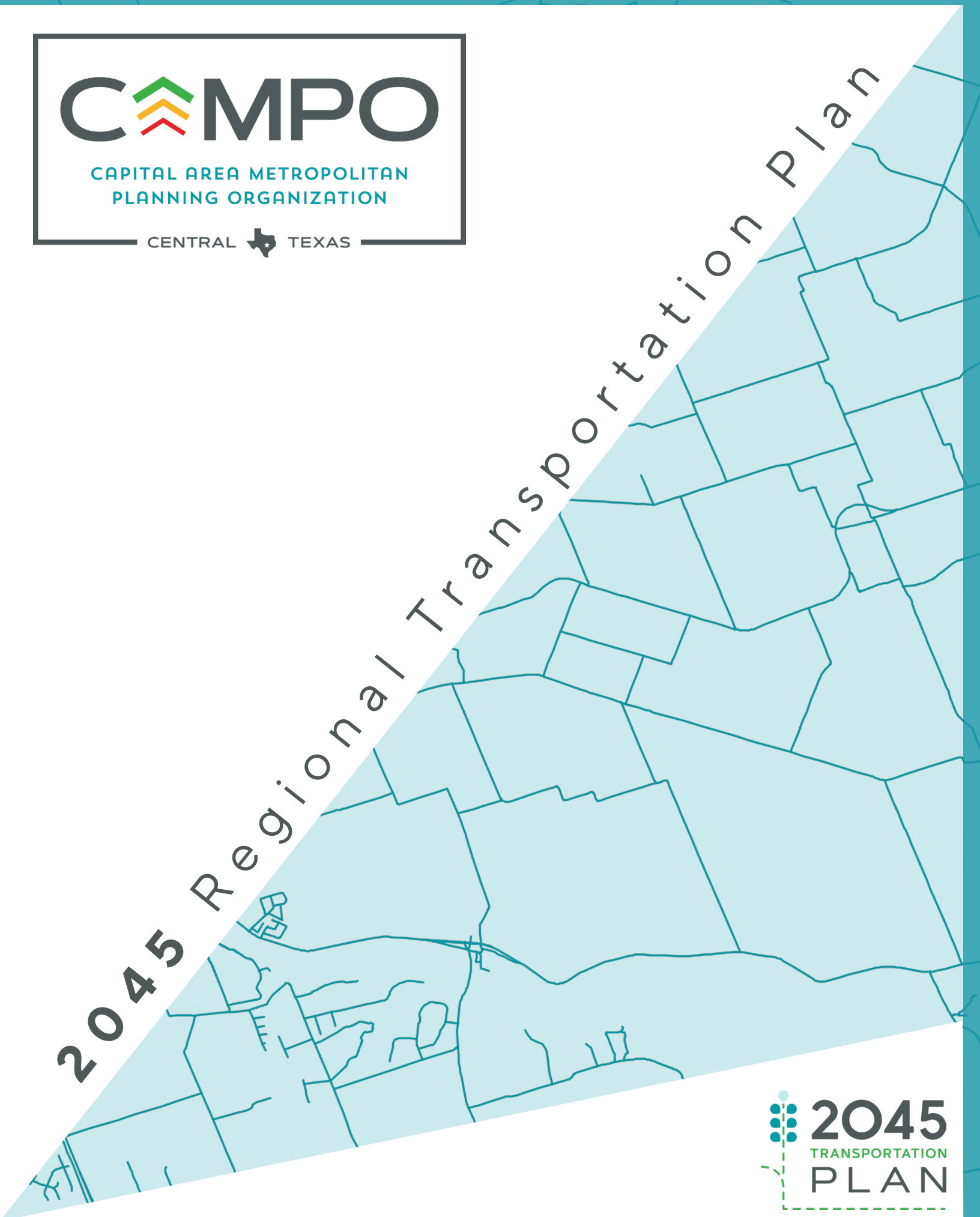
CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CENTRAL TEXAS

2045 Regional Transportation Plan



2045 TRANSPORTATION PLAN

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* 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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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 or the Plan), 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 the 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 planning 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 life cycle 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, minimize, 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)

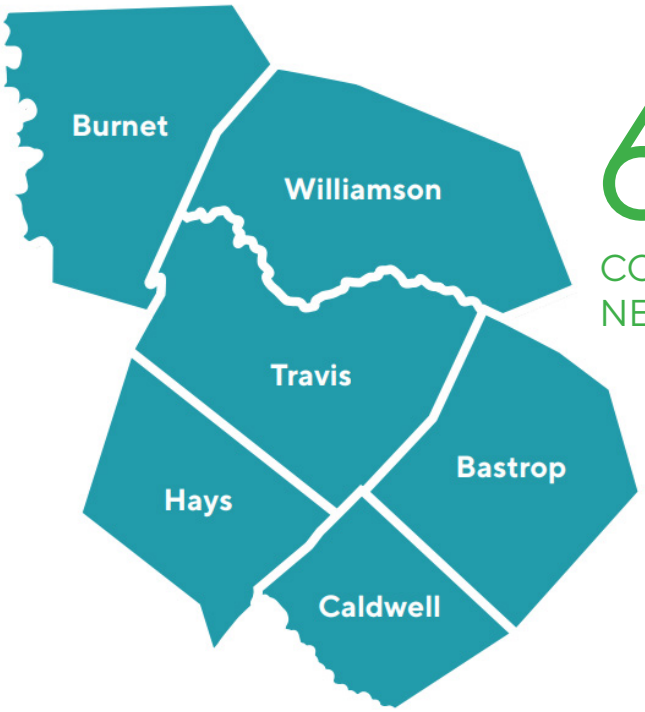
CHAPTER 1: EXISTING AND BASELINE CONDITIONS

Population, development patterns, mode choices, and inter-regional connections are all variables in understanding transportation systems 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*



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COUNTY NETWORK

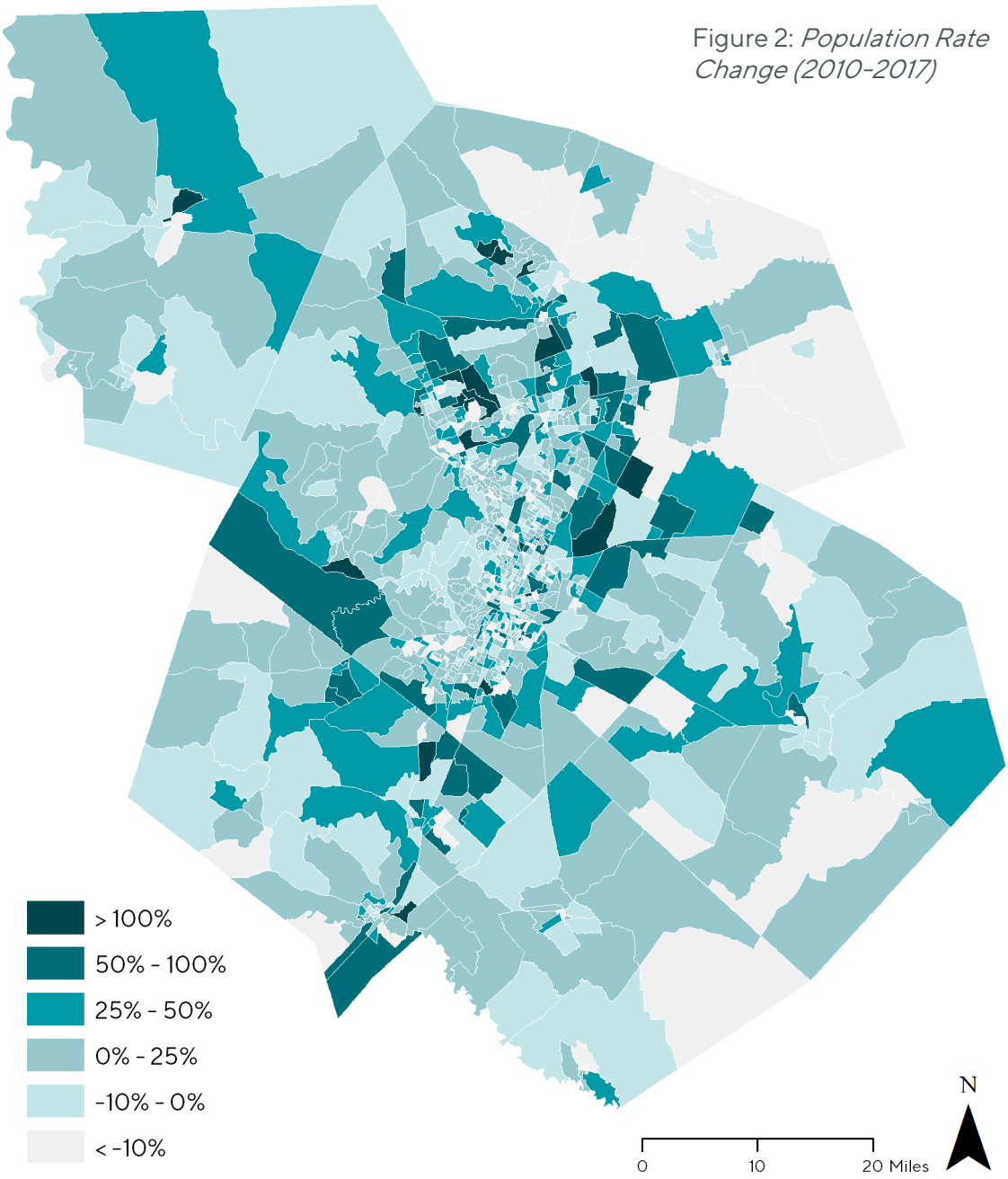


Figure 2: *Population Rate Change (2010-2017)*

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, 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.

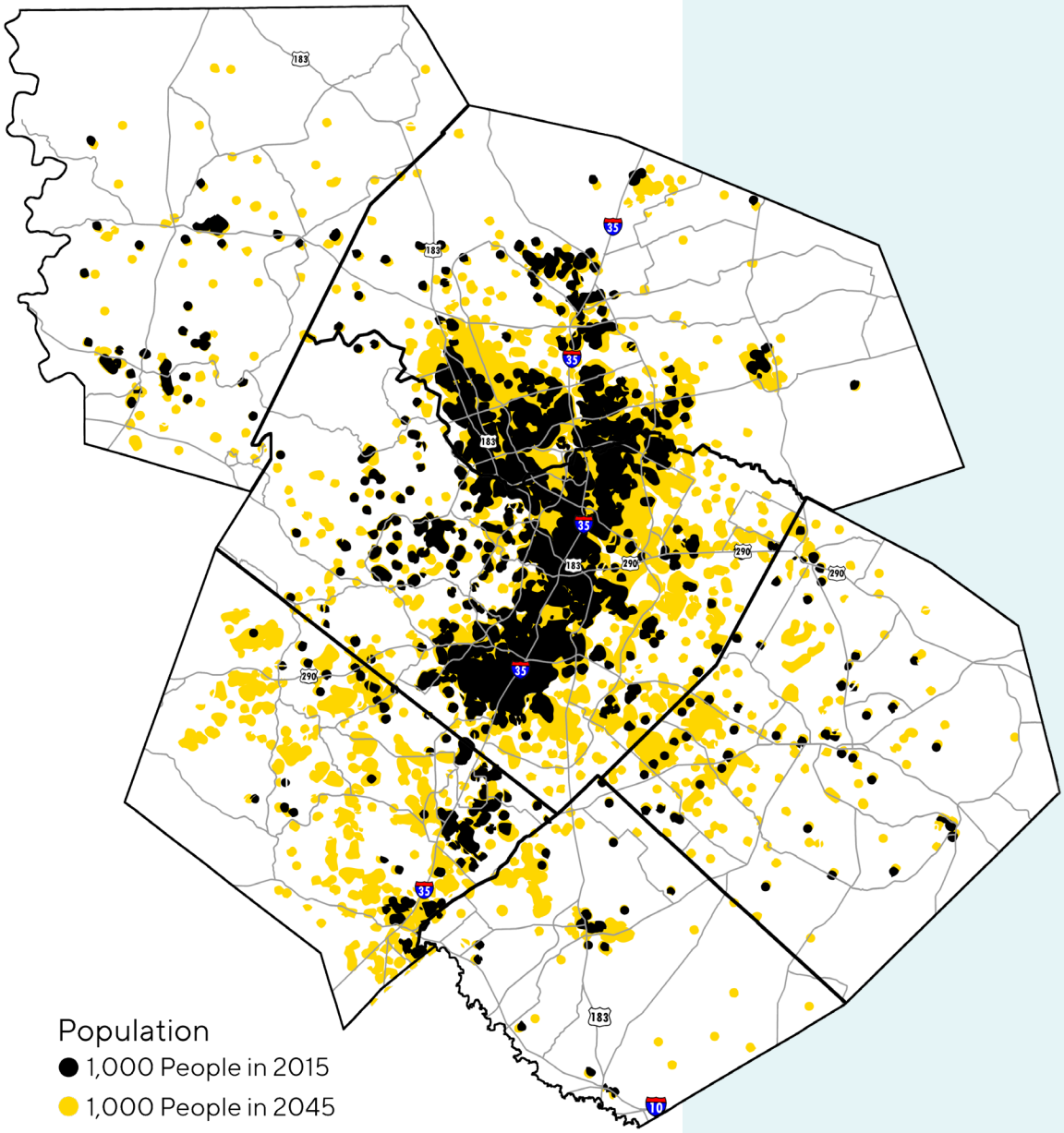
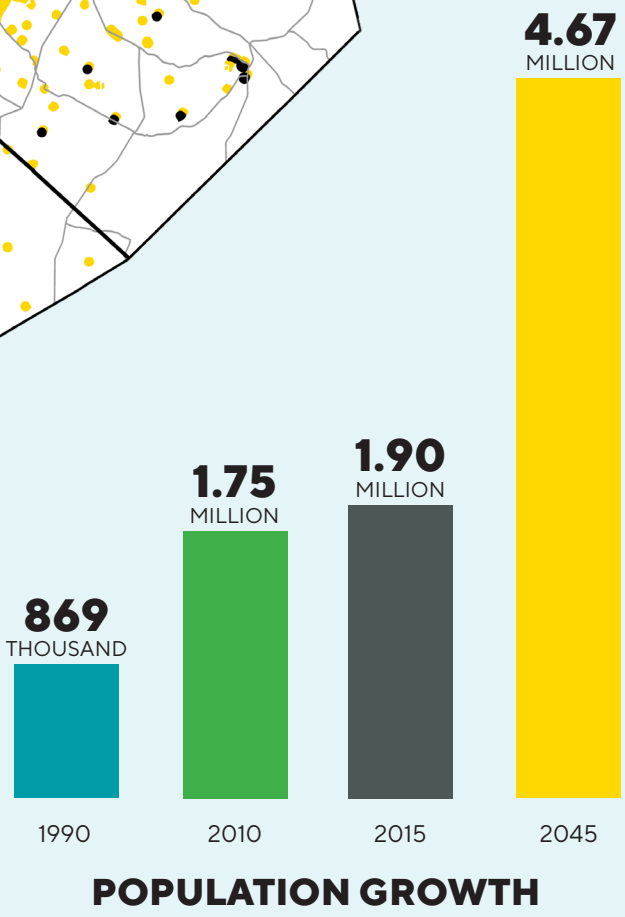


Figure 3: *Forecasted Population Distribution*



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 sizable 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 sizable 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.

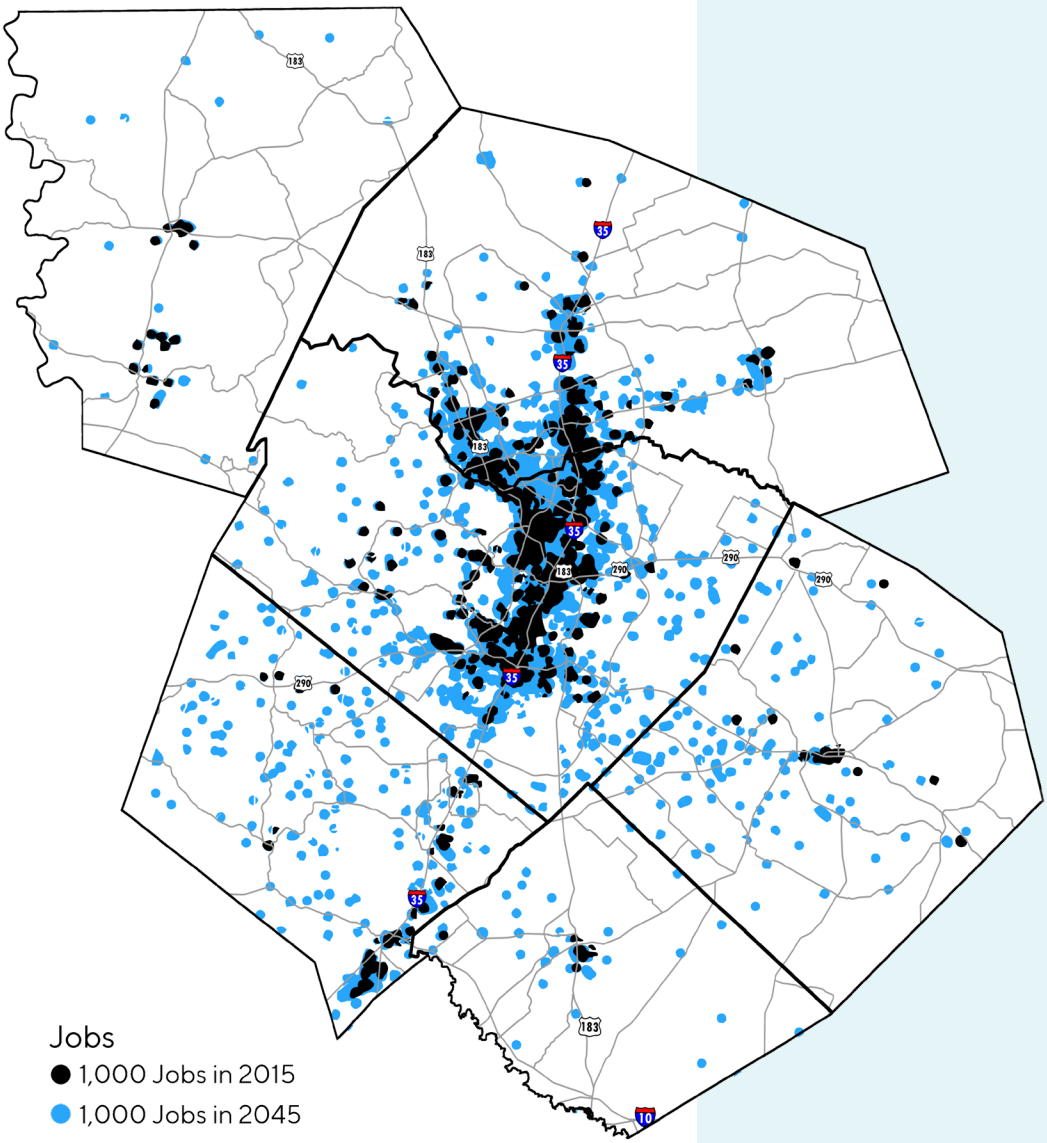
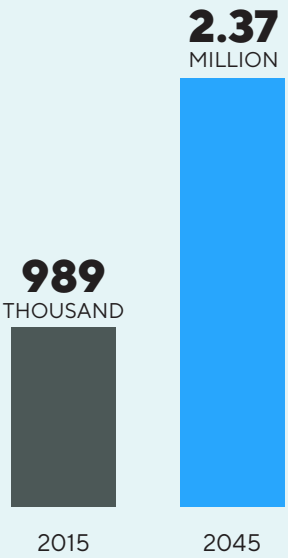


Figure 4: *Forecasted Employment Distribution*

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.

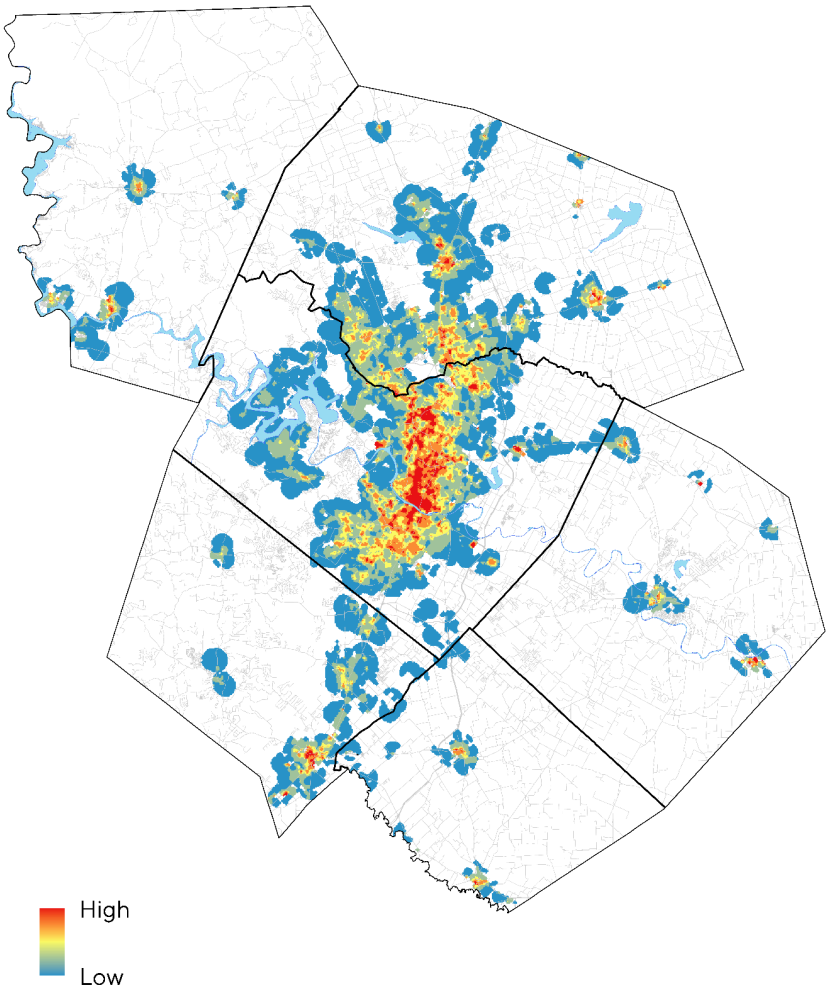
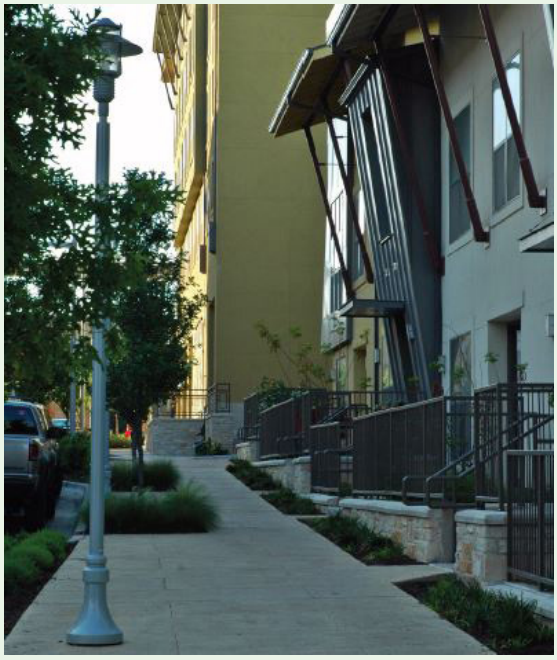


Figure 5: *Centers Analysis*



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.

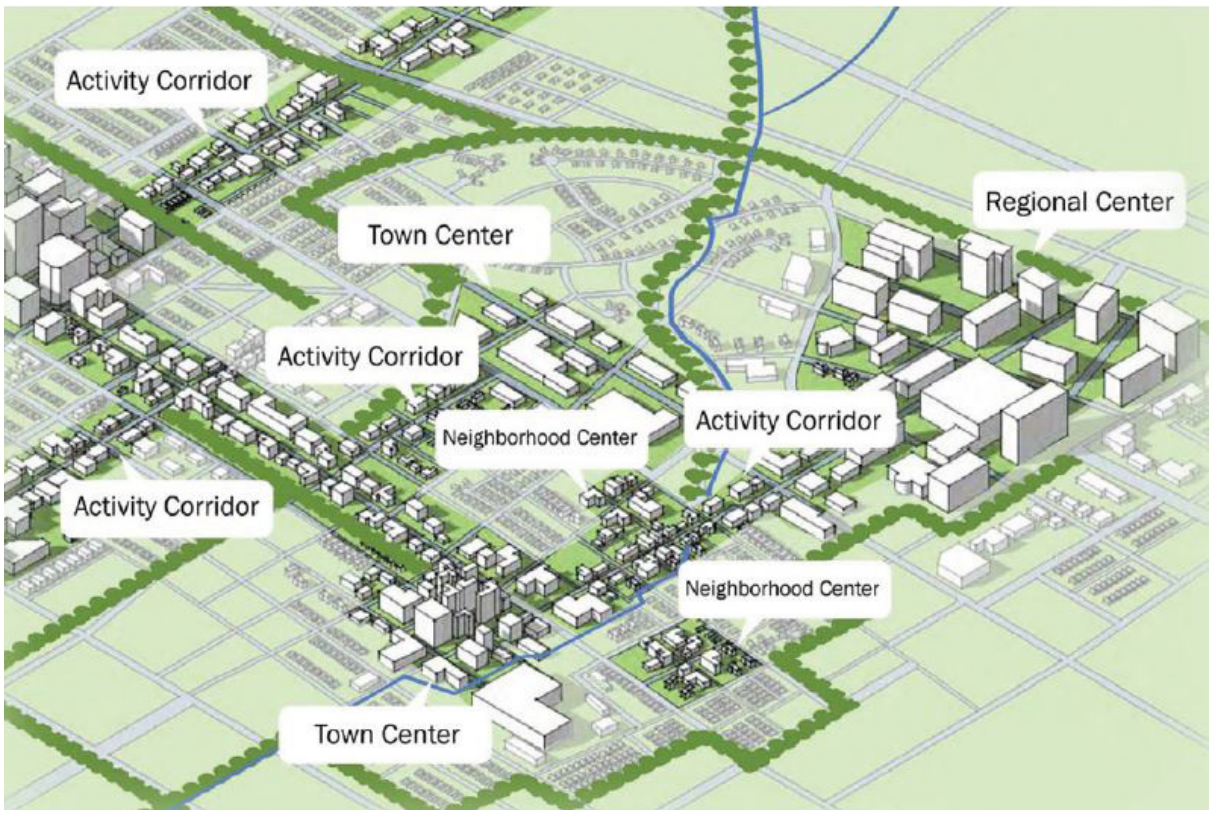


Figure 6: *Illustrative Examples of Activity Center Types*

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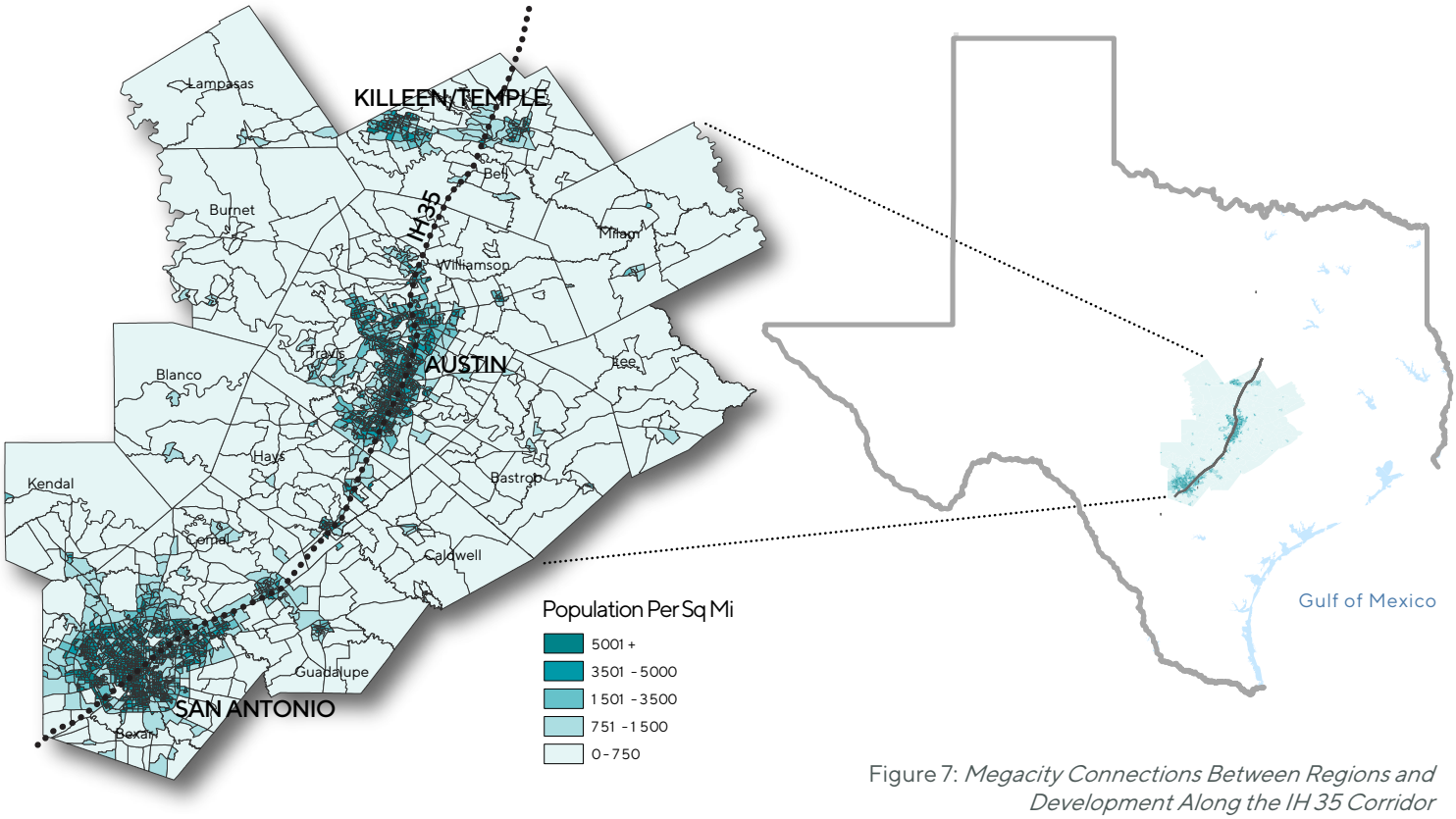


Figure 7: *Megacity Connections Between Regions and Development Along the IH 35 Corridor*

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 MPO (AAMPO) and CAMPO showed that although there are high levels of trips between the two areas, a vast majority of the trips are not traveling 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 Chicago Metropolitan Area.

Megaregion 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.

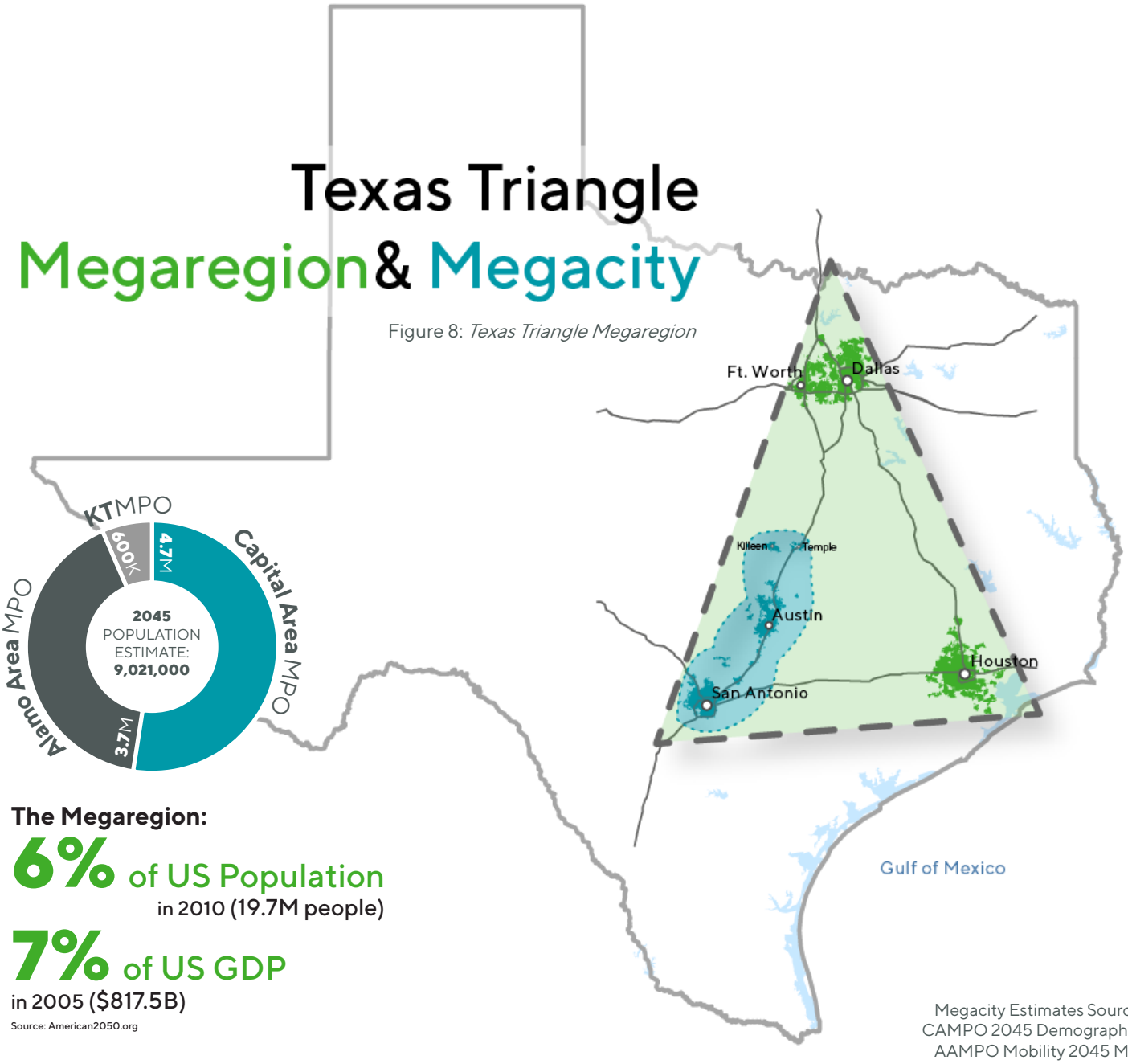


Figure 8: *Texas Triangle Megaregion*

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.

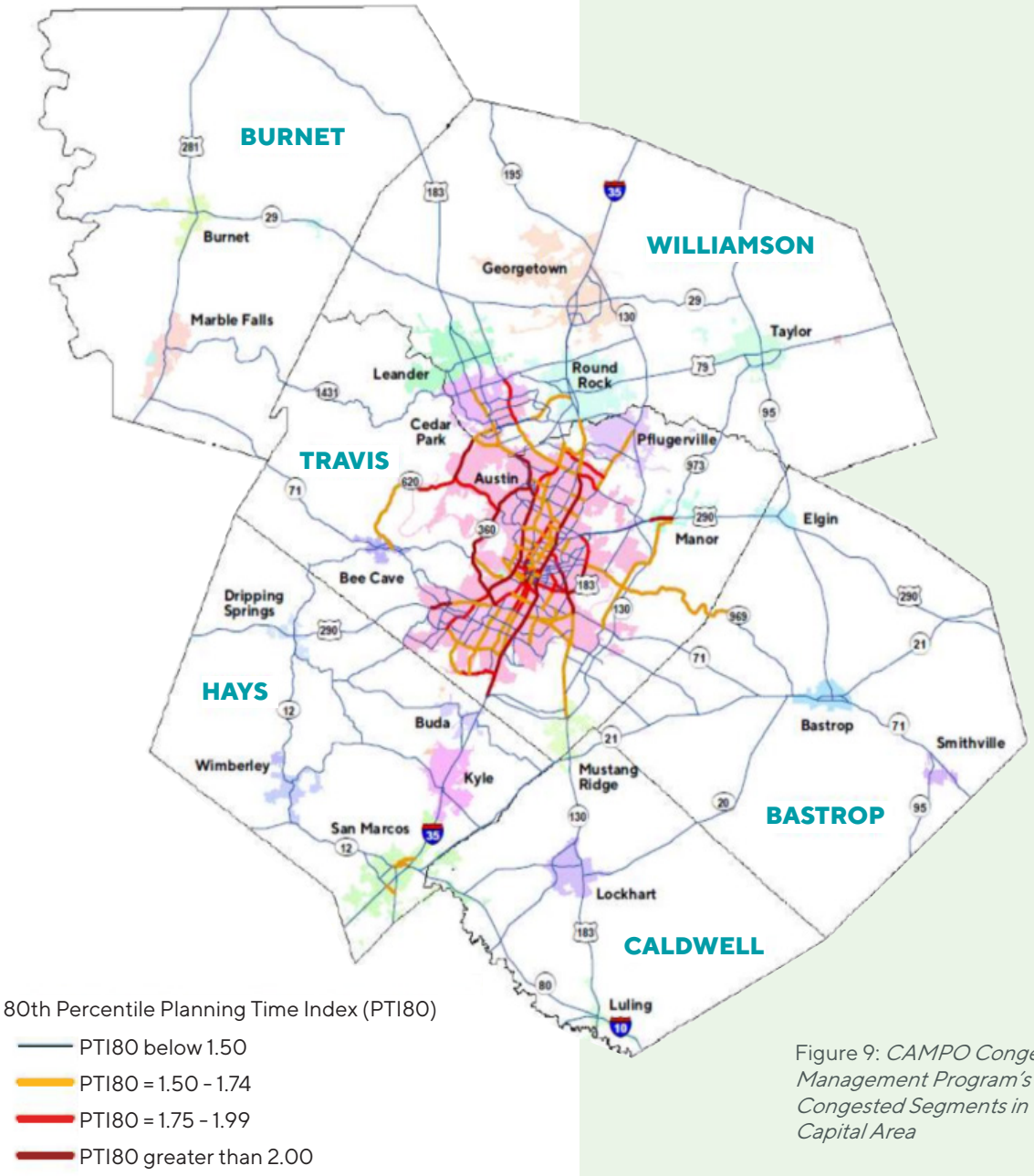


Figure 9: *CAMPO Congestion Management Program's Congested Segments in the Capital Area*

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.

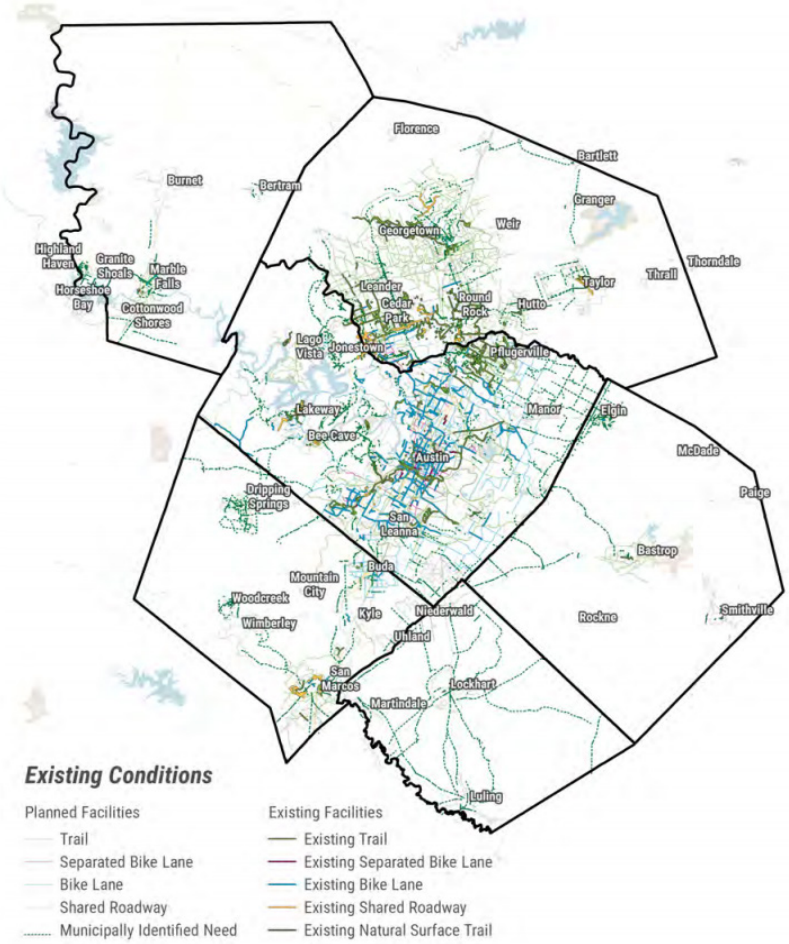


Figure 10: *RATP Existing and Planned Active Transportation Facilities*

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.

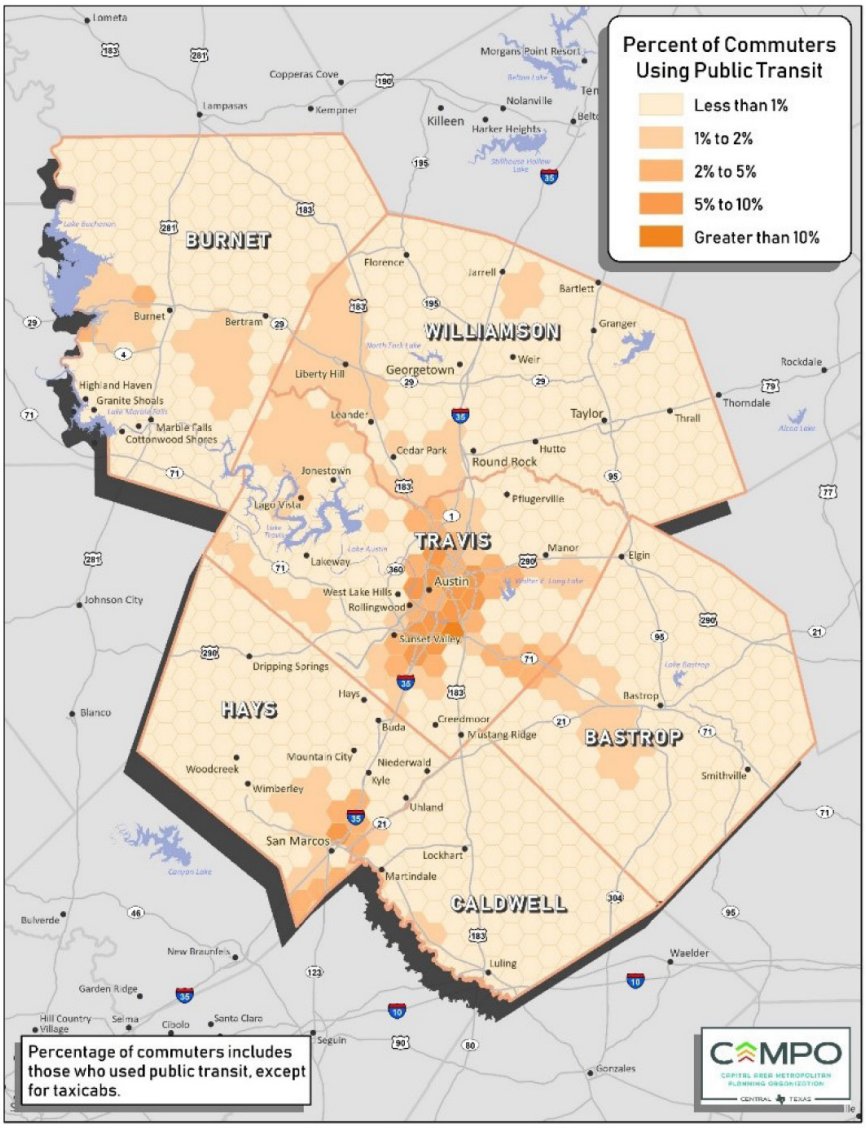


Figure 11: *Commuters Using Public Transit*

* 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 Regional Arterials Concept Inventory (RACI)* 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.

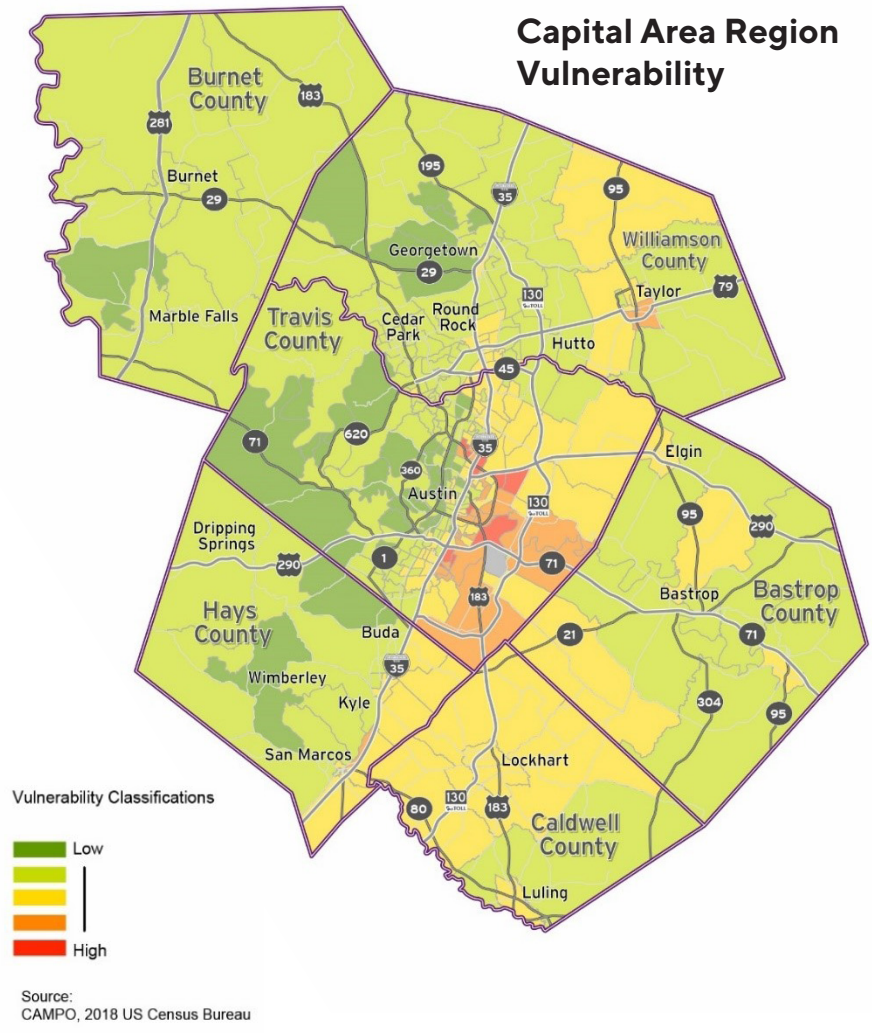


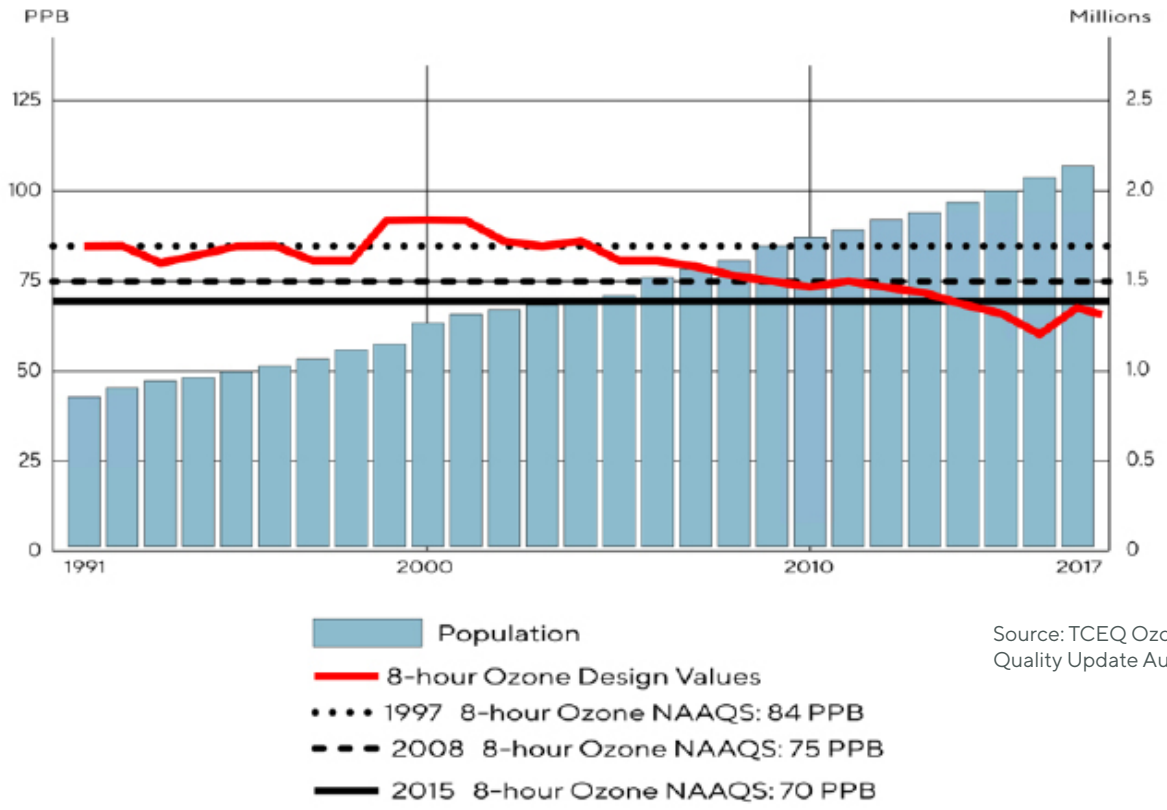
Figure 12: *Concentration of Vulnerable Populations*

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.

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

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, as 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.

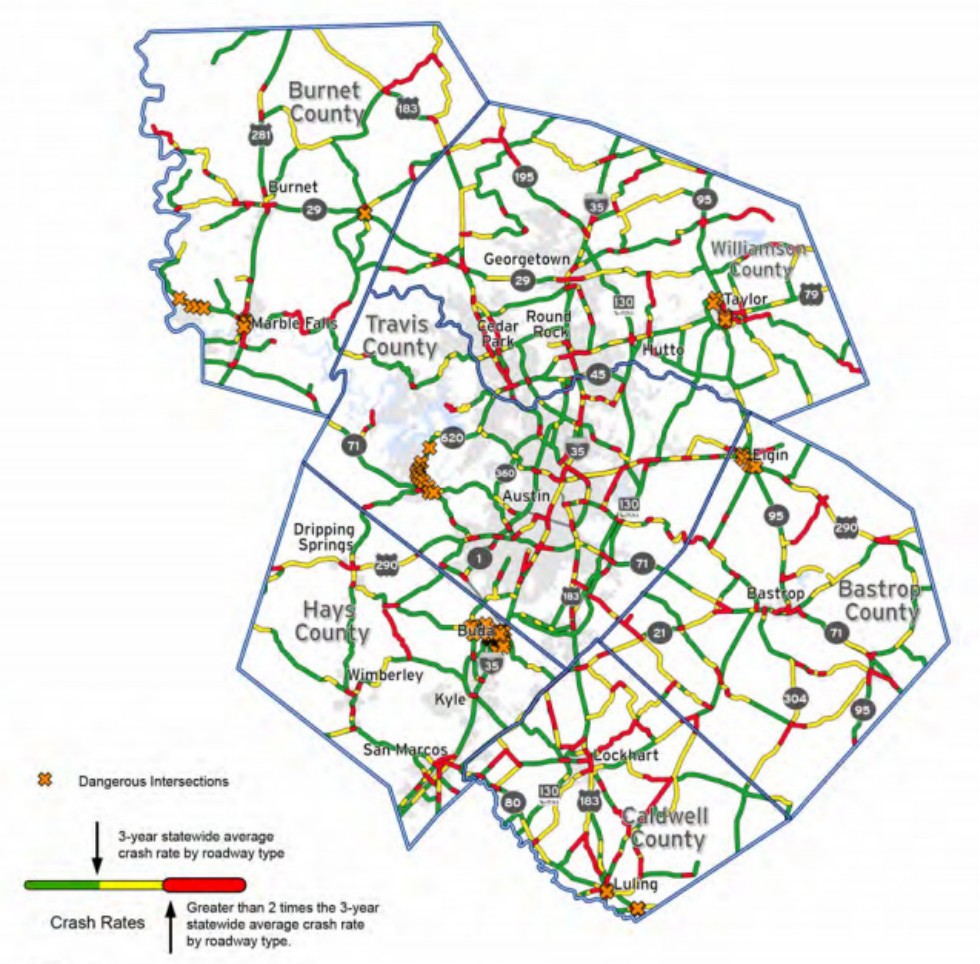


Figure 14: *Corridors and Intersections with Highest Crash Rates*

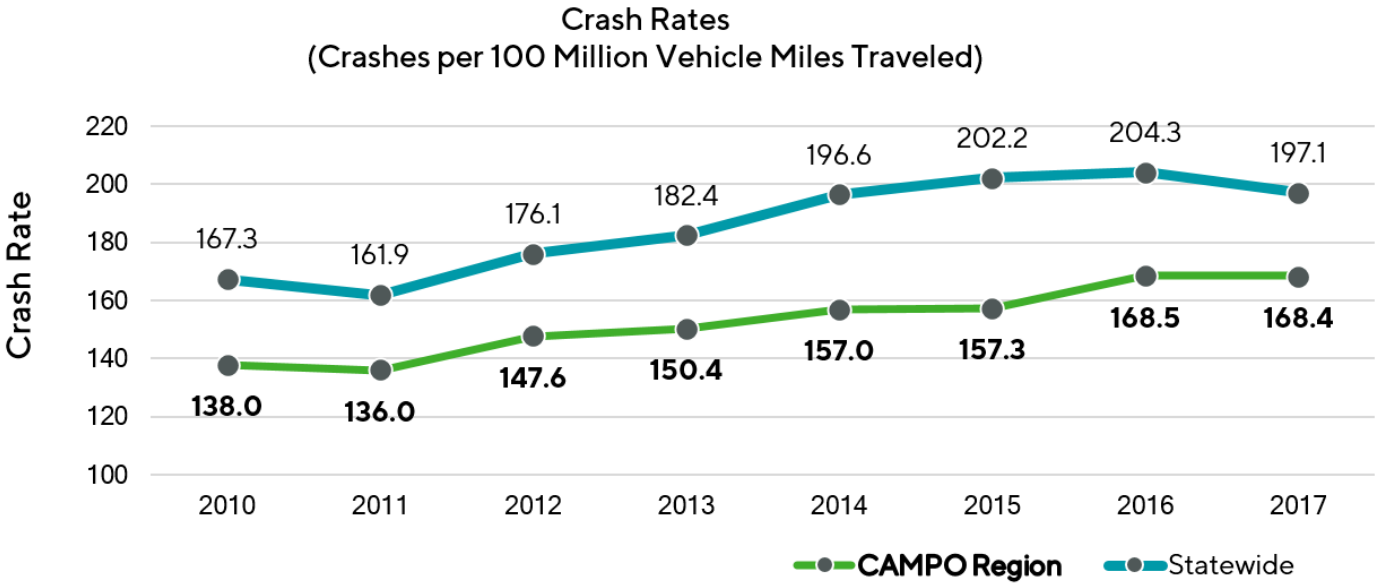


Figure 15: *Regional Crash Rates compared to Statewide Averages, 2018*

* 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 analyses 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 programs 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.

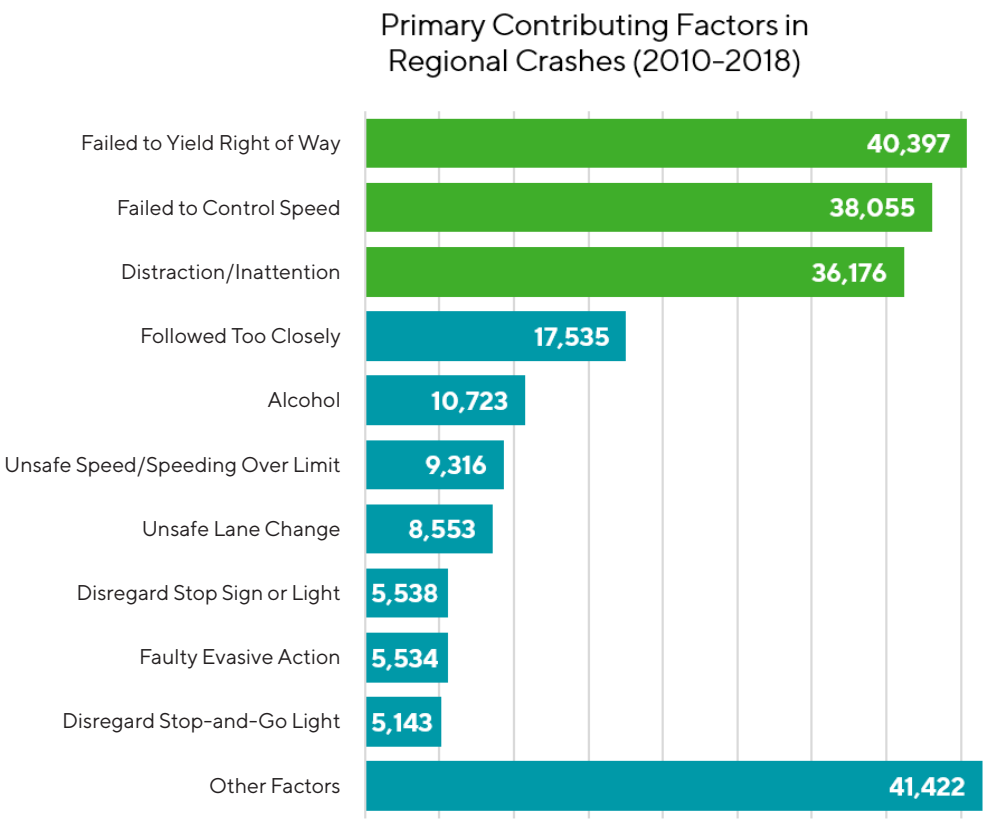


Figure 16: *Primary Contributing Factors in Regional Vehicular Crashes*

* 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 driving, the Capital Area should improve facilities that protect pedestrians and cyclists. 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 the National Association of Chronic Disease Directors' Walkability Action Institute for MPOs. The Action Plan was the first step in which CAMPO formally institutionalized 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 a 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 an 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.

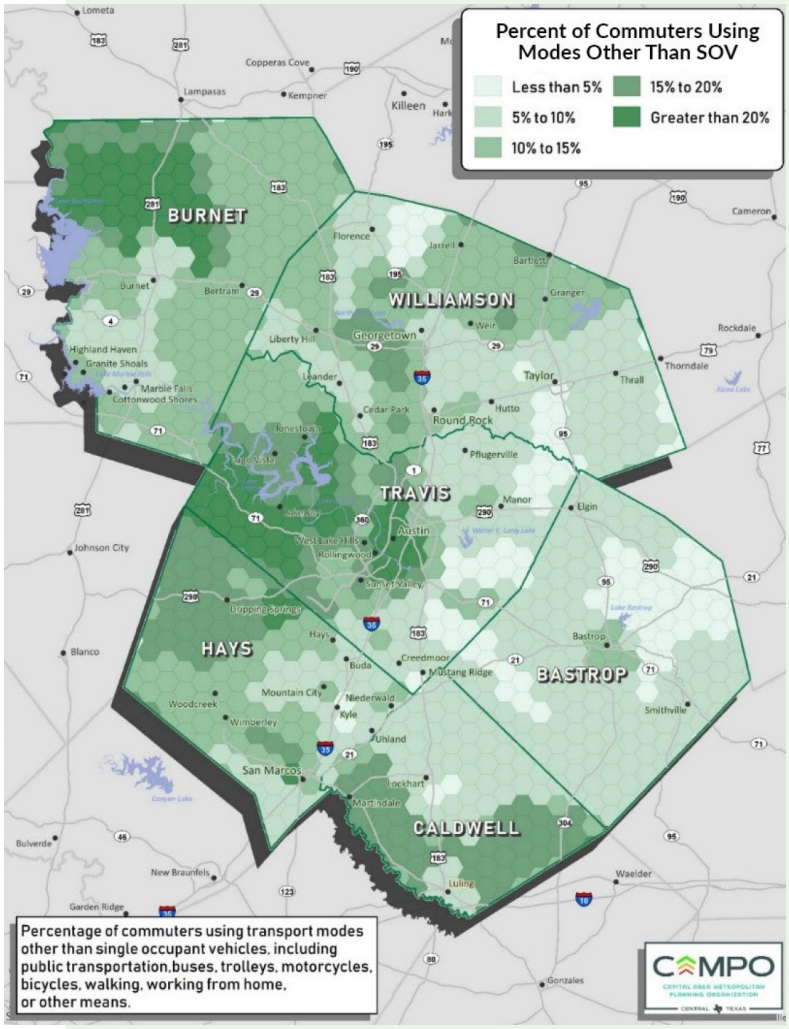


Figure 17: *Commuters Using Modes Other Than Single-Occupant Vehicles (SOV)*

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.

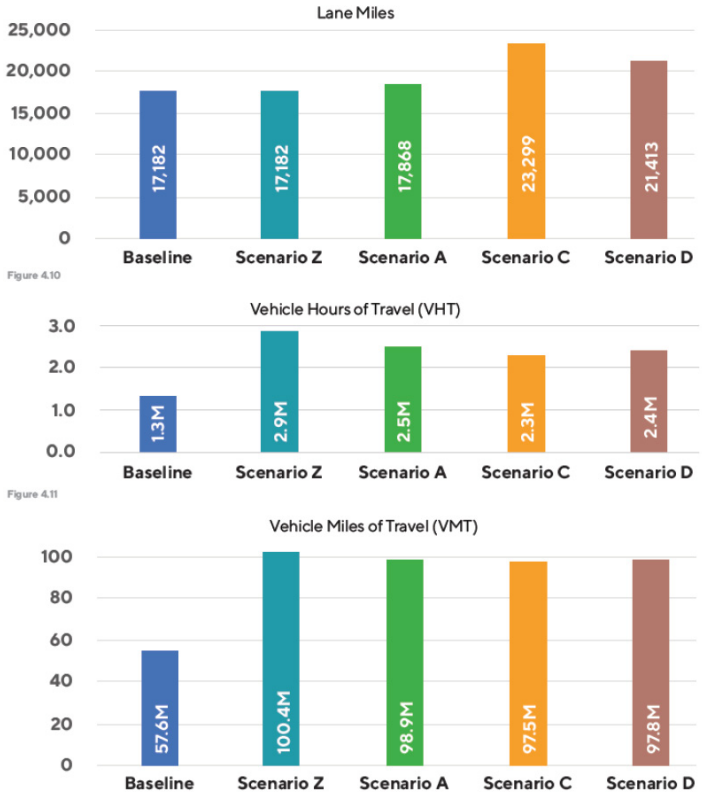


Figure 18: *Key Findings and Scenario Outcomes of the RACI**

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.

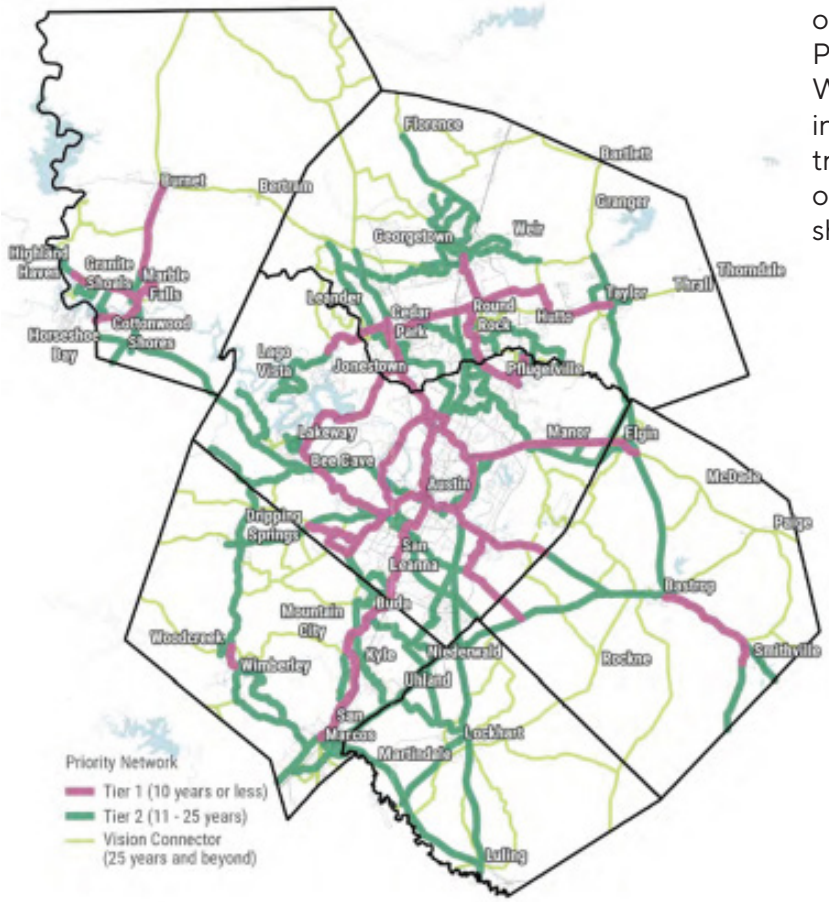
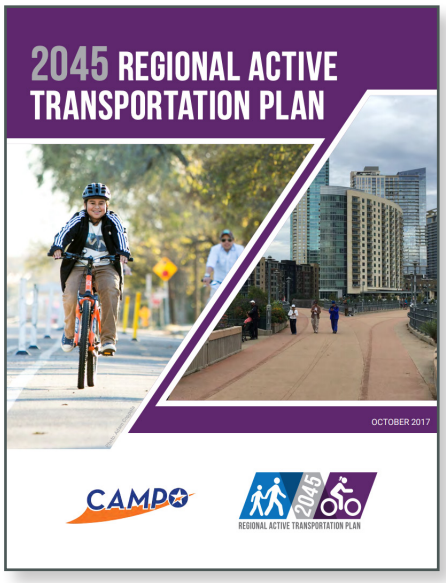


Figure 19: *Active Transportation Plan Vision Network*

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

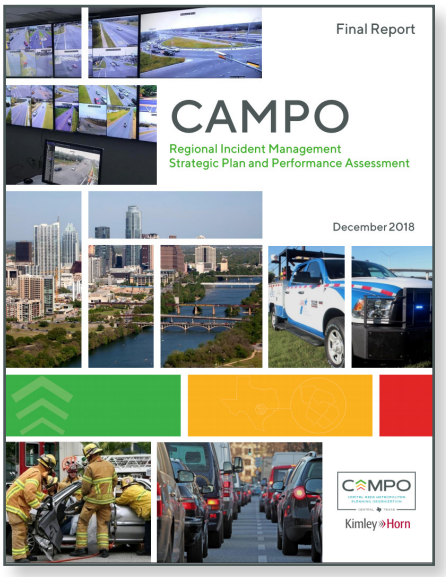
To accelerate the implementation of recommendations that are expected to yield a high benefit-cost ratio and serve as foundation programs for other TIM activities, the TxDOT Austin District Office and CAMPO are working with local governments and transportation organizations to implement these policies:

- 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



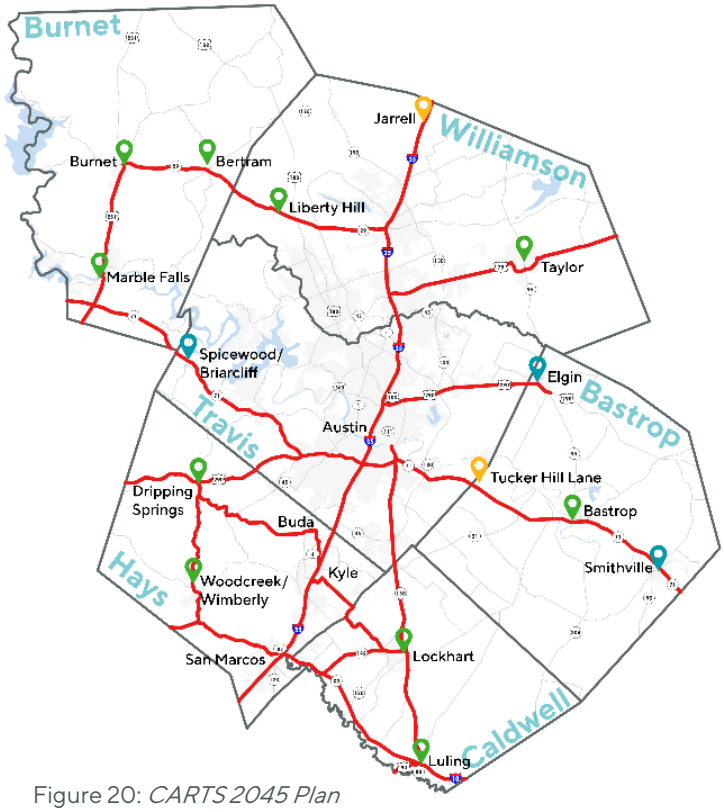


Figure 20: *CARTS 2045 Plan*

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 meet a community's needs while staying sensitive to context and character.

- **Planned Express Routes**
- **Park & Ride and/or Station Improvements**
- **Microtransit Service**
- **Park & Ride and/or Station Improvements with Microtransit Service**

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 has 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, which prioritizes multimodal transportation, mixed land use, housing choices, environment, economic development, and equity.

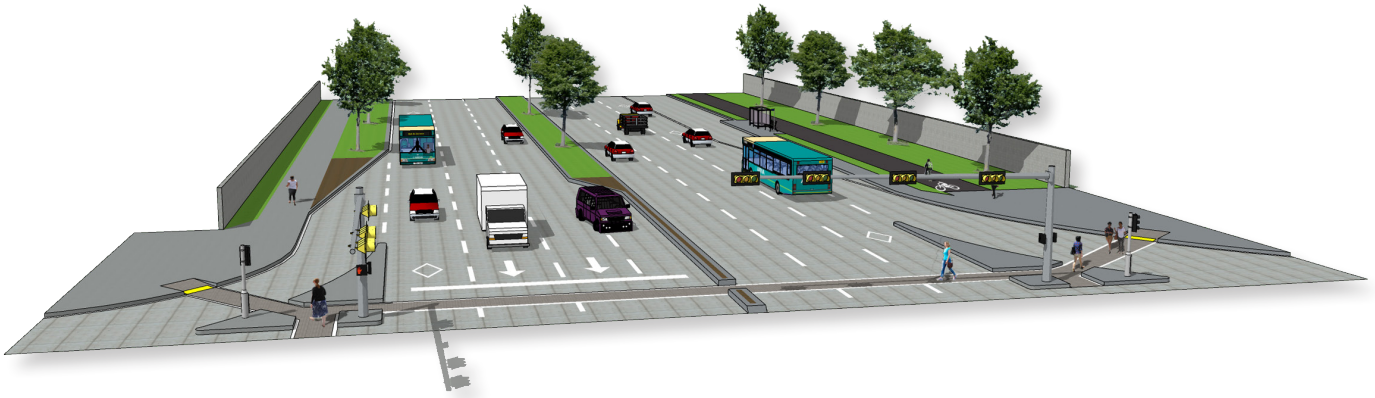
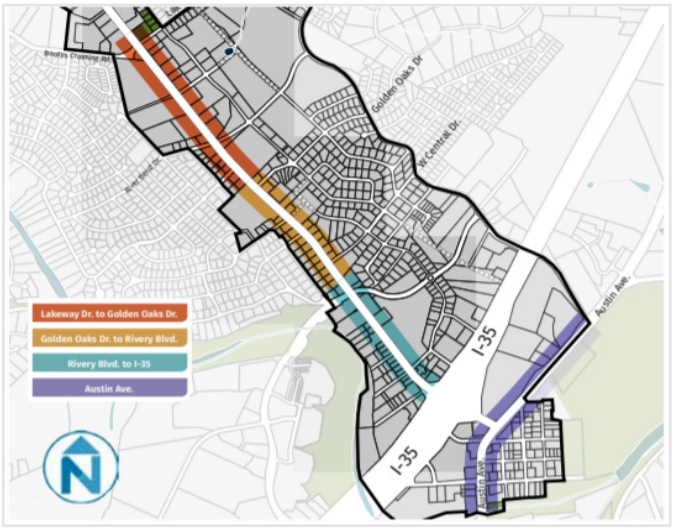


Figure 21: *Illustrative Example of HOV Lane from MoKan-Northeast Subregional Plan*

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



ISSUE

CAUSES

POTENTIAL FIX

WILLIAMS DRIVE - PRIMARY CHALLENGES

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

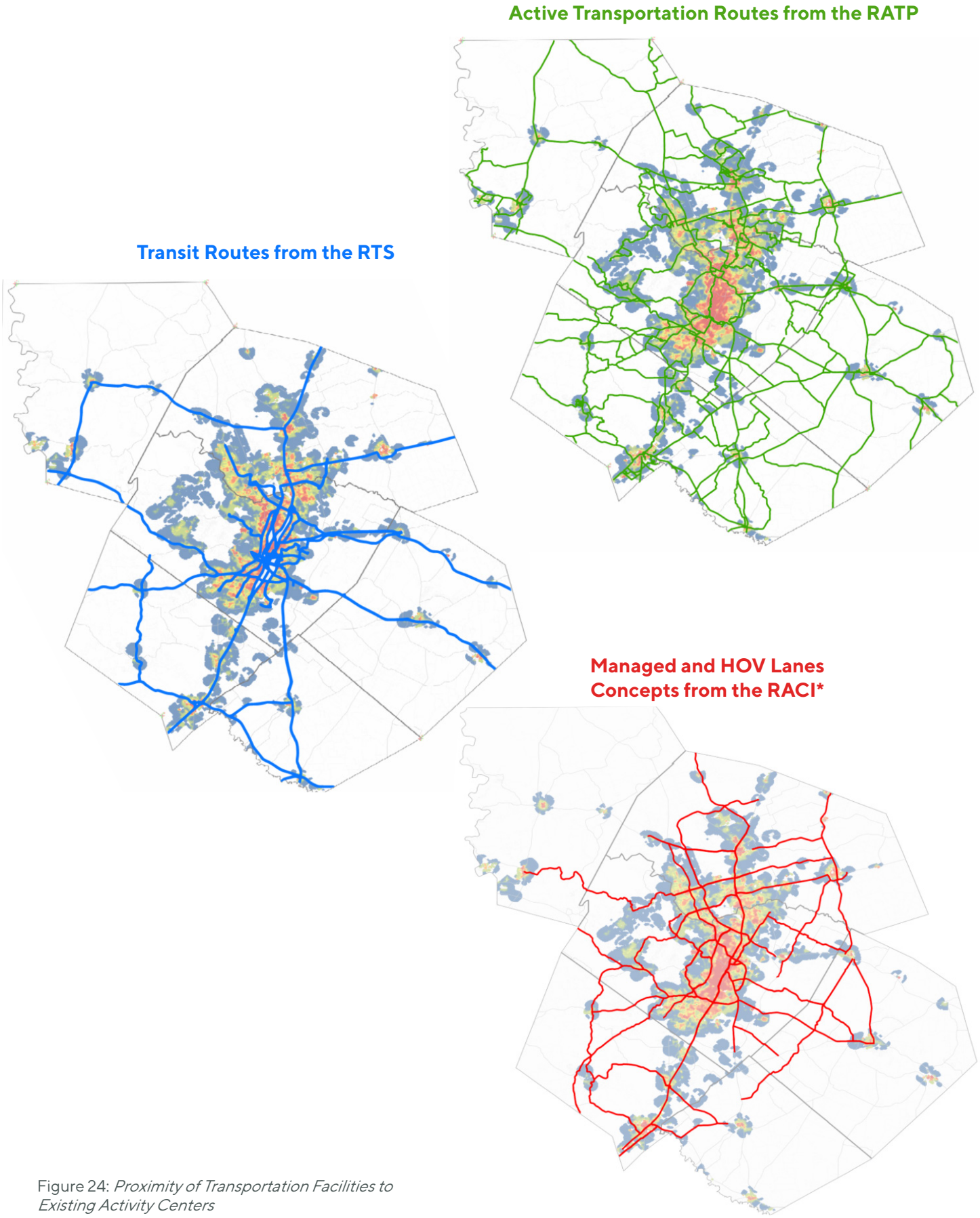
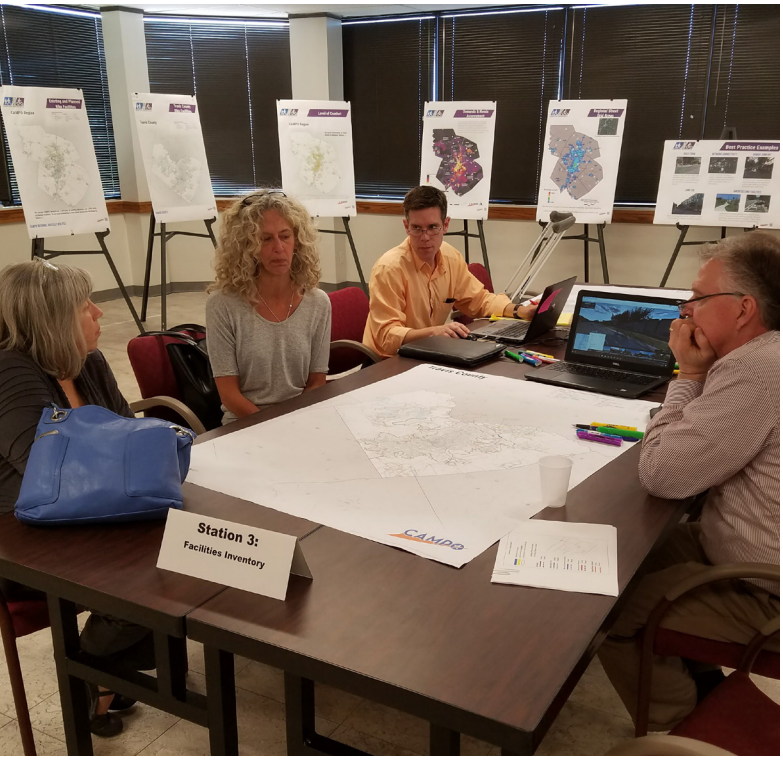


Figure 24: *Proximity of Transportation Facilities to Existing Activity Centers*

* 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 of 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 stakeholders to contribute ideas and needs for future improvements to individual modes of transportation.



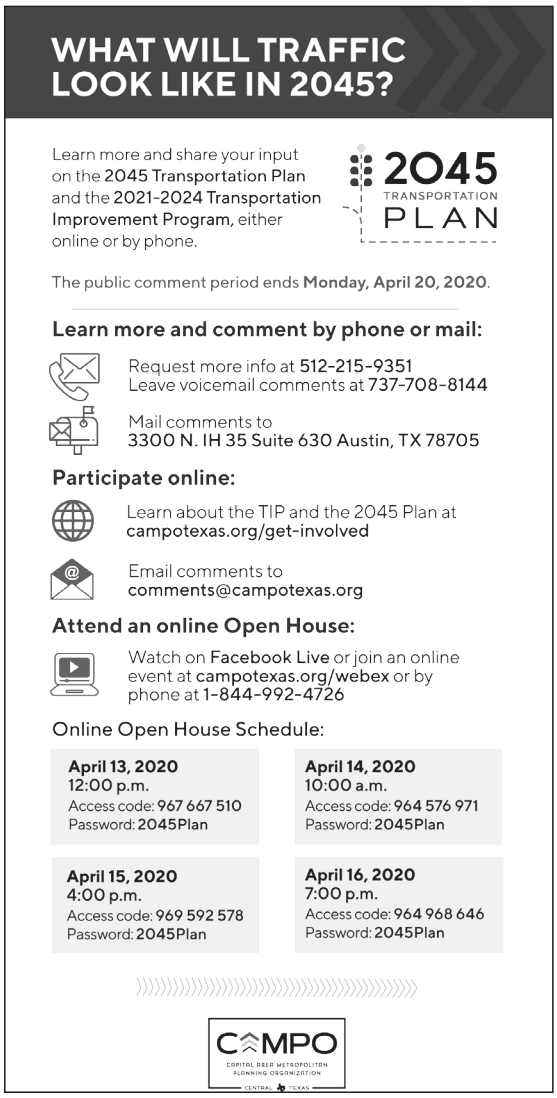
Many of the project sponsors, such as local governments and regional transportation agencies who submitted projects for this Plan, played an integral role throughout this planning process. Project sponsors participated in charettes and informed the studies on future employment and activity centers, travel 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
12:00 p.m.
Access code: 967 667 510
Password: 2045Plan

April 14, 2020
10:00 a.m.
Access code: 964 576 971
Password: 2045Plan

April 15, 2020
4:00 p.m.
Access code: 969 592 578
Password: 2045Plan

April 16, 2020
7:00 p.m.
Access code: 964 968 646
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.

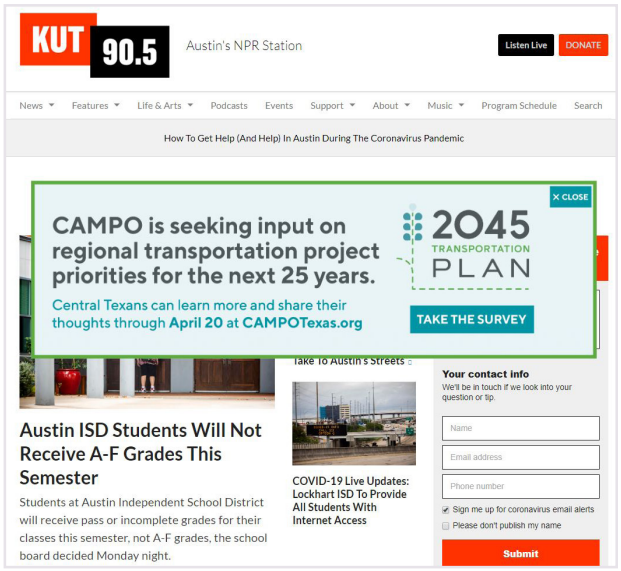
Sixteen in-person open houses and pop-up events were scheduled for the second round of outreach, in addition to an online open house. Two in-person events occurred before outreach moved to a remote format consisting of online, by phone, and by mail strategies. Multiple strategies were explored to get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

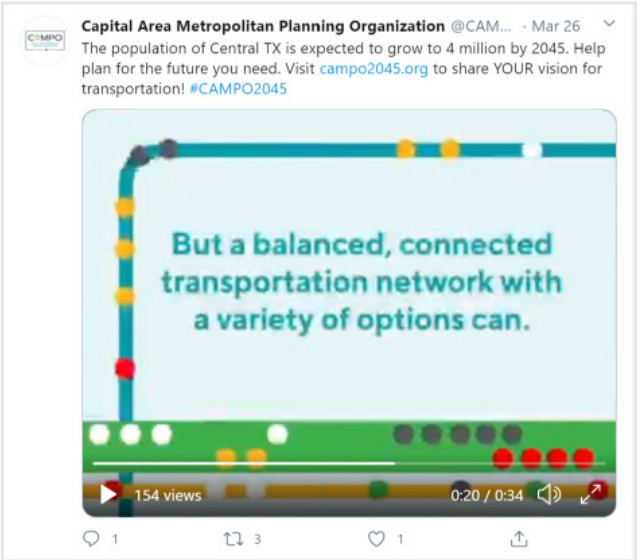
Other engagement strategies relied on phone, mail, and newspapers ads to get information out about how to get engaged and submit public comments. Telephone hotlines were established so the public could request information and surveys by mail and submit public comments by voicemail.

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.

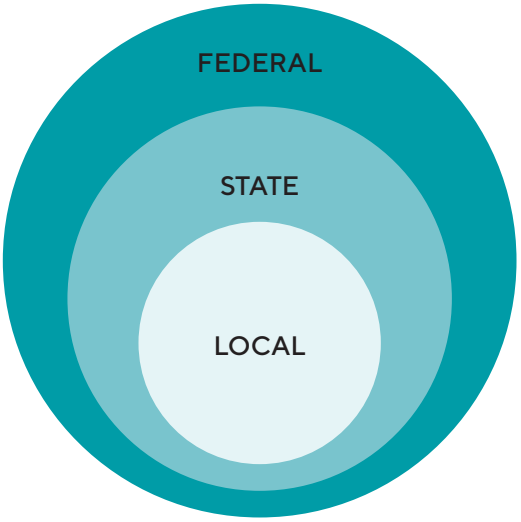
Fiscal Constraint

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 planning 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.

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

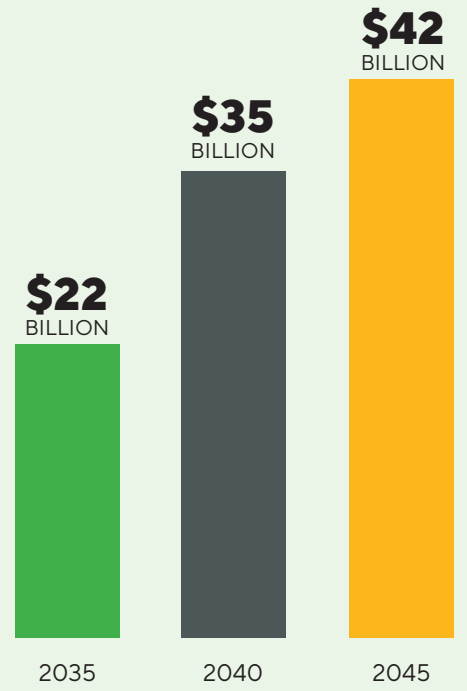
"A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs.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



RESOURCES AVAILABLE

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 of 2019 by a 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 the 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. Regionally significant projects include, at a minimum, all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

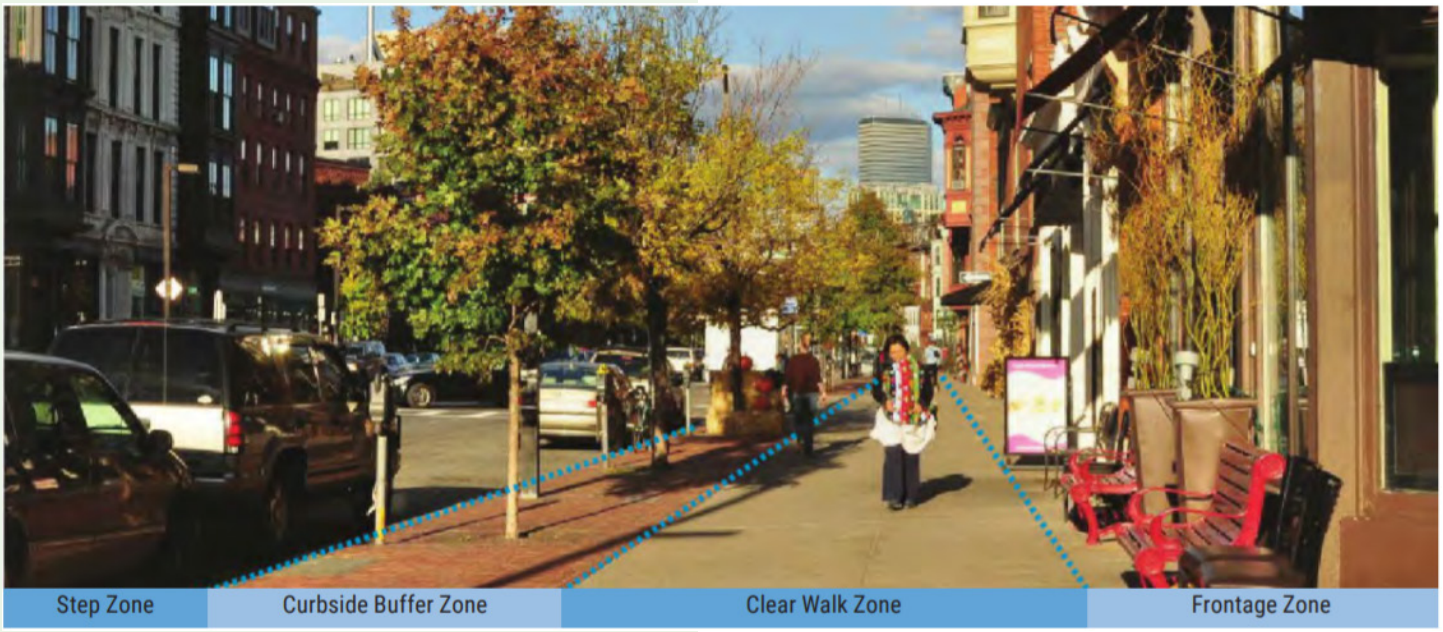


Figure 26: *Regional Active Transportation Plan Pattern Book Illustration*

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 been 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

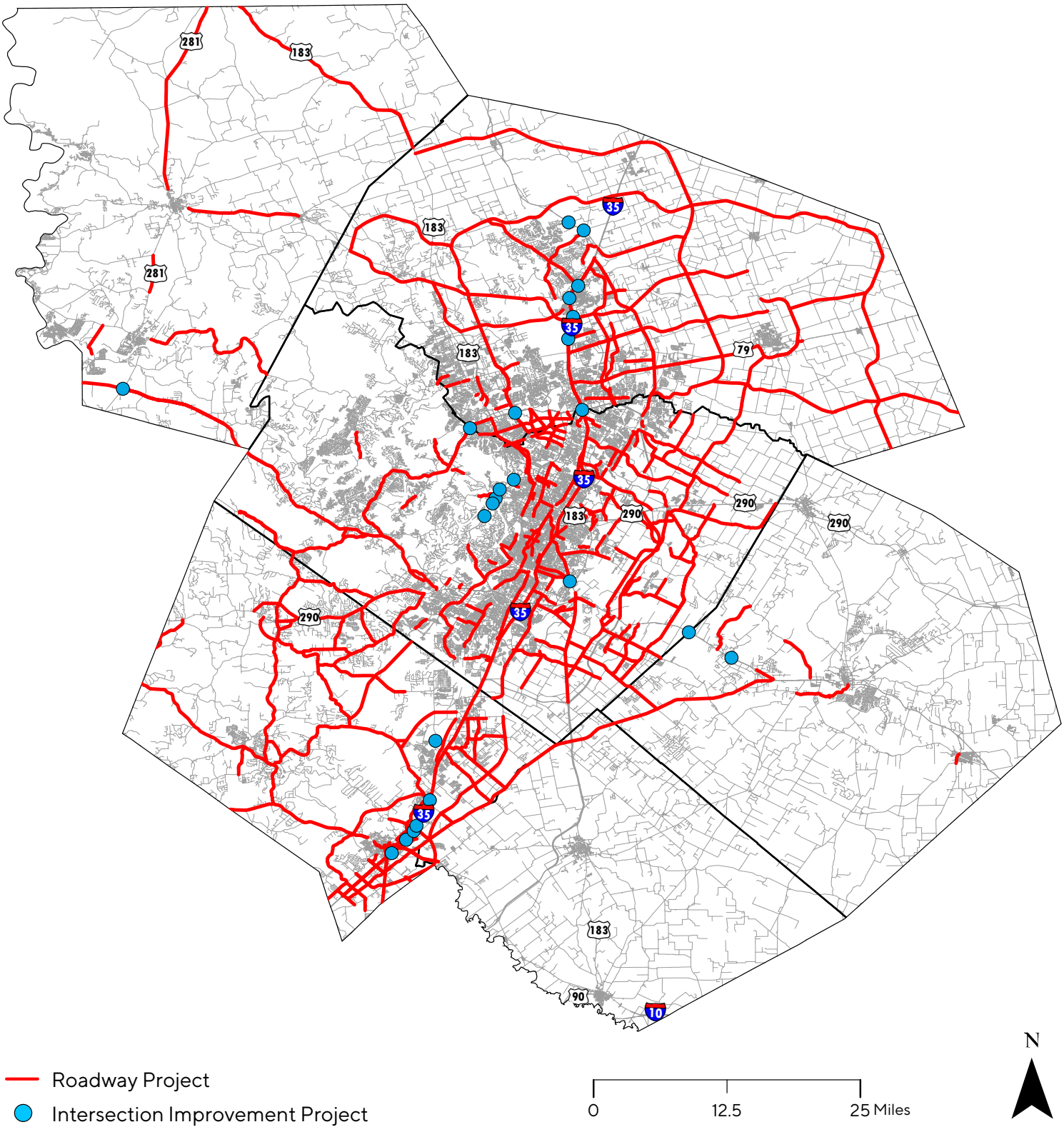


Figure 27: *2045 RTP Roadway Projects*

2045 RTP Transit Projects

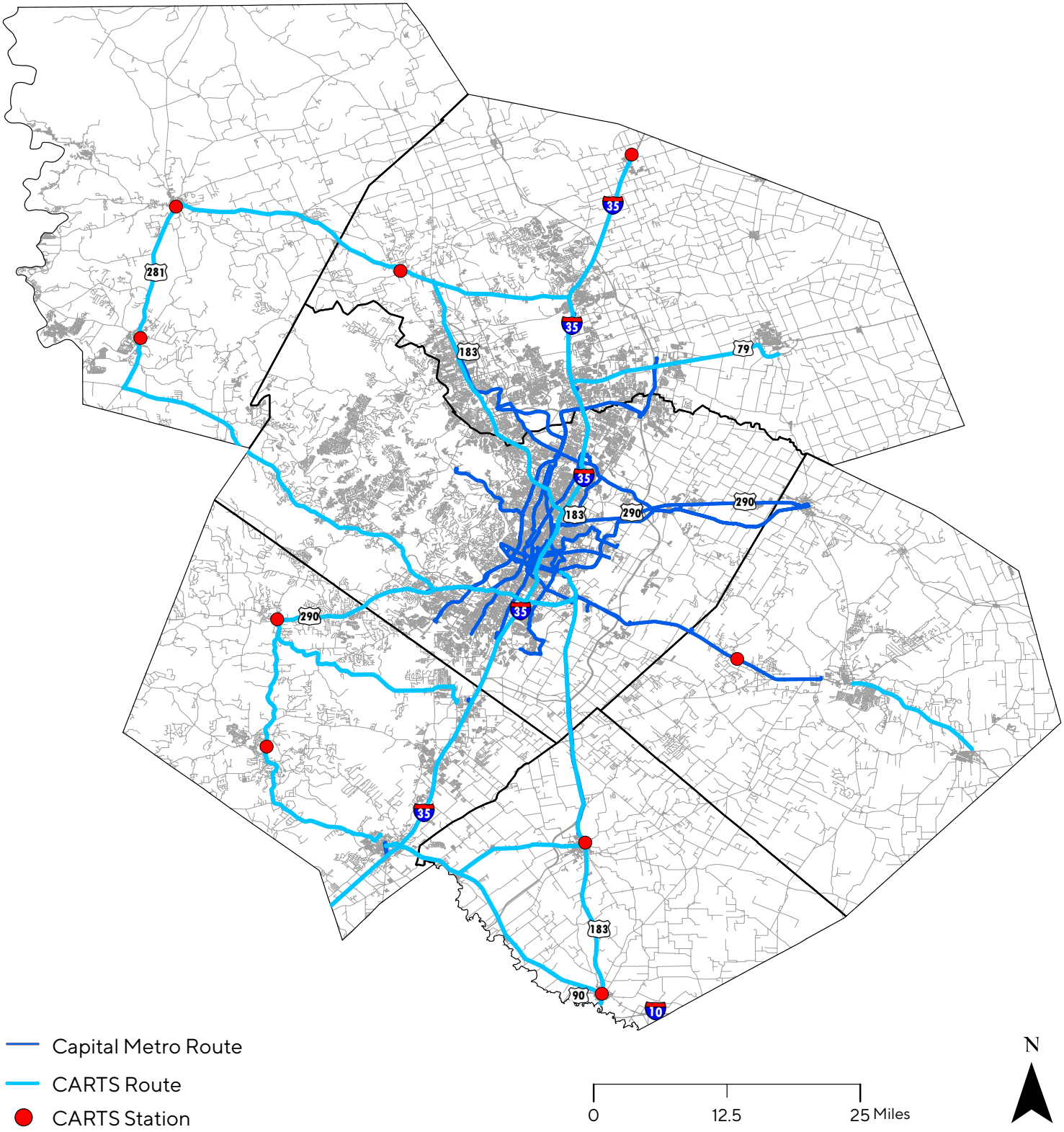


Figure 28: *2045 RTP Transit Projects*

2045 RTP Active Transportation Projects

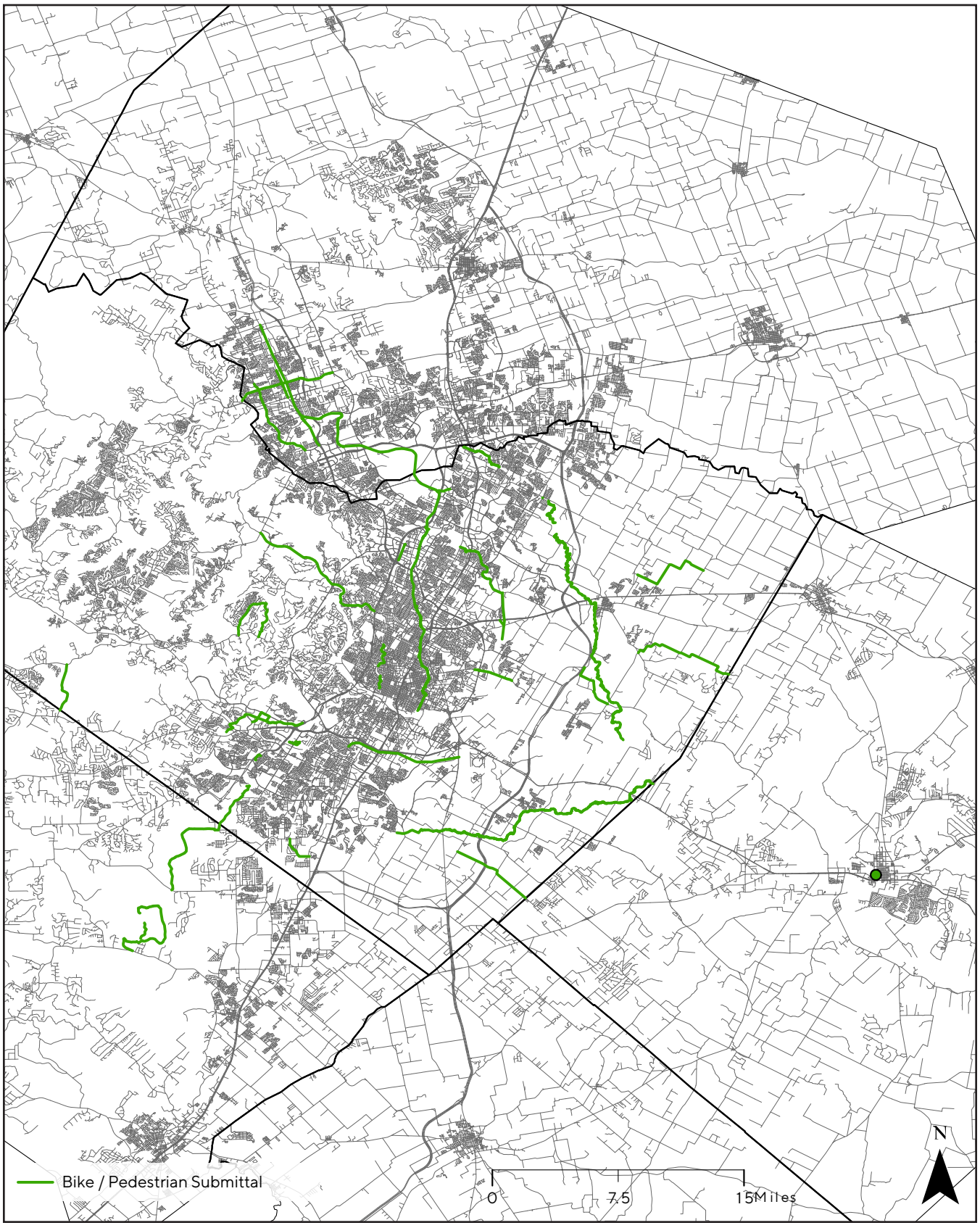


Figure 29: *2045 RTP Active Transportation Projects*

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.

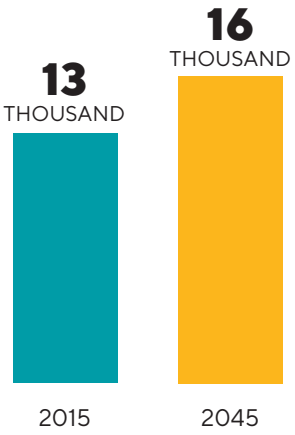
The "Build" scenario also represents reduced travel times per person, or 24% less delay, or an estimated savings of 1.3 million hours of personal time for other activities per day in the region compared to the "No-build" scenario.

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.

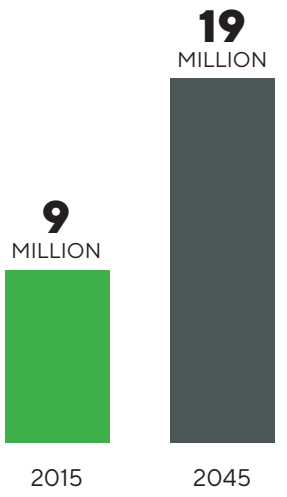
TRAVEL DEMAND MODEL: 2045 RTP

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*

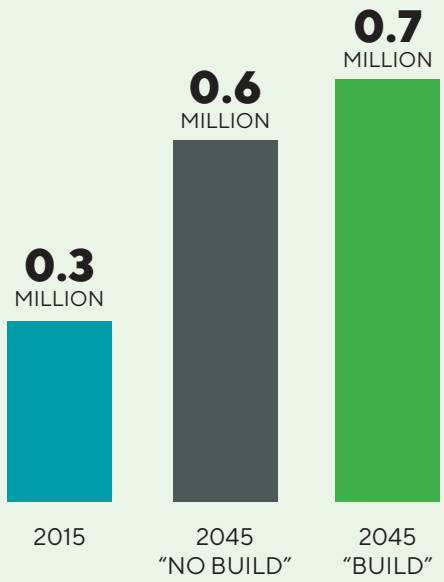


NETWORK LANE MILES



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 for all residents. Per federal regulations, CAMPO is required to look at disproportionate impacts on 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".

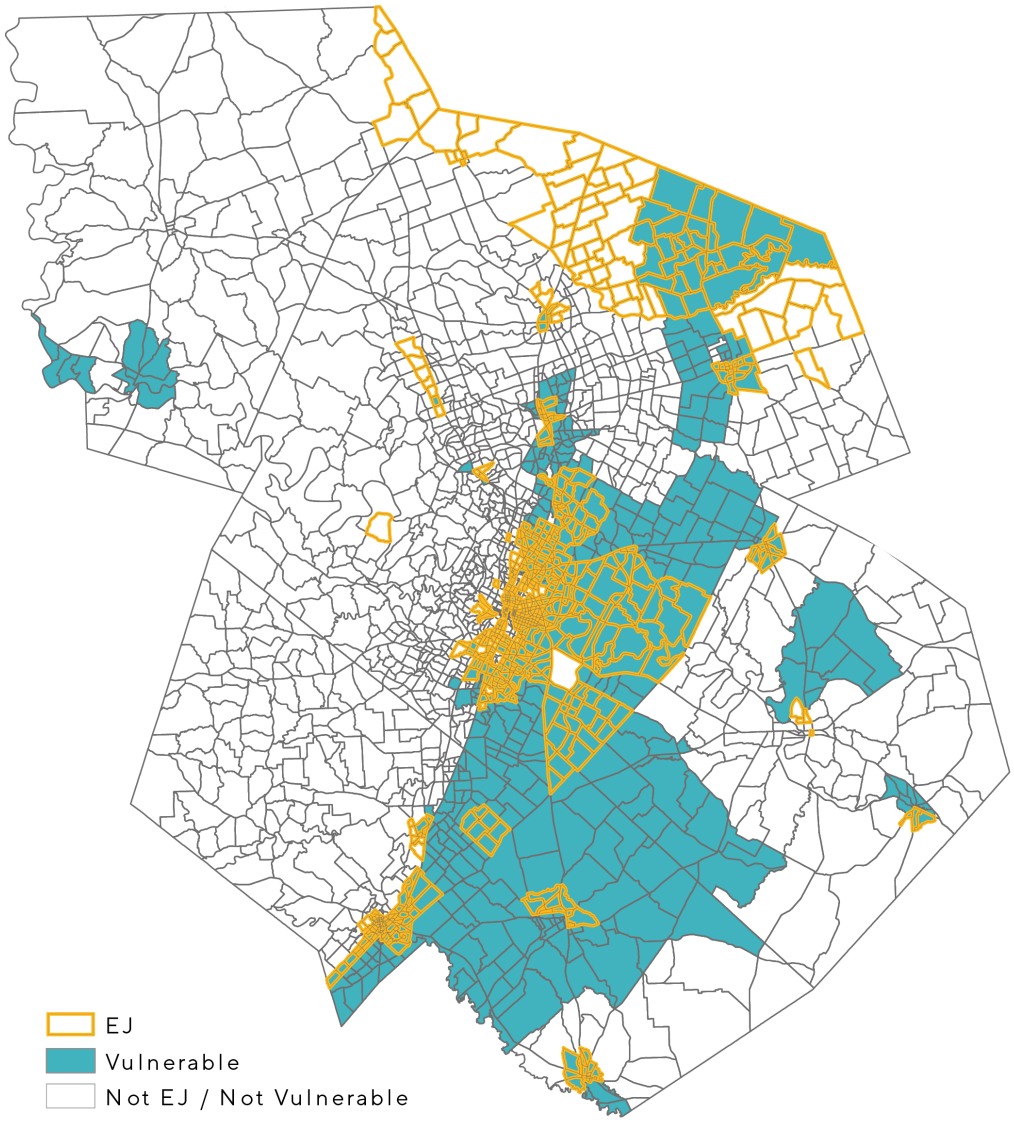


Figure 30: *Environmental Justice Areas and 2017 Vulnerable Populations*

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 an 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 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, 300 million more than all freight movement in 2016.

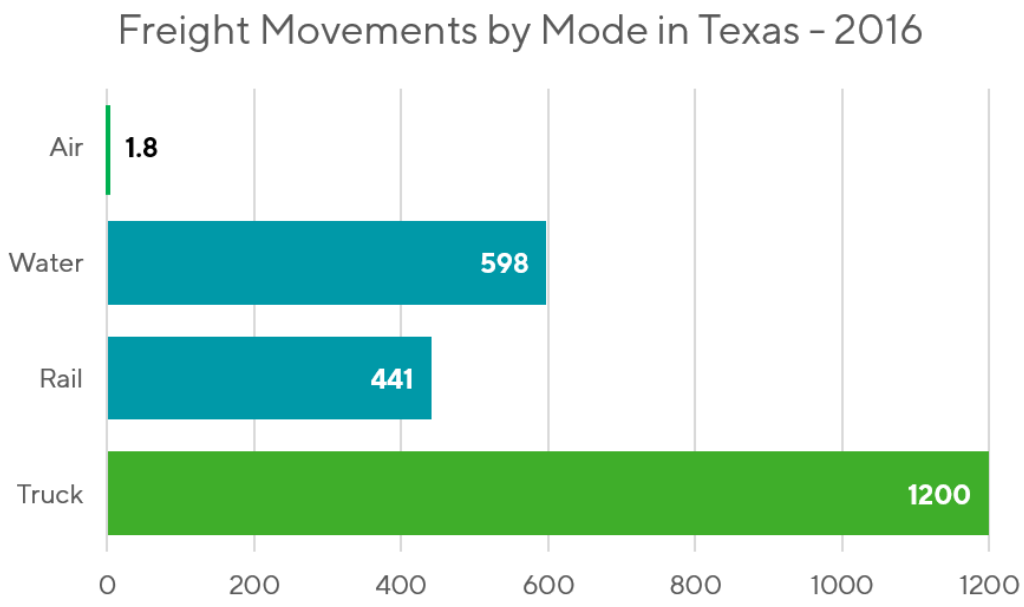

Figure 32: *Freight Movement by Mode, 2016*

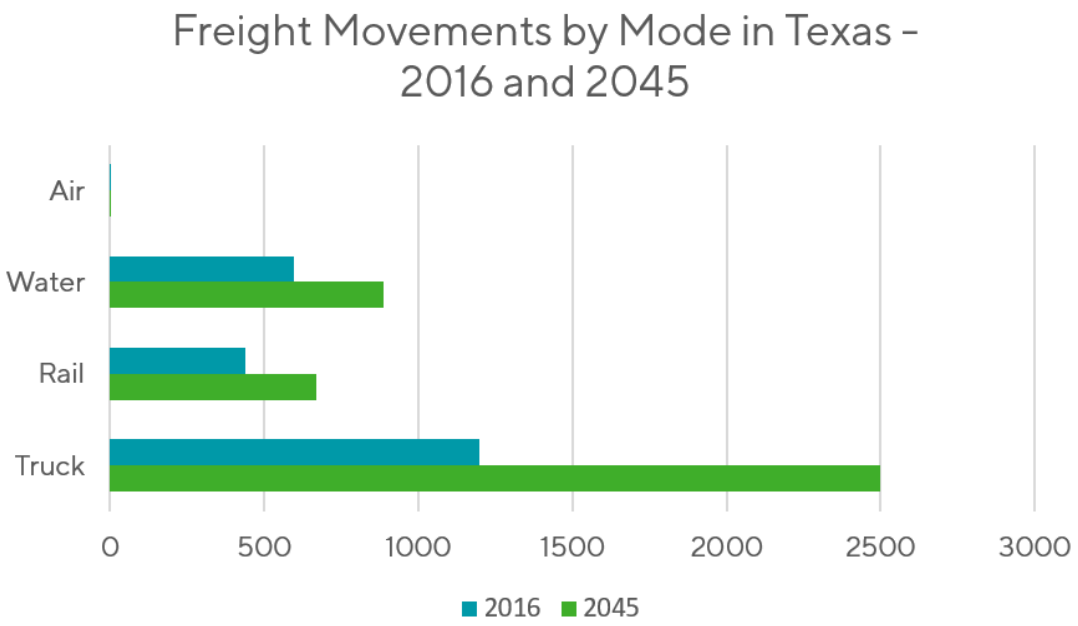

Figure 33: *Past and Projected Freight Movement by Mode*

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 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 the 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 with 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 in both directions of IH 35 to improve travel times and facilitate HOV and transit usage on the interstate.

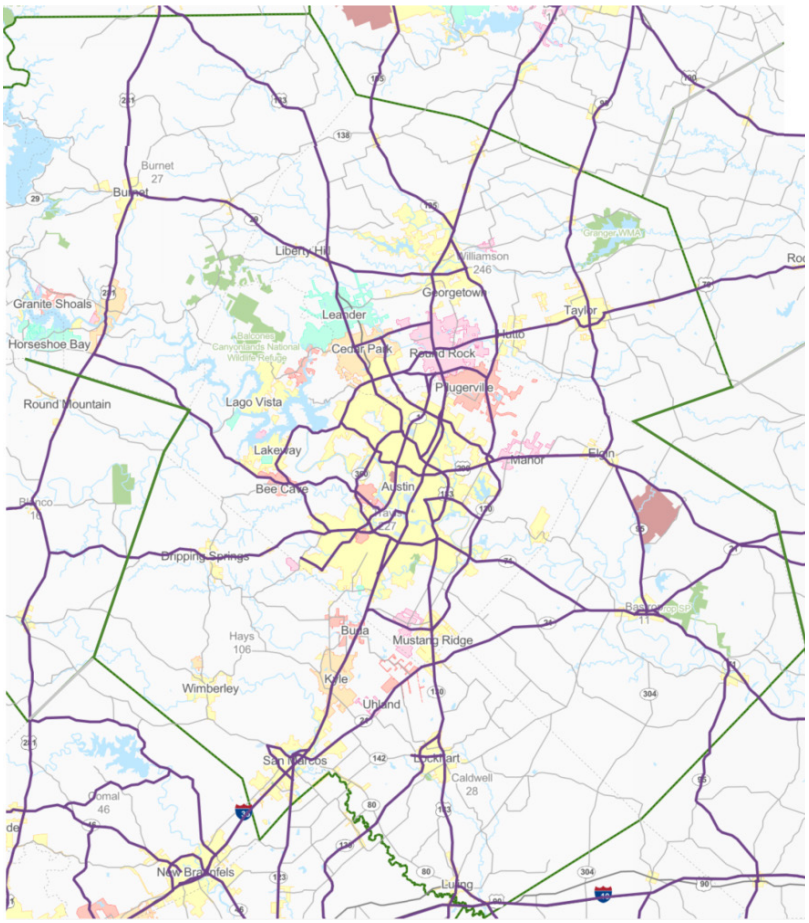

Figure 34: *TxDOT Designated Freight Network*

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. • Autonomous and automated vehicle technologies include important safety features that can benefit all road users. • AV technology may reduce the demand for parking infrastructure.	• Evidence suggests a rise in single-occupant vehicle trips with more AVs on the road. • AV technology predicted to encourage sprawl, allowing shifts to even more distant destinations. The megaregion's average travel distance has been increasing in recent years. • 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 is to reduce secondary crashes and to provide accurate and timely traveler information. • 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. • 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. • 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 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. The results from the current UT study suggests longer commutes from the suburbs and exurbs.[1]

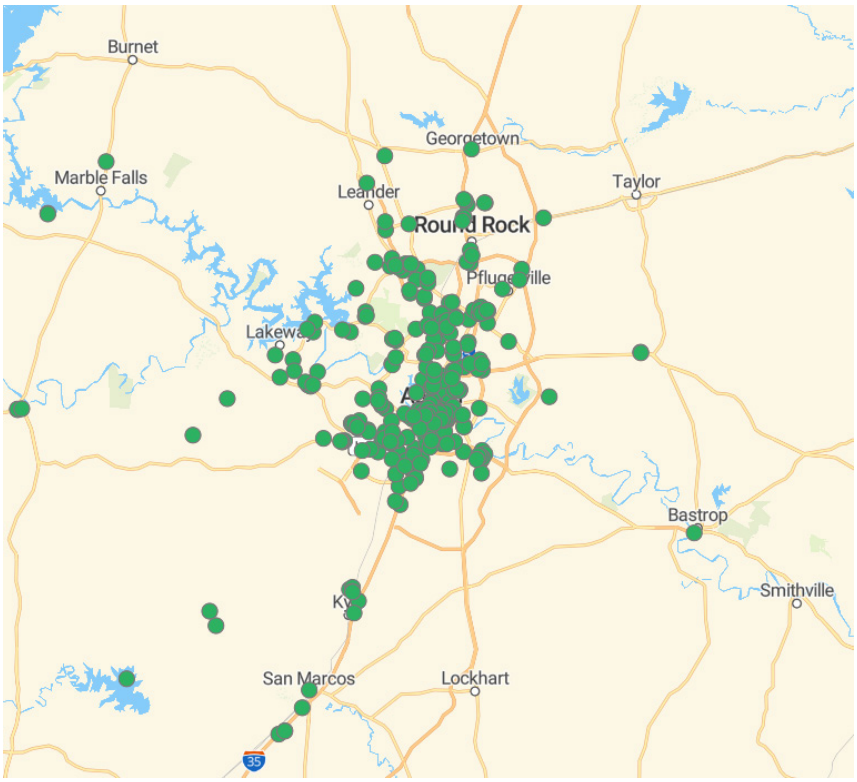

Figure 37: *Planned and Existing EV Charging Stations (Courtesy Dept. of Energy)*

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 vehicles pose 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 an 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 the 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.

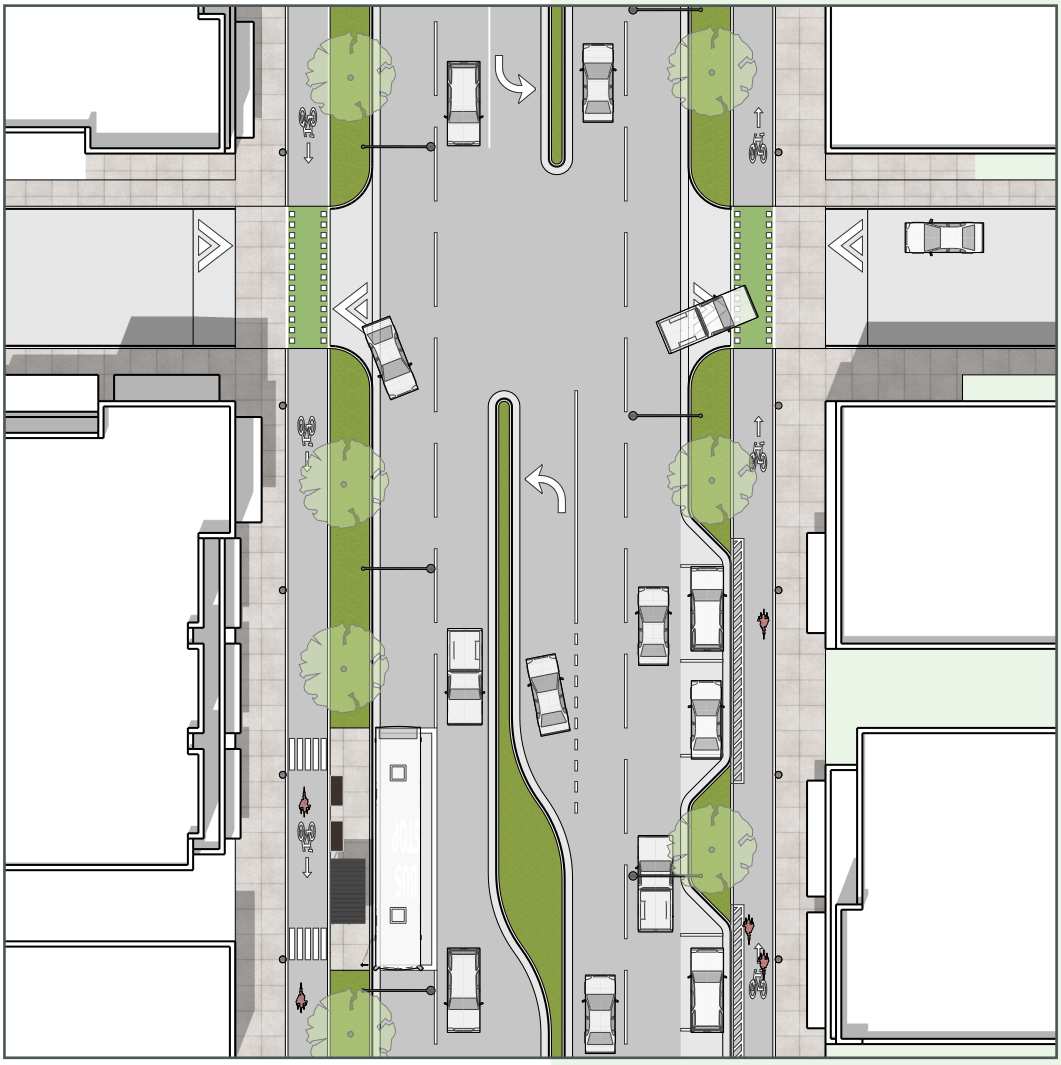

Figure 38: *Curbside Flexibility Illustration from Georgetown Williams Drive Study*

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 future 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 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 the rate of use continues to grow with passengers. The number of air passengers is projected to reach 13.2 million by 2037.

Distribution centers for the 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 allow 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 in Table 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
		Life cycle 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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
51-00189-00	TRAVIS	TXDOT	IH 35	RECONSTRUCT IH-35 FROM US 290E TO US 290W/SH 71, ADD 2 NB AND 2 SB NON-TOLLED MANAGED LANES FROM 51ST TO US290W/SH71, ADD 1 NB AND 1 SB NON-TOLLED MANAGED LANES FROM US 290E TO 51ST ST., ADD 1 NB AND SB FR LANE BETWEEN 32ND ST. AND 15TH ST., ADD 1 SB FR LANE BETWEEN 8TH ST. AND 5TH ST., CONSTRUCT BYPASS LANES, RAIL/PED BRIDGES AND STRUCTURAL RETROFIT, DRAINAGE, SUP, AND RECONSTRUCT INTERSECTIONS, RAMPS, GENERAL PURPOSE LANES AND FRONTAGE ROADS. (*THIS LISTING REPRESENTS THE OVERALL CAPITAL EXPRESS - CENTRAL PROJECT AND INCLUDES THE INDIVIDUALLY LISTED BREAKOUT PROJECTS 51-00189-01 THROUGH 10. THE TOTAL PROJECT COST INCLUDED HERE IS FOR INFORMATION ONLY AND IS NOT COUNTED TOWARDS FISCAL CONSTRAINT.	US 290E	US 290W / SH 71		2026	$5,625,665,143*
51-00189-01	TRAVIS	TXDOT	IH 35	RECONSTRUCT IH-35 TO ADD 2 NORTHBOUND (NB) AND 2 SOUTBBOUND (SB) NON-TOLLED MANAGED LANES, ADD 1 NB AND 1 SB FRONTAGE ROAD LANE BETWEEN 32ND ST. AND MLK BVD., CONSTRUCT BYPASS LANES, STRUCTURES, DRAINAGE, SHARED USE PATHS, AND RECONSTRUCT INTERSECTIONS, RAMPS, GENERAL PURPOSE LANES AND FRONTAGE ROADS.	51ST ST.	MARTIN LUTHER KING JR. BLVD.		2026	$1,769,935,000
51-00189-02	TRAVIS	TXDOT	IH 35	RECONSTRUCT IH-35 TO ADD 2 NORTHBOUND AND 2 SOUTBOUND NON-TOLLED MANAGED LANES, CONSTRUCT BYPASS LANES, STRUCTURES, DRAINAGE, SHARED USE PATHS, AND RECONSTRUCT INTERSECTIONS, RAMPS AND GENERAL-PURPOSE LANES AND FRONTAGE ROADS.	HOLLY STREET	US 290W/SH71		2024	$520,539,136
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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/CITY OF CEDAR PARK	US 183	CONSTRUCT 2-LANE GRADE SEPARATED NORTHBOUND AND SOUTHBOUND FRONTAGE ROADS	RM 1431	AVERY RANCH BLVD		2024	$118,498,407
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

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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
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

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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
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

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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
51-00231-00	TRAVIS	TXDOT	SL 360	GRADE SEPARATE INTERSECTION			COURTYARD DRIVE	2026	$61,131,292
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
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

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51-00202-00	TRAVIS	TXDOT/ TRAVIS COUNTY/ WILLIAMSON COUNTY	RM 620	RECONSTRUCT INTERSECTION TO ADD OVERPASS AT ANDERSON MILL ROAD	LITTLE ELM TRAIL	TRAVIS COUNTY LINE		2028	$28,229,264
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
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

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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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
51-00233-01	TRAVIS	TXDOT	RM 2222	CONSTRUCT DIVERGING DIAMOND INTERSECTION.			SL 360	2026	$7,202,101
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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 UNDIVIDED TO 4-LANE DIVIDED	US 183	SH 21		2030	$130,853,595
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
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
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

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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
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

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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
71-00007-00	TRAVIS, WILLIAMSON	CITY OF AUSTIN	TECHNOLOGY BOULEVARD	RETROFIT 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS	MCNEIL DRIVE	US 183		2027	$915,889
51-00122-00	TRAVIS	TRAVIS COUNTY	FOUR DAUGHTERS RD	UPGRADE EXISTING 2-LANE AND CONSTRUCT NEW ROADWAY TO A 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS	SH 71 E	PEARCE		2029	$98,610,000
71-00008-00	TRAVIS, WILLIAMSON, HAYS	CITY OF AUSTIN	VARIOUS	RETROFIT 4-LANE DIVIDED ROADWAYS WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS	VARIOUS	VARIOUS	VARIOUS	2025	$34,820,606
61-00109-00	WILLIAMSON	WILLIAMSON COUNTY	HERO WAY	RECONSTRUCT 2-LANE UNDIVIDED ROADWAY TO 2 TRAVEL LANES WITH CONTINUOUS LEFT-TURN LANE, AND EXTEND EXISTING HERO WAY TO RM 2243.	183A	RM 2243		2026	$15,361,945
51-00189-04	TRAVIS	TXDOT	IH 35	CONSTRUCT CAPITAL EXPRESS CENTRAL EAST DRAINAGE TUNNEL ALONG IH-35	MARTIN LUTHER KING JR. BLVD.	HOLLY STREET		2024	$174,610,562
51-00189-05	TRAVIS	TXDOT	IH 35	CONSTRUCT CAPMETRO RAILROAD AND PEDESTRIAN BRIDGES AND STRUCTURAL RETROFIT.	AIRPORT BLVD.	MARTIN LUTHER KING JR. BLVD.		2025	$179,072,733
51-00189-03	TRAVIS	TXDOT	CESAR CHAVEZ	CONSTRUCT CAPITAL EXPRESS CENTRAL DRAINAGE TUNNEL ALONG CESAR CHAVEZ	IH 35	COLORADO RIVER		2024	$545,442,437
51-00483-00	TRAVIS	TXDOT	SH 71	INSTALLATION OF ADVANCED TRAFFIC MANAGEMENT SYSTEM	RM 620	SILVERMINE DR.		2023	$8,893,098

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
71-00010-00	TRAVIS	CAMPO	VA	IMPLEMENTATION OF THE REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM.	N/A	N/A		2024	$4,000,000
51-00484-00	TRAVIS	CAMPO	VA	DEVELOPMENT OF THE MOBILE EMISSION REDUCTION PLAN	N/A	N/A		2023	$1,000,000
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
51-00189-06	TRAVIS	TXDOT	IH 35	CONSTRUCT CAPITAL EXPRESS CENTRAL WEST DRAINAGE TUNNEL ALONG IH-35	AIRPORT BLVD.	9TH STREET		2024	$215,657,752
51-00189-07	TRAVIS	TXDOT	IH 35	CONSTRUCT ROADWAY AND PEDESTRIAN BRIDGES AND RECONSTRUCT INTERSECTION			MARTIN LUTHER KING JR. BLVD.	2024	$35,384,052
51-00189-08	TRAVIS	TXDOT	IH 35	CONSTRUCT CAPMETRO RAILROAD AND PEDESTRIAN BRIDGES.			4TH STREET	2025	$93,117,821
51-00189-09	TRAVIS	TXDOT	IH 35	RECONSTRUCT I-35, ADD 1 NORTHBOUND AND 1 SOUTHBOUND NON-TOLLED MANAGED LANES, CONSTRUCT BYPASS LANES, STRUCTURES, DRAINAGE, SHARED USE PATHS, AND RECONSTRUCT INTERSECTIONS, RAMPS, GENERAL PURPOSE LANES AND FRONTAGE ROADS.	US 290E	51ST ST.		2026	$263,452,679

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
51-00189-10	TRAVIS	TXDOT	IH 35	RECONSTRUCT I-35, ADD 2 NORTHBOUND AND 2 SOUTHBOUND NON-TOLL MANAGED LANES, ADD 1 NORTHBOUND FRONTAGE ROAD AND 1 SOUTHBOUND FRONTAGE ROAD BETWEEN MLK BLVD AND 15TH ST, ADD 1 SOUTHBOUND FRONTAGE ROAD BETWEEN 8TH ST. AND 5TH ST., CONSTRUCT BYPASS LANE, STRUCTURES, DRAINAGE, SHARED USE PATHS, AND RECONSTRUCT INTERSECTION, RAMPS, GENERAL PURPOSE LANES AND FRONTAGE ROADS.	MARTIN LUTHER KING JR. BLVD.	HOLLY STREET		2026	$1,828,452,973
51-00189-11	TRAVIS	TXDOT/CITY OF AUSTIN	IH-35	CONSTRUCT BIKE AND PEDESTRIAN BRIDGE (STITCH).			AT WOODLAND AVENUE	2024	$14,276,125
51-00202-01	WILLIAMSON	TXDOT	RM 620	RECONSTRUCT INTERSECTION TO ADD OVERPASS AT ANDERSON MILL ROAD	WILLIAMSON COUNTY LINE	SOUTH OF FOUNDATION LINE		2028	$18,866,176

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

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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

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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

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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
73-00092-00	TRAVIS	CAPITAL METRO	VA	CHARGING INFRASTRUCTURE FOR THE TRANSITION TO A ZERO-EMISSIONS PUBLIC TRANSPORTATION FLEET	VA	VA		2023	$5,212,400
73-00091-00	TRAVIS	CAPITAL METRO	VA	CAPITAL METRO NORTH AUSTIN ADA PARATRANSIT BASE-WHEELCHAIR ACCESSIBLE VEHICLES PURCHASE	VA	VA		2023	$4,125,000

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY / FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
73-00093-00	TRAVIS	CAPITAL METRO	VARIOUS	DESIGN, ENGINEERING, AND CONSTRUCTION OF DOUBLE TRACKS ALONG THE EXISTING RED LINE, SECOND STATION PLATFORM AT PLAZA SALTILLO, SIGNALIZATION, POSITIVE TRAIN CONTROL MODIFICATIONS, SAFER RAILROAD CROSSINGS AT FIVE LOCATIONS, CONSTRUCTION OF NEW ACTIVE TRANSPORTATION INFRASTRUCTURE BETWEEN CHICON AND PEDERNALES, AND THE RECONFIGURATION OF 5TH STREET.	ONION STREET	EAST TIMBES		2024	$32,184,000
73-00094-00	HAYS	CITY OF SAN MARCOS	VARIOUS	REVENUE ROLLING STOCK FOR TEXAS STATE UNIVERSITY	VARIOUS	VARIOUS		2024	$12,343,784
73-00087-00	HAYS	CITY OF SAN MARCOS	VARIOUS	CITY OF SAN MARCOS PUBLIC TRANSIT OPERATIONS	VARIOUS	VARIOUS		2023	$4,567,010

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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
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

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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
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 ENGINEERING 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