREDES MIDDLE SCHOOL AND ADJACENT NEIGHBORHOODS. | DAVID MOORE DRIVE (WEST SLAUGHTER LANE TO TERMINUS), MARY MOORE SEARIGHT PARK (DAVID MOORE DRIVE TO CHINESE ELM COURT), MARY MOORE SEARIGHT PARK (DECKER PRARIE DRIVE TO WAYNE RIDDELL LOOP) | | | 2025 | $5,839,934 |
| 52-00004-00 | TRAVIS | CITY OF AUSTIN | RED LINE TRAIL | DESIGN AND CONSTRUCT A CONCRETE BICYCLE AND PEDESTRIAN TRAIL ALONG THE RED LINE RAIL CORRIDOR. | HOLLY SHORES AT TOWN LAKE METRO PARK | LEANDER | | 2027 | $126,329,451 |

* Grouped Project

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 52-00019-00* | TRAVIS | CITY OF AUSTIN | RIVER OAKS ELEMENTARY TO WILLOW WILD DRIVE TRAIL CONNECTION | TRAIL CONNECTION FROM RIVER OAKS ELEMENTARY TO WILLOW WILD DRIVE | RIVER OAKS ELEMENTARY | WILLOW WILD DRIVE | | 2025 | $462,328 |
| 52-00022-00* | TRAVIS | CITY OF AUSTIN | RIVER OAKS ELEMENTARY TRAIL CONNECTIONS | TRAIL CONNECTIVITY AND LIGHTING BETWEEN RIVER OAKS ELEMENTARY SCHOOL AND ADJACENT NEIGHBORHOODS | WALNUT CREEK PARK ROAD (NORTH LAMAR BOULEVARD TO OLD CEDAR LANE, WILLOW WILD DRIVE (OLD CEDAR LANE TO PARMER LANE), WALNUT CREEK TRAIL CONNECTOR (LINCOLNSHIRE DRIVE TO WALNUT CREEK PARK ROAD), WALNUT CREEK TRAIL CONNECTOR (SHADY SPRINGS ROAD TO NORTHERN WALNUT CREEK TRAIL) | | | 2025 | $3,929,789 |
| 52-00020-00* | TRAVIS | CITY OF AUSTIN | SHADY SPRINGS ROAD TRAIL CONNECTION | TRAIL CONNECTION FROM SHADY SPRINGS RD TO NORTHERN WALNUT CREEK TRAIL | SHADY SPRINGS ROAD | NORTHERN WALNUT CREEK TRAIL | | 2025 | $681,326 |
| 52-00005-00 | TRAVIS | CITY OF AUSTIN | SHOAL CREEK TRAIL | UPGRADE EXISTING FACILITIES TO MEET URBAN TRAIL STANDARDS AND EXTEND EXISTING TRAIL. | LADY BIRD LAKE | HIGHWAY 183 | | 2027 | $35,530,158 |
| 52-00024-00 | TRAVIS | CITY OF AUSTIN | SOUTHERN WALNUT CREEK TRAIL CONNECTOR | TRAIL CONNECTION ACROSS SOUTHERN WALNUT CREEK TRAIL TO CONNECT ADJACENT NEIGHBORHOOD TO GUS GARCIA MIDDLE SCHOOL AND BARBARA JORDAN ELEMENTARY SCHOOL | KEEGANS DRIVE | CRYSTAL BROOK DRIVE | | 2025 | $3,041,632 |
| 52-00008-00* | TRAVIS | CITY OF AUSTIN | VARIOUS | DESIGN AND CONSTRUCT ABSENT PEDESTRIAN FACILITIES ON TXDOT FACILITIES IN THE AUSTIN AREA. | VARIOUS | VARIOUS | VARIOUS | 2025 | $291,996,697 |

* Grouped Project

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 52-00009-00* | TRAVIS | CITY OF AUSTIN | VARIOUS | DESIGN AND CONSTRUCT TIER II URBAN TRAILS IN THE AUSTIN AREA. EXAMPLE PROJECTS COULD INCLUDE DRY CREEK SOUTH GREENWAY, VIOLET CROWN TRAIL, GILLIELAND CREEK TRAIL, AND FM 2222 TRAIL. | VARIOUS | VARIOUS | VARIOUS | 2027 | $250,000,000 |
| 52-00028-00* | TRAVIS | CITY OF AUSTIN | VARIOUS | DESIGN AND CONSTRUCTION OF AGES AND ABILITIES BICYCLE FACILITIES IN THE AUSTIN AREA. | VARIOUS | VARIOUS | VARIOUS | 2025 | $206,830,993 |
| 52-00003-00 | TRAVIS | CITY OF AUSTIN | YBC | DESIGN AND CONSTRUCT A CONCRETE BICYCLE AND PEDESTRIAN TRAIL. | MOPAC MOBILITY BRIDGE (S. MOPAC SERVICE ROAD AT GAINES RANCH LOOP) | OAK MEADOW DRIVE | | 2027 | $31,582,363 |

* Grouped Project

## ITS

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 74-00001-00 | BASTROP, BURNET, CALDWELL, HAYS, TRAVIS AND WILLIAMSON | CARTS | UPGRADE DIGITAL NETWORK FOR DATA AND VOICE SYSTEM-WIDE AND SMART BUS TRANSIT TECHNOLOGY | UPGRADE DIGITAL NETWORK FOR DATA AND VOICE SYSTEM-WIDE AND SMART BUS TRANSIT TECHNOLOGY | CARTS SYSTEM | CARTS SYSTEM | | 2025 | $1,500,000 |
| 54-00001-00 | TRAVIS | CITY OF AUSTIN | VARIOUS | REGIONAL COMBINED MULTIMODAL MANAGEMENT CENTER | VARIOUS | VARIOUS | VARIOUS | 2025 | $103,415,497 |
| 54-00002-00* | TRAVIS | CITY OF AUSTIN | VARIOUS | CITYWIDE TRAFFIC SIGNAL/ATMS IMPROVEMENTS | VARIOUS | VARIOUS | VARIOUS | 2025 | $45,016,157 |

* Grouped Project

## TDM

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 54-00003-00 | TRAVIS | CITY OF AUSTIN/ CAPITAL METRO | SMART TRIPS | SMART TRIPS AUSTIN | | | | 2020 | $225,000 |

## STUDIES

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR |
|---|---|---|---|---|---|---|---|---|
| 51-00001-00 | TRAVIS | CITY OF PFLUGERVILLE / TXDOT | FM 685 (DESSAU RD) | CONDUCT CORRIDOR STUDY | WELLS BRANCH | CR 138 | | 2025 |
| 45-00001-00 | HAYS | HAYS COUNTY | NEW FACILITY | DESIGN OF ENVIRONMENTAL AND PRELIMINARY ENGEERING FOR NEW FREEWAY | FM 1626 | IH 35 | | 2025 |

The costs in this constrained project list may be impacted by project phasing, staging, and/or the overlapping of project limits.

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 71-00016-00 | TRAVIS | CITY OF PFLUGERVILLE | SH 130 FRONTAGE ROAD/FM685 | WIDEN FRONTAGE ROADS FROM 2 TO 3 LANES EACH DIRECTION AND RAMP REVERSALS | ROWE LANE | SOUTHERN CITY LIMITS | | 2025 | $33,103,200 |
| 31-00011-00 | CALDWELL | TXDOT | US 183 | RECONSTRUCT EXISTING 4-LANE TO 4-LANE DIVIDED | US 90 | FM 20 | | 2045 | $137,515,000 |
| 61-00018-00 | WILLIAMSON | CITY OF CEDAR PARK | US 183 (BELL BLVD) | CONSTRUCT DUAL LEFT TURN LANES | | | NEW HOPE DRIVE | 2025 | $5,000,000 |
| 61-00019-00 | WILLIAMSON | CITY OF CEDAR PARK | US 183 (BELL BLVD) | CONSTRUCT DUAL LEFT TURN LANES | | | CYPRESS CREEK RD | 2025 | $5,000,000 |
| 41-00125-00 | HAYS | TXDOT | US 290 | RECONSTRUCT FROM 4-LANE UNDIVIDED TO 4-LANE DIVIDED | RM 12 | BLANCO CL | | 2045 | $101,000,000 |
| 11-00009-00 | BASTROP | TXDOT | SH 21 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED | LEE COUNTY LINE | 0.70 MI E OF FM 1441 | | 2045 | $122,959,000 |
| 31-00010-00 | CALDWELL | TXDOT | SH 80 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED | SH 21 | US 183 | | 2045 | $639,866,000 |
| 31-00008-00 | CALDWELL | TXDOT | SH 142 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED | SH 80 | SH 130 | | 2045 | $409,153,000 |
| 31-00009-00 | CALDWELL | TXDOT | SH 142 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE WITH CONTINUOUS LEFT TURN LANE | SH 130 | US 183 | | 2045 | $79,293,000 |
| 51-00214-00 | TRAVIS | TXDOT | SL 360 | INTERCHANGE CAPACITY | | | US 183 | 2045 | $77,629,000 |
| 61-00085-00 | WILLIAMSON | TXDOT | RM 620 | WIDEN 4-LANE UNDIVIDED TO 6-LANE DIVIDED | WYOMING SPRINGS | SH 45 | | 2045 | $36,600,000 |
| 51-00180-00 | TRAVIS | TXDOT | FM 969 | EXISTING 2-LANE ROADWAY TO 4-LANE DIVIDED | HUNTERS BEND RD | BASTROP COUNTY LINE | | 2045 | $543,892,000 |
| 61-00069-00 | WILLIAMSON | CITY OF ROUND ROCK | FM 1460 (AW GRIMES) | UPGRADE EXISTING 4-LANE URBAN DIVIDED ROADWAY TO A 6-LANE URBAN DIVIDED | US 79 | OLD SETTLERS BLVD. | | 2029 | $32,500,000 |
| 61-00070-00 | WILLIAMSON | CITY OF ROUND ROCK | FM 1460 (AW GRIMES) | UPGRADE EXISTING 4-LANE URBAN DIVIDED ROADWAY TO A 6-LANE URBAN DIVIDED | OLD SETTLERS BLVD. | UNIVERSITY BLVD. | | 2032 | $27,750,000 |
| 61-00071-00 | WILLIAMSON | CITY OF ROUND ROCK | FM 1460 (AW GRIMES) | UPGRADE EXISTING 4-LANE URBAN DIVIDED ROADWAY TO A 6-LANE URBAN DIVIDED ROADWAY. | UNIVERSITY BLVD. | WESTING-HOUSE RD. | | 2034 | $18,650,000 |
| 41-00001-00 | HAYS | CITY OF BUDA | FM 2770 | WIDEN TO 4-LANE UNDIVIDED | FM 1626 | RM 967 | | 2045 | $20,400,000 |
| 41-00003-00 | HAYS | CITY OF BUDA | RM 967 | RECONSTRUCT TO MAU-4 | MAIN STREET | WEST GOFORTH ROAD | | 2045 | $1,700,000 |
| 41-00004-00 | HAYS | CITY OF BUDA | RM 967 | WIDEN TO 4-LANE UNDIVIDED | WEST GOFORTH ROAD | IH 35 | | 2045 | $17,300,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00193-00 | TRAVIS | TXDOT | RM 1431 | RECONSTRUCT 4-LANE UNDIVIDED TO 4-LANE DIVIDED | LOHMAN FORD RD/ LAGO VISTA | TRAILS END | | 2045 | $66,539,000 |
| 61-00083-00 | WILLIAMSON | TXDOT | RM 1431 | WIDEN 4-LANE TO 6-LANE DIVIDED WITH RAISED MEDIAN | ANDERSON MILL RD | BAGDAD RD | | 2045 | $13,862,000 |
| 61-00034-00 | WILLIAMSON | CITY OF GEORGETOWN | AUSTIN AVENUE BRIDGES | REHABILITATE / RECONSTRUCT EXISTING BRIDGES | | | SAN GABRIEL RIVER | 2045 | $4,200,000 |
| 61-00066-00 | WILLIAMSON | CITY OF ROUND ROCK | CR 112 | UPGRADE EXISTING 2-LANE ROADWAY TO A 4-LANE URBAN DIVIDED ROADWAY W/ ABILITY TO CONSTRUCT 6-LANE ULTIMATE | FM 1460 (AW GRIMES) | CR 117 | | 2022 | $16,250,000 |
| 61-00067-00 | WILLIAMSON | CITY OF ROUND ROCK | CR 112 | UPGRADE EXISTING 2-LANE ROADWAY TO A 4-LANE URBAN DIVIDED ROADWAY W/ ABILITY TO CONSTRUCT 6-LANE ULTIMATE. | CR 117 | CR 110 | | 2023 | $18,500,000 |
| 61-00068-00 | WILLIAMSON | CITY OF ROUND ROCK | CR 112 | CONSTRUCT 6-LANE URBAN DIVIDED ROADWAY | CR 110 | SH 130 | | 2032 | $24,700,000 |
| 51-00128-00 | TRAVIS | TRAVIS COUNTY | JESSE BOHLS RD (FM 1100 CONNECTOR) (PH. 2) | UPGRADE EXISTING 4-LANE DIVIDED AND 2-LANE DIVIDED TO A 6-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | WEISS LN | FM 1100 | | 2045 | $56,080,000 |
| 61-00016-00 | WILLIAMSON | CITY OF CEDAR PARK | LAKELINE BOULEVARD | CONSTRUCT CONTINUOUS FLOW INTERSECTION | WEST OF CYPRESS CREEK RD | EAST OF CYPRESS CREEK RD | CYPRESS CREEK RD | 2025 | $25,000,000 |
| 41-00013-00 | HAYS | CITY OF BUDA | MAIN STREET | WIDEN TO 6-LANE DIVIDED ROAD W/ SIDEWALKS | CABELAS DRIVE | IH 35 | | 2045 | $1,200,000 |
| 61-00038-00 | TRAVIS | CITY OF PFLUGERVILLE | PECAN STREET | WIDEN FROM 4-LANE UNDIVIDED TO 6-LANE DIVIDED | SH130 | WEISS | | 2025 | $19,736,400 |
| 51-00092-00 | TRAVIS | CITY OF PFLUGERVILLE | PECAN STREET / FM 1825 | RECONSTRUCT TO 4-LANE UNDIVIDED WITH CTL AND PEDESTRIAN IMPROVEMENTS | WELLS BRANCH | PFENNIG LANE (FUTURE) | | 2030 | $78,648,000 |
| 51-00133-00 | TRAVIS | TRAVIS COUNTY | SLAUGHTER LN (PH. 2) | UPGRADE 4-LANE DIVIDED AND CONSTRUCT NEW TO A 6-LANE DIVIDED WITH BIKE LANES AND SIDEWALK | BLUFF SPRINGS RD | MAHA LOOP RD | | 2045 | $150,943,000 |
| 61-00063-00 | WILLIAMSON | CITY OF ROUND ROCK | UNIVERSITY BLVD | UPGRADE EXISTING 4-LANE URBAN DIVIDED TO A 6-LANE URBAN DIVIDED | IH 35 | SUNRISE RD. | | 2020 | $18,000,000 |
| 51-00137-00 | TRAVIS | TRAVIS COUNTY | WELLS BRANCH PKWY (PH. 2) | UPGRADE EXISTING 4-LANE DIVIDED ROADWAY AND CONSTRUCT NEW ROADWAY TO A 6-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | IH 35 | FM 973 | | 2045 | $300,110,000 |
| 21-00003-00 | BURNET | BURNET COUNTY | SH 29 ALTERNATE | DIVIDED ARTERIAL, 4-LANES IN EACH DIRECTION, NEW LOCATION AND IMPROVEMENTS TO EXISTING SEGMENTS | RM 2341 | WILLIAMSON COUNTY LINE | | 2045 | $601,700,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 71-00010-00 | WILLIAMSON, TRAVIS | CITY OF ROUND ROCK | SH 45 (FRONTAGE ROADS) | ADD 3-LANE FRONTAGE ROADS EASTBOUND AND WESTBOUND WITH ASSOCIATED RAMPS. | HEATHER-WILDE BOULEVARD | KENNEY FORT BLVD | | 2023 | $16,900,000 |
| 11-00012-00 | BASTROP | TXDOT | SH 95 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED | SH 21/ BASTROP | US 290/ELGIN | | 2045 | $496,272,000 |
| 61-00088-00 | WILLIAMSON | TXDOT | SH 95 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED | US 79 | US 290 | | 2045 | $496,272,000 |
| 61-00089-00 | WILLIAMSON | TXDOT | SH 95 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED | FM 487 | FM 397 | | 2045 | $414,811,000 |
| 71-00011-00 | BASTROP, BURNET | TXDOT | SH 304 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED | SH 21 | GONZALES COUNTY LINE | | 2045 | $252,503,000 |
| 61-00024-00 | WILLIAMSON | CITY OF GEORGETOWN | FM 971 | WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED | GANN STREET | SH 130 | | 2045 | $13,000,000 |
| 51-00174-00 | TRAVIS | TXDOT | FM 1325 | WIDEN 4-LANE TO 4-LANE DIVIDED | CR 172 | MERRILLTOWN DR | | 2045 | $5,712,000 |
| 51-00234-00 | TRAVIS | TXDOT | FM 1625 | WIDEN 4-LANE TO 4-LANE WITH RAISED MEDIAN | US 183 | FM 1327 | | 2025 | $71,545,000 |
| 51-00176-00 | TRAVIS | TXDOT | FM 1825 (VISION DR) | WIDEN 4-LANE TO 4-LANE DIVIDED WITH RAISED MEDIAN | GRAND AVENUE PKWY | WELLS BRANCH PKWY | | 2045 | $15,828,000 |
| 51-00177-00 | TRAVIS | TXDOT | FM 3177 (DECKER LN) | WIDEN 4-LANE TO 4-LANE DIVIDED WITH RAISED MEDIAN | S OF US 290 | FM 969 | | 2045 | $96,660,000 |
| 51-00116-00 | TRAVIS | TRAVIS COUNTY | ARTERIAL B EXTENSION (PH. 2) | CONSTRUCT NEW 4-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | HAROLD GREEN | FM 969 | | 2045 | $57,131,000 |
| 51-00138-00 | TRAVIS | TRAVIS COUNTY | BEE CREEK RD | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | HIGHLAND BLVD | FM 2322 | | 2030 | $127,922,000 |
| 61-00020-00 | WILLIAMSON | CITY OF CEDAR PARK | BRUSHY CREEK ROAD | WIDEN FROM 2 TO 4-LANE DIVIDED | RANCH TRAILS | EAST CITY LIMIT | | 2035 | $17,000,000 |
| 41-00005-00 | HAYS | CITY OF BUDA | CABELAS DRIVE | NEW 2-LANE UNDIVIDED ROAD | MAIN STREET | FUTURE E-W ARTERIAL | | 2045 | $4,000,000 |
| 51-00139-00 | TRAVIS | TRAVIS COUNTY | COUNTY LINE RD | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | SH 95 | CARLSON LN | | 2045 | $48,110,000 |
| 21-00002-00 | BURNET | BURNET COUNTY | CR 200 / CR 210 / RM 2657 | UPGRADE TO UNDIVIDED ARTERIAL, INCLUDE SAFETY AND OPERATIONAL IMPROVEMENTS | RM 963 | LAMPASAS COUNTY LINE | | 2045 | $33,600,000 |
| 31-00004-00 | CALDWELL | CITY OF LOCKHART | CR 203 | RECONSTRUCT AND CONSTRUCT 2-LANE UNDIVIDED | FM 20 | FM 1322/CR 212 | | 2040 | $46,000,000 |
| 31-00002-00 | CALDWELL | CITY OF LOCKHART | CR 212/213 | RECONSTRUCT 2-LANE UNDIVIDED | US 183 | FM 1322 | | 2035 | $11,700,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 31-00003-00 | CALDWELL | CITY OF LOCKHART | CR 215 | RECONSTRUCT 2-LANE UNDIVIDED | FM 20 | US 183 | | 2035 | $3,500,000 |
| 31-00005-00 | CALDWELL | CITY OF LOCKHART | CR 215/214 | RECONSTRUCT AND CONSTRUCT 2-LANE UNDIVIDED | CR 215 | CR 214 | US 183 | 2045 | $83,000,000 |
| 51-00141-00 | TRAVIS | TRAVIS COUNTY | DECKER LN | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | ROWE LN | GREGG MANOR RD | | 2034 | $199,640,000 |
| 51-00164-00 | TRAVIS | TRAVIS COUNTY | DUNLAP RD (PH. 2) | UPGRADE EXISTING 2-LANE DIVIDED ROADWAY TO A 4-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | FM 969 | S DUNLAP RD | | 2045 | $21,542,000 |
| 11-00006-00 | BASTROP | CITY OF BASTROP | EXTENSION OF AGNES STREET | EXTENSION OF AGNES STREET TO PROVIDE NEEDED EAST/WEST CONNECTIVITY SOUTH OF SH71 | SH304 | HASLER BOULEVARD | | 2025 | $1,900,000 |
| 51-00145-00 | TRAVIS | TRAVIS COUNTY | FAGERQUIST RD (PH. 2) | UPGRADE EXISTING 2-LANE DIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | ELROY RD | FOUR DAUGHTERS RD | | 2045 | $5,850,000 |
| 51-00166-00 | TRAVIS | TRAVIS COUNTY | FITZHUGH RD (PH. 2) | UPGRADE EXISTING 2-LANE DIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | US 290 W | BARTON CREEK BRIDGE | | 2045 | $39,608,000 |
| 51-00086-00 | TRAVIS | CITY OF LAKEWAY | FLINTROCK ROAD EXPANSION | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED | FM 620 | SERENE HILLS | | 2025 | $17,330,000 |
| 51-00088-00 | TRAVIS | CITY OF LAKEWAY | FLINTROCK ROAD EXTENSION | CONSTRUCT NEW 4-LANE DIVIDED | SERENE HILLS ROAD | BEE CREEK RD | | 2025 | $31,200,000 |
| 51-00123-00 | TRAVIS | TRAVIS COUNTY | FOUR DAUGHTERS RD | UPGRADE EXISTING 2-LANE DIVIDED AND CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | SH 71 E | FM 812 | | 2045 | $128,030,000 |
| 41-00014-00 | HAYS | CITY OF BUDA | FUTURE E-W ARTERIAL | NEW 4-LANE DIVIDED | RM 967 | IH 35 @ TURNERSVILLE | | 2045 | $61,100,000 |
| 41-00007-00 | HAYS | CITY OF BUDA | GARISON ROAD | RECONSTRUCT 2-LANE UNDIVIDED | MAIN STREET | FUTURE E-W ARTERIAL | | 2045 | $6,500,000 |
| 41-00008-00 | HAYS | CITY OF BUDA | GARLIC CREEK PARKWAY | NEW 4-LANE DIVIDED ROAD | SH-45 SW | FUTURE E-W ARTERIAL | | 2045 | $26,800,000 |
| 41-00009-00 | HAYS | CITY OF BUDA | HILLSIDE TERRACE | WIDEN TO 4-LANE DIVIDED W/ SIDEWALKS | IH 35 | OLD GOFORTH ROAD | | 2045 | $3,600,000 |
| 41-00010-00 | HAYS | CITY OF BUDA | HILLSIDE TERRACE | WIDEN TO 4-LANE UNDIVIDED W/ SIDEWALKS | OLD GOFORTH ROAD | FM 2001 | | 2045 | $6,400,000 |
| 51-00168-00 | TRAVIS | TRAVIS COUNTY | IMMANUEL RD (PH. 2) | UPGRADE EXISTING 2-LANE DIVIDED ROADWAY TO A 4-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | WELLS BRANCH PKWY | HOWARD LN | | 2045 | $16,491,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 11-00007-00 | BASTROP | CITY OF BASTROP | JESSICA PLACE | EXTENSION OF JESSICA PLACE TO PROVIDE NEEDED EAST/WEST CONNECTIVITY NORTH OF SH71 | BLAKEY LANE | JESSICA PLACE | | 2025 | $1,650,000 |
| 51-00149-00 | TRAVIS | TRAVIS COUNTY | MAHA LOOP RD (PH. 2) | UPGRADE EXISTING 2-LANE DIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | SH 71 | FM 812 | | 2045 | $86,030,000 |
| 41-00012-00 | HAYS | CITY OF BUDA | MAIN STREET | WIDEN TO 6-LANE DIVIDED W/ SIDEWALKS | IH 35 | FIRECRACKER DRIVE | | 2045 | $31,700,000 |
| 51-00152-00 | TRAVIS | TRAVIS COUNTY | MELBER LN (PH. 2) | CONSTRUCT NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALK | CELE RD | ROWE LN | | 2045 | $61,943,000 |
| 31-00006-00 | CALDWELL | CITY OF LOCKHART | NE LOCKHART LOOP | CONSTRUCT NEW 4-LANE DIVIDED | US 183 | FM 20 EAST | | 2040 | $120,300,000 |
| 21-00004-00 | BURNET | BURNET COUNTY | NEW FACILITY | UNDIVIDED ARTERIAL, 1 LANE IN EACH DIRECTION, NEW LOCATION | RM 2147 | SH 71 | | 2045 | $45,600,000 |
| 11-00003-00 | BASTROP | BASTROP COUNTY | NEW ROAD | CONSTRUCT NEW 2-LANE UNDIVIDED | FM 535 | SH 71 | | 2035 | $19,195,503 |
| 31-00012-00 | CALDWELL | CITY OF LOCKHART | NORTH MOCKINGBIRD LN. | CONSTRUCT 2-LANE UNDIVIDED ARTERIAL | WINDRIDGE SUBDIVISION | FM 2001 | | 2035 | $10,800,000 |
| 11-00005-00 | BASTROP | BASTROP COUNTY | OLD LEXINGTON ROAD | REALIGNMENT AND SAFETY IMPROVEMENTS; EXTEND TO FM 696 | FM 3000/OLD LEXINGTON ROAD | FM 696 | | 2045 | $10,622,127 |
| 61-00058-00 | WILLIAMSON | CITY OF ROUND ROCK | OLD SETTLERS BLVD | UPGRADE EXISTING 4-LANE URBAN DIVIDED TO A 6-LANE URBAN DIVIDED | IH 35 | SUNRISE RD. | | 2030 | $38,500,000 |
| 61-00059-00 | WILLIAMSON | CITY OF ROUND ROCK | OLD SETTLERS BLVD | UPGRADE EXISTING 4-LANE URBAN DIVIDED TO A 6-LANE URBAN DIVIDED | SUNRISE RD. | FM 1460 (AW GRIMES) | | 2032 | $30,300,000 |
| 61-00060-00 | WILLIAMSON | CITY OF ROUND ROCK | OLD SETTLERS BLVD | UPGRADE EXISTING 4-LANE URBAN DIVIDED TO A 6-LANE URBAN DIVIDED | FM 1460 (AW GRIMES) | RED BUD LANE (CR 122) | | 2034 | $59,400,000 |
| 61-00014-00 | WILLIAMSON | CITY OF CEDAR PARK | PARK STREET | CONSTRUCT NEW 2-LANE DIVIDED WITH BIKE LANES | ANDERSON MILL RD | LAKELINE BLVD | | 2025 | $8,000,000 |
| 51-00131-00 | TRAVIS | TRAVIS COUNTY | PFLUGERVILLE EAST RD (CAMERON RD) (PH. 2) | UPGRADE EXISTING 4-LANE DIVIDED AND 2-LANE TO A 6-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | WEISS LN | FM 973 | | 2045 | $30,974,000 |
| 61-00061-00 | WILLIAMSON | CITY OF ROUND ROCK | RED BUD LANE - NORTH | UPGRADE EXISTING 2-LANE ROADWAY TO A 4-LANE URBAN DIVIDED ROADWAY. | CR 117 | US 79 | | 2023 | $19,600,000 |
| 61-00062-00 | WILLIAMSON | CITY OF ROUND ROCK | RED BUD LANE - SOUTH | UPGRADE EXISTING 3-LANE ROADWAY TO A 4-LANE URBAN DIVIDED ROADWAY. | FOREST RIDGE BLVD. | GATTIS SCHOOL RD. | | 2024 | $24,900,000 |
| 51-00093-00 | TRAVIS | CITY OF PFLUGERVILLE | ROWE LANE | WIDEN TO 4-LANE AND CONSTRUCT 4-LANE DIVIDED, NEW OVERPASS | HEATHER-WILDE | JAKES HILL | | 2030 | $108,858,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 51-00087-00 | TRAVIS | CITY OF LAKEWAY | SERENE HILLS ROAD EXPANSION | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED | SH 71 | LAKEWAY BLVD | | 2025 | $6,610,000 |
| 51-00161-00 | TRAVIS | TRAVIS COUNTY | SOUTH PLEASANT VALLEY RD (PH. 2) | UPGRADE EXISTING 2-LANE DIVIDED ROADWAY TO A 4-LANE DIVIDED ROADWAY WITH BIKE LANES AND SIDEWALKS | FM 1327 | MAIN ST | | 2045 | $10,000,000 |
| 51-00143-00 | TRAVIS | TRAVIS COUNTY | TAYLOR LN | WIDEN 2-LANE UNDIVIDED TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | BRAKER LN | FM 969 | | 2040 | $135,560,000 |
| 41-00016-00 | HAYS | CITY OF BUDA | TURNERSVILLE ROAD | WIDEN 2-LANE UNDIVIDED TO 4-LANE UNDIVIDED | SH 45 SE | FM 2001 | | 2045 | $11,300,000 |
| 41-00002-00 | HAYS | CITY OF BUDA | IH 35 TO OSR CONNECTOR | NEW 2-LANE UNDIVIDED ROAD | IH 35 | OLD SAN ANTONIO ROAD | | 2045 | $100,000 |
| 41-00015-00 | HAYS | CITY OF BUDA | OLD FM 2001 | RECONSTRUCT 2-LANE UNDIVIDED ROAD | FM 2001 | OLD GOFORTH ROAD | | 2045 | $1,800,000 |
| 51-00089-00 | TRAVIS | CITY OF LAKEWAY | NORTH/SOUTH SHARED USE PATH | CONSTRUCT NEW SHARED-USE PATH | OAK GROVE BOULEVARD | ARIA DRIVE | | 2025 | $9,690,000 |
| 51-00125-00 | TRAVIS | TRAVIS COUNTY | HAROLD GREEN RD (PH. 2) | UPGRADE 2-LANE DIVIDED TO 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | AUSTIN COLONY BLVD | BURLESON MANOR RD | | 2045 | $81,918,000 |
| 51-00120-00 | TRAVIS | TRAVIS COUNTY | BURLESON-MANOR RD (PH. 2) | UPGRADE EXISTING 2-LANE DIVIDED AND CONSTRUCT NEW TO A 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | BLAKE MANOR RD | SH 71 E | | 2045 | $196,668,000 |
| 13-00005-00 | BASTROP | CARTS | CARTS BASTROP TRANSIT STATION RELOCATION | CONSTRUCTION OF NEW BASTROP INTERMODAL FACILITY WITH PARK-AND-RIDE FACILITY | | | CITY OF BASTROP | 2027 | $2,630,000 |
| 63-00003-00 | WILLIAMSON | CARTS | CARTS TAYLOR TRANSIT STATION: AMTRAK IMPROVEMENTS | CONSTRUCTION OF NEW AMTRAK RAIL PLATFORM | | | CARTS TAYLOR TRANSIT STATION | 2040 | $550,000 |
| 53-00021-00 | TRAVIS | CAPITAL METRO | ELECTRIFICA-TION OF CAPITAL METRO FLEET | ELECTRIFICATION OF CAPITAL METRO FLEET AND INSTALLATION OF ELECTRIC INFRASTRUCTURE AT FACILITIES THROUGHOUT THE SYSTEM. | | | | 2025 | $20,000,000 |

| MPO ID | COUNTY | SPONSOR / CO-SPONSOR | ROADWAY/ FACILITY NAME | DESCRIPTION | LIMITS FROM | LIMITS TO | LIMITS AT | LET YEAR | ANTICIPATED TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|
| 53-00028-00 | TRAVIS | CAPITAL METRO | HIGHLAND, CLARKSON, HANCOCK, ST DAVID'S, UT EAST, MEDICAL SCHOOL, TRINITY, DOWNTOWN STATION, REPUBLIC SQUARE, AUDITORIUM SHORES, SOCO, OLTORF, ST EDWARDS, SOUTH CONGRESS TRANSIT CENTER | GOLD LINE: FULL BUILD (LIGHT RAIL) | AIRPORT BLVD AND HIGHLAND MALL BLVD | SOUTH CONGRESS AVE AND BEN WHITE BLVD | | 2045 | $1,200,000,000 |
| 31-00007-00 | CALDWELL | CITY OF LOCKHART | | ARTERIAL STREET IMPROVEMENT PROGRAM | | | | 2045 | $6,600,000 |