



**TRANSPORTATION POLICY BOARD MEETING**

The Junior League of Austin Community Impact Center  
5330 Bluffstone Lane  
Austin, TX 78759  
Monday, May 13, 2024  
2:00 p.m.

**Livestream at [www.campotexas.org](http://www.campotexas.org)**

*All individuals attending the CAMPO Transportation Policy Board Meeting are required by the meeting facility to follow the Center for Disease Control (CDC), state, and local guidance.*

**AGENDA**

- 1. Certification of Quorum – Quorum requirement is 12 members.  
..... Commissioner Cynthia Long, Chair

2. Public Comments  
The public is invited to comment on transportation-related topics in the CAMPO geographic area. The number of speakers and speaker time limits are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to [TPBcomments@campotexas.org](mailto:TPBcomments@campotexas.org) by 5:00 p.m., Thursday, May 9, 2024.

This is an opportunity for the public to address the Transportation Policy Board concerning an issue of community interest that is not on the agenda. Comments on a specific agenda item must be made when the agenda item comes before the Board. The Chair may place a time limit on all comments. Any deliberation of an issue raised during Public Comments is limited to a statement of fact regarding the item, a statement concerning the policy regarding the item or a proposal to place the item on a future agenda.

**EXECUTIVE SESSION:**

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

- 3. Executive Session..... Commissioner Cynthia Long, Chair  
*The Transportation Policy Board will recess to an Executive Session, if needed.*

- 4. [Report from the Technical Advisory Committee \(TAC\) Chair](#)..... Mr. Chad McKeown, CAMPO  
*Mr. McKeown will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.*

**The public is invited to comment on agenda items 5-11. Speaker time limits and the number of speakers for each topic are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to [TPBcomments@campotexas.org](mailto:TPBcomments@campotexas.org) by 5:00 p.m., Thursday, May 9, 2024.**

5. [Discussion and Take Appropriate Action on April 15, 2024 Meeting Minutes](#)  
..... Commissioner Cynthia Long, Chair  
*Chair Long will request Transportation Policy Board approval of the April 15, 2024 meeting minutes.*
6. [Discussion and Take Appropriate Action on FY 2024 & 2025 Unified Planning Work Program \(UPWP\) Amendment #3](#)..... Ms. Theresa Hernandez, CAMPO  
*Ms. Hernandez will present UPWP Amendment #3 with accompanying Resolution 2024-5-6 and request Transportation Policy Board approval.*
7. [Discussion and Take Appropriate Action on CAMPO Reappointment to CapMetro Board](#)  
..... Commissioner Cynthia Long, Chair  
*Chair Long will request Transportation Policy Board approval of the CAMPO reappointment to the CapMetro Board with accompanying Resolution 2024-5-7.*
8. [Discussion and Take Appropriate Action on Draft 2025-2028 Transportation Improvement Program \(TIP\) and Amendment to 2045 Regional Transportation Plan \(RTP\)](#)  
..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will present the draft 2025-2028 TIP and Amendment to the 2045 RTP with accompanying Resolution 2024-5-8 and request Transportation Policy Board approval.*
9. [Annual Briefing on CAMPO Financial Audit](#)..... Ms. Theresa Hernandez, CAMPO  
*Ms. Hernandez will invite the CAMPO audit firm, Montemayor Britton Bender, P.C. to brief the Transportation Policy Board on the completed audit.*
10. [Update on 2050 Regional Transportation Plan \(RTP\)](#)..... Mr. William Lisska, CAMPO  
*Mr. Lisska will provide an overview of the process and timeline for the development of the 2050 RTP.*
11. [Presentation and Discussion on Regional Freight Plan](#)..... Mr. Nirav Ved, CAMPO  
*Mr. Ved will provide a presentation on the status of the Regional Freight Plan.*
12. Executive Director’s Report on Transportation Planning Activities
13. Announcements
  - a. Transportation Policy Board Chair Announcements
  - b. Next Technical Advisory Committee Meeting, May 20, 2024 – 2:00 p.m.
  - c. Next Transportation Policy Board Meeting, June 10, 2024 – 2:00 p.m.

14. Adjournment

**Persons with Disabilities:**

*Upon request, reasonable accommodations are provided. Please call 737-229-0896 at least three (3) business days prior to the meeting to arrange for assistance.*

**Transportation from Transit Stops:**

*Upon request, transportation vouchers from adjacent transit stops are available. Please call 737-229-0896 at least three (3) business days prior to the meeting to arrange for a voucher.*



**Capital Area Metropolitan Planning Organization  
Technical Advisory Committee Meeting**

Livestream at: [www.campotexas.org](http://www.campotexas.org)

**Meeting Minutes  
April 22, 2024  
2:00 p.m.**

**1. Certification of Quorum .....Mr. Gary Hudder, Chair**

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:03 p.m.

A quorum was announced present.

**Present:**

	<b>Member</b>	<b>Representing</b>	<b>Member Attending</b>	<b>Alternate Attending</b>
1.	Erik Leak	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	Y	
4.	Tom Gdala	City of Cedar Park	Y	
5.	Nick Woolery	City of Georgetown	Y	
6.	Melissa McCullom	City of Kyle	Y	
7.	Ann Weis	City of Leander	Y	
8.	Emily Barron, Vice Chair	City of Pflugerville	Y	
9.	Gary Hudder, Chair	City of Round Rock	Y	
10.	Laurie Moyer, P.E.	City of San Marcos	Y	

11.	Aimee Robertson	Bastrop County	Y	
12.	Kennedy Higgins	Bastrop County (Smaller Cities)	N	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Caleb Kraenzel, P.E.	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	Y	
16.	David Fowler, AICP	Caldwell County (Smaller Cities)	N	
17.	Winton Porterfield	Hays County	N	
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	N	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	Y	Jacob Calhoun
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	Akila Thamizharasen

**2. Approval of February 26, 2024 Meeting Summary**

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the February 26, 2024 meeting summary, as presented.

Ms. Laurie Moyer, P.E. moved for approval of the February 26, 2024 meeting summary, as presented.

Ms. Emily Barron seconded the motion.

The motion prevailed unanimously.



**3. Discussion and Recommendation on Draft 2025-2028 Transportation Improvement Program (TIP) and Amendment to 2045 Regional Transportation Plan (RTP)**

..... Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager as presenter of the draft 2025-2028 TIP and Amendment to the 2045 RTP. Mr. Collins briefly discussed the relationship between the TIP and RTP and provided a high-level overview of the project listed in the 2025-2028 TIP. Mr. Collins noted that the 2025-2028 TIP includes the I-35 Capital Express Project which contains the largest in TIP funding. The Committee was informed that the I-35 Capital Express Project status is the same with no change in scope or funding. The Committee also received a presentation of the geographic distribution of project funding for the TIP.

Mr. Collins also presented an amendment to the 2045 RTP which adds the Texas SMARTTrack Project. Mr. Collins reported that adoption of the 2025-2028 TIP and amendment to the 2045 RTP will be requested at the May Transportation Policy Board meeting.

Ms. Doise Miers, CAMPO Community Outreach Manager later summarized the public outreach efforts for the 2025-2028 TIP and amendment to the 2045 RTP. Ms. Miers reported that the public comment period opened on March 15, 2024 and closed on April 16, 2024. Ms. Miers further reported that one (1) in-person open house was held in each county with a total of 20 in-person attendees. The Committee was informed that there were 2,254 visits to the online Open House, 355 comments, email and social media notifications were provided, and press releases were sent to media contacts. The Committee was also informed that the options to submit public comments included email, online Open House, U.S. Mail, voice mail, and by phone.

The presentation was concluded with a request for TAC recommendation for approval of the 2025-2028 TIP and amendment to the 2045 RTP. A brief question and answer with comments followed.

The Chair entertained a motion to approve a recommendation for approval of the 2025-2028 TIP and amendment to the 2045 RTP.

Mr. Ed Collins moved to approve a recommendation for approval of the 2025-2028 TIP and amendment to the 2045 RTP.

Mr. Tom Gdala seconded the motion.

The motion prevailed unanimously.

**4. Presentation and Discussion on Regional Freight Plan**

..... Mr. Nirav Ved, CAMPO

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager as presenter for the discussion on the Regional Freight Plan. Mr. Ved provided a brief recap of the October 2023 TAC discussion on the Regional Freight Plan and noted that accompanying Appendixes and reports are included in the meeting materials for review. Mr. Ved highlighted the three (3) phases of the plan, four (4) recommendation categories, and briefly discussed the Project Gap Analysis for projects in the region.

Mr. Ved also presented a map of the projects included in the plan, discussed the priority corridors, and confirmed a May 6 deadline for TAC feedback on the Regional Freight Plan. Mr. Ved informed the Committee that the Regional Freight Plan will be presented to the TAC for a recommendation for Transportation Policy Board approval at its May meeting. The presentation was concluded by a brief question and answer with comments.

## **5. Report on Transportation Planning Activities**

### **a. Green House Gas (GHG) Litigation Outcomes**

Chair Hudder recognized Mr. Ashby Johnson, CAMPO Executive Director who reported that rules were released by the Environmental Protection Agency (EPA) and Federal Highway Administration (FHWA) that required CAMPO and other MPOs to start looking into setting performance measures for GHG emissions. Mr. Johnson further reported that a lawsuit was filed by the Texas Attorney General's office (representing the State of Texas) and the Kentucky Attorney General's Office (representing the state of Kentucky and 20 other states). The Committee was informed that both lawsuits have been settled and the rule was struck down in both cases. The Committee was also informed that the lawsuit filed by the Texas Attorney General's office did not ask for injunctive relief but the lawsuit filed by the Kentucky Attorney General's Office did ask for injunctive relief.

Mr. Johnson noted that the rule is dead and that FHWA has until mid-May to file an appeal. Mr. Johnson further noted that the intent to appeal is unknown. The report concluded without questions or comments.

## **6. TAC Chair Announcements**

The Chair announced that the next Transportation Policy Board Meeting will be held on May 13, 2024 at 2:00 p.m. and the next Technical Advisory Committee will be held on May 20, 2024 at 2:00 p.m.

## **7. Adjournment**

The April 22, 2024 meeting of the CAMPO Technical Advisory Committee was adjourned at 2:32 p.m.



**Capital Area Metropolitan Planning Organization**

**Transportation Policy Board Meeting**

The Junior League of Austin Community Impact Center

5330 Bluffstone Lane Austin, TX 78759

Monday, April 15, 2024 – 2:00 p.m.

Livestream at: [www.campotexas.org](http://www.campotexas.org)

**1. Certification of Quorum – Quorum requirement is 12 members.**

.....Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:02 p.m.

The roll was taken and a quorum was announced present.

	<b>Member</b>	<b>Representing</b>	<b>Member Attending</b>	<b>Alternate Attending</b>
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Rudy Metayer, Vice-Chair	City of Pflugerville, Place 4	Y	
3	Clara Beckett, Secretary	Commissioner, Bastrop County	Y	
4	Alison Alter	City of Austin, District 10	Y	
5	Andy Brown	Judge, Travis County	N	Council Member Vanessa Fuentes
6	Christine DeLisle	Mayor City of Leander	Y	
7	Paige Ellis	Mayor Pro Tem, City of Austin, District 8	Y	
8	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
9	Vanessa Fuentes	City of Austin, District 2	Y	
10	Natasha Harper-Madison	City of Austin, District 1	N	Council Member Paige Ellis
11	Matt Harriss	Capital Metro Board Member	Y	
12	Ann Howard	Commissioner, Travis County	Y	
13	Jane Hughson	Mayor, City of San Marcos	Y	
14	Debbie Ingalsbe	Commissioner, Hays County	Y	

15	Travis Mitchell	Mayor, City of Kyle	Y	
16	Craig Morgan	Mayor, City of Round Rock	N	Council Member Kristin Stevens
17	James Oakley	Judge, Burnet County	Y	
18	Amy Pattillo	Travis County	N	Commissioner Ann Howard
19	Jim Penniman-Morin	City of Cedar Park	Y	
20	Josh Schroeder	Mayor, City of Georgetown	Y	
21	Edward Theriot	Commissioner, Caldwell County	Y	
22	Jeffrey Travillion	Commissioner, Travis County	Y	

## 2. Public Comments

The Chair recognized the following individuals who offered public comments.

1. Mr. Will Fischer, Rethink 35
2. Mr. Irby Foster, Private Citizen

Video of this item can be viewed [here](#). Start Video at 00:00:40

## 3. Executive Session

An Executive Session was not convened.

## 4. Report from Technical Advisory Committee (TAC) Chair

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who provided a report of the discussion and action items from the February 26, 2024 TAC Meeting in the absence of the TAC Chair. Mr. McKeown reported the election of officers was the first order of business for the TAC. Mr. McKeown informed the Board that the TAC elected Mr. Gary Hudder, City of Round Rock as Chair and Ms. Emily Barron, City of Pflugerville as Vice Chair by unanimous vote. Mr. McKeown thanked the outgoing Chair of three (3) terms, Ms. Laurie Moyer, P.E., City of San Marcos for her service to the TAC.

Mr. McKeown also reported that the TAC unanimously voted to approve a recommendation to adopt the 2024 Performance Measure Targets and received informational presentations on the refunding of deferred projects and introduction to the upcoming 2050 RTP.

Video of this item can be viewed [here](#). Start Video at 00:06:39.

#### **5. Public Hearing and Presentation of Draft 2025-2028 Transportation Improvement Program (TIP) and Amendment to 2045 Regional Transportation Plan (RTP)**

The Chair opened the Public Hearing at 2:10 p.m. and recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager as presenter of the draft 2025-2028 TIP and Amendment to the 2045 RTP. Mr. Collins provided a high-level summary of the projects included in the draft 2025-2028 TIP which also included the I-35 Capital Express Project. Mr. Collins briefly discussed the proposed amendment to the 2045 RTP which will add the Texas SMARTTrack Project as requested by TxDOT and by the University of Texas at Austin.

Mr. Collins introduced Ms. Doise Miers, CAMPO Community Outreach Manager who provided a brief overview of the public outreach efforts for the projects listed in the draft 2025-2028 TIP and amendment to the 2045 RTP. Ms. Miers informed the Board the public comment period opened on March 15, 2024 and will close on April 16, 2024. Ms. Miers further informed the Board that one (1) open house was held in each of six (6) counties in the region. Ms. Miers added that the TAC will receive a summary of the public comments received to determine recommendations for Transportation Policy Board approval of the projects listed in the draft 2025-2028 TIP and amendment to the 2045 RTP.

The Chair later recognized the following individuals who offered public comments on the Draft 2025-2028 Transportation Improvement Program (TIP) and Amendment to 2045 Regional Transportation Plan (RTP).

1. Mr. Bobby Levinski, Save our Springs
2. Mr. Adam Greenfield, Rethink 35
3. Ms. Lauren Maher, Rethink 35
4. Mr. Devon Harrington, Rethink 35
5. Ms. Natalie Weston, Rethink 35
6. Mr. Will Fischer, Rethink 35
7. Mr. Robert Boler, Rethink 35
8. Mr. Kevin Wern, Rethink 35
9. Mr. Eric Guenther, Rethink 35
10. Ms. Mirium Schoenfield, Rethink 35
11. Mr. Irby Foster, Private Citizen
12. Ms. Heyden Black-Walker, Reconnect Austin
13. Ms. Addie Walker, Reconnect Austin

The Chair closed the Public Hearing at 2:54 p.m.

Video of this item can be viewed [here](#). Start Video at 00:08:05.

## 6. Discussion and Take Appropriate Action on February 12, 2024 Meeting Minutes

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who presented amendments to the February 12, 2024 meeting minutes as follows:

1. Agenda Item 8 Discussion and Take Appropriate Action on Funding of Deferred Projects (Page 19 of April 15, 2024 Meeting Packet) — Revise Project Sponsor for the Pearce Lane Project to “Travis County” instead of the City of Austin
2. Agenda Item 8 Discussion and Take Appropriate Action on Funding of Deferred Projects (Page 20 of April 15, 2024 Meeting Packet) — Revise comments provided by Council Member Alison Alter to indicate as follows:
  - a. “Council Member Alison Alter later made an amended motion for approval of the Refunding Scenario for the total cost and amended Transportation Development Credit (TDC) amount and approval of the Set-Aside Scenario for the Local Expenditure with the submittal of all required information by March 12, 2024.”
  - b. “Following approval of the amended motion, the Chair called the question for approval of the Refunding Scenario for the total cost and amended Transportation Development Credit (TDC) amount and approval of the Set-Aside Scenario for the Local Expenditure with the submittal of all required information by March 12, 2024”.

The Chair entertained a motion for approval of the February 12, 2024 meeting minutes, as amended.

Judge James Oakley moved for approval of the February 12, 2024 meeting minutes, as amended.

Mayor Josh Schroeder seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Rudy Metayer, Commissioner Clara Beckett, Council Member Alison Alter, Mayor Christine DeLisle, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes (Proxy for Judge Andy Brown), Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Ms. Amy Pattillo), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Mayor Travis Mitchell, Judge James Oakley, Mayor Jim Penniman-Morin, Mayor Josh Schroeder, Council Member Kristin Stevens (Alternate for Mayor Craig Morgan), Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed [here](#). Start Video at 00:49:52.

## **7. Discussion and Take Appropriate Action on Federal Performance Measure Target Updates**

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who provided a brief overview of the federally mandated requirement for all Metropolitan Planning Organizations (MPOs) and Departments of Transportation to adopt a Transportation Performance Management (TPM) system that uses investment and policy decision to achieve national performance goals. Mr. Ved highlighted CAMPO's utilization of the TPM process and discussed the performance measures process.

Mr. Ved presented the performance measure target updates and requested Transportation Policy Board approval of the 2024 Performance Measure Report and Targets as presented with accompanying Resolution 2024-4-7.

The Chair entertained a motion for approval of the 2024 Performance Measure Report and Targets as presented with accompanying Resolution 2024-4-7.

Judge James Oakley moved for approval of the 2024 Performance Measure Report and Targets as presented with accompanying Resolution 2024-4-7.

Mayor Josh Schroeder seconded the motion.

The motion prevailed.

Ayes: Commissioner Cynthia Long, Council Member Rudy Metayer, Commissioner Clara Beckett, Council Member Alison Alter, Mayor Christine DeLisle, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes (Proxy for Judge Andy Brown), Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Ms. Amy Pattillo), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Mayor Travis Mitchell, Judge James Oakley, Mayor Jim Penniman-Morin, Mayor Josh Schroeder, Council Member Kristin Stevens (Alternate for Mayor Craig Morgan), Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed [here](#). Start Video at 00:52:00.

## **8. Discussion and Take Appropriate Action to Set-Aside Scenario**

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who summarized the conclusion of the deferral process for Category 7 Surface Transportation Block Grant (STBG) funding and highlighted the results of the evaluation process for Set-Aside Scenario Option 1 and Option 2 for deferred projects. Mr. Collins discussed projects for the City of Austin and proposed funding in Option 2. Mr. Collins informed the Board that following additional meetings with CAMPO staff, the City of Austin agreed to Set-Aside Scenario Option 2.

Mr. Collins also discussed updates to the financial funding forecast for STBG funding through FY 2028 and requested Transportation Policy Board approval of the Set-Aside Scenario as detailed in the Addendum to the Project Evaluation and Recommendation Report as detailed in Resolution 2024-4-8.

The Chair entertained a motion for approval of the Set-Aside Scenario as detailed in the Addendum to the Project Evaluation and Recommendation Report as detailed in Resolution 2024-4-8.

Council Member Alison Alter moved for approval of the Set-Aside Scenario as detailed in the Addendum to the Project Evaluation and Recommendation Report as detailed in Resolution 2024-4-8.

Council Member Paige Ellis seconded the motion.

The motion prevailed.

Ayes: Commissioner Cynthia Long, Council Member Rudy Metayer, Commissioner Clara Beckett, Council Member Alison Alter, Mayor Christine DeLisle, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes (Proxy for Judge Andy Brown), Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Ms. Amy Pattillo), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Mayor Travis Mitchell, Judge James Oakley, Mayor Jim Penniman-Morin, Mayor Josh Schroeder, Council Member Kristin Stevens (Alternate for Mayor Craig Morgan), Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed [here](#). Start Video at 00:59:29.

## 9. Presentation and Discussion on Air Quality

The Chair recognized Mr. Walker Williamson, Texas Commission on Environmental Quality (TCEQ) who introduced Ms. Stephanie Frederick and Mr. Fernando Mercado of TCEQ's Air Quality Division as presenters for the discussion on air quality. Mr. Walker informed the Board that Austin is currently meeting all federal standards.

Mr. Mercado provided a high-level overview on Particulate Matter (PM), highlighted the primary and secondary annual standard for PM<sub>2.5</sub> of the 2012 PM National Ambient Air Quality Standards (NAAQS), and noted that the new 2024 primary annual PM<sub>2.5</sub> standard will become effective on May 6, 2024. Mr. Mercado also presented and discussed the annual PM<sub>2.5</sub> design values for the Austin-Round Rock area and PM<sub>2.5</sub> point sources and monitors in the Austin area and Central Texas.



Mr. Mercado later provided a brief overview of the current Ozone NAAQS status and informed the Board that the Austin-Round Rock area is currently in attainment. Mr. Mercado also presented and discussed the 8-hour ozone design values for the Austin-Round Rock area.

Ms. Frederick informed the Board that a new PM<sub>2.5</sub> standard kicks off an official designation process when the EPA sets new or revised National Ambient Air Quality Standards (NAAQS). Ms. Frederick provided a brief overview of the designation process in conjunction with the State Implementation Plan (SIP) revision cycle. Ms. Frederick also presented and discussed the potential PM<sub>2.5</sub> NAAQS implementation timeline. A brief overview of the PM Nonattainment Area requirements was also provided.

Video of this item can be viewed [here](#). Start Video at 01:11:32.

The Chair changed the order of business to address Item 12 Executive Director's Report on Transportation Planning Activities.

## **12. Executive Director's Report on Transportation Planning Activities**

### **a. Update on Federal Green House Gas Emissions Targets**

The Chair recognized Mr. Tim Tuggey, CAMPO Legal Counsel who provided an update on the federal Green House Gas (GHG) Emissions Targets Rule. Mr. Tuggey reported that there was a state challenge to the GHG Emissions Targets rule brought by Texas, Kentucky, and 20 other states. Mr. Tuggey further reported that the courts placed an injunction on enforcement of the new GHG Emissions Targets Rule in both cases. The Board was informed that the rule currently remains in place and the federal government has asked the 5<sup>th</sup> Circuit and 6<sup>th</sup> Circuit courts for more time to determine intent to appeal the federal district judge's decision.

### **b. 2045 Regional Transportation Plan Administrative Amendment**

The Chair recognized Mr. Ashby Johnson who reported that an administrative amendment to the 2045 Regional Transportation Plan was processed for a roadway project in the City of Buda, Hays County. Mr. Johnson noted that the amendment revised the project description from "4-lanes" to "up to 4-6 lanes". Mr. Johnson provided the location of the project.

Video of this item can be viewed [here](#). Start Video at 01:37:46.

## **10. Update on 2050 Regional Transportation Plan (RTP)**

An update on the 2050 Regional Transportation Plan was not provided.

## **11. Presentation and Discussion on Regional Freight Plan**

A presentation on the Regional Freight Plan was not provided.

### 13. Announcements

a. Transportation Policy Board Chair Announcements

The Chair informed the Board that the Transportation Policy Board did not convene a March meeting but a joint meeting of the AAMPO and CAMPO Executive Committees was held on March 22, 2024 in San Marcos. The Chair provided a brief summary of the discussion at that meeting.

b. The next Technical Advisory Committee Meeting will be held on April 22, 2024 at 2:00 p.m.

c. The next Transportation Policy Board Meeting will be held on May 13, 2024 at 2:00 p.m.

Video of this item can be viewed [here](#). Start Video at 01:40:24

### 14. Adjournment

The April 15, 2024 meeting of the CAMPO Transportation Policy Board was adjourned at 3:50 p.m. by unanimous consent.

Video of this item can be viewed [here](#). Start Video at 01:41:48



**Date:** May 13, 2024  
**Continued From:** February 12, 2024  
**Action Requested:** Approval

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**To:** Transportation Policy Board  
**From:** Ms. Theresa Hernandez, Finance & Administration Manager  
**Agenda Item:** 6  
**Subject:** Discussion and Take Appropriate Action on FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment #3

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**RECOMMENDATION**

CAMPO staff recommends the Transportation Policy Board approve FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment Three and accompanying Resolutions 2024-5-6 (**Attachment A**).

**PURPOSE AND EXECUTIVE SUMMARY**

The purpose of this item is to include The Central Texas Regional Mobility Authority’s (CTRMA) 183A Added Capacity Study to Subtask 4.4.

**FINANCIAL IMPACT**

Amendment Three will increase the FY 2024 & 2025 UPWP (**Attachment B**) by the amount of \$2,000,000.00.

**BACKGROUND AND DISCUSSION**

The UPWP is the federally-required document that identifies work tasks to be completed in the CAMPO region. The proposed Amendment Three to the FY 2024 & 2025 UPWP is detailed as follows:

2024 & 2025 Unified Planning Work Program: Amendment Three	
Subtask 4.4.30	Include CTRMA’s 183A Added Capacity Study.

**SUPPORTING DOCUMENTS**

**Attachment A** – Resolution 2024-5-6 (Draft)

**Attachment B** – FY 2024 & 2025 Unified Planning Work Program with Proposed Amendment #3



## Resolution 2024-5-6

### **Acknowledging the Transportation Policy Board's Adoption of Amendment Three to the CAMPO FY 2024 & 2025 Unified Planning Work Program**

**WHEREAS**, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

**WHEREAS**, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

**WHEREAS**, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

**WHEREAS**, 23 U.S.C. 134 and Section 5303 of the Federal Transit Act, require that the Metropolitan Planning Organizations, in the cooperation with the State, develop transportation plans and programs for urbanized areas of the state; and

**WHEREAS**, 23 CFR 450.308 requires that transportation planning activities performed with federal transportation funds be documented in a Unified Planning Work Program; and

**WHEREAS**, CAMPO's Transportation Policy Board adopted the *FYs 2024 & 2025 Unified Planning Work Program (UPWP)* on June 12, 2023; and approved Amendment Two on February 12, 2024; and

**NOW, THEREFORE BE IT RESOLVED** staff is proposing Amendment Three to include The Central Texas Regional Mobility Authority's (CTRMA) 183A Added Capacity Study to subtask 4.4. This revision is depicted in the background material accompanying this proposed resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

**BE IT FURTHER RESOLVED** that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to amend the *CAMPO FY 2024 & 2025 Unified Planning Work Program* as reflected was made on May 13, 2024, by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 13<sup>th</sup> day of May 2024.

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**Chair, CAMPO Board**

Attest:

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**Executive Director, CAMPO**

**FY 2024 and FY 2025**

**UNIFIED PLANNING WORK PROGRAM (UPWP)**

***Capital Area MPO***

***Transportation Management Area (TMA)***

**AIR QUALITY STATUS:**

***Attainment***

*The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.*

***Adopted by the Transportation Policy Board: June 12, 2023***

***Approved by the Transportation Policy Board: October 2, 2023***

***Approved by the Transportation Policy: February 12, 2024***

***Approved by the Transportation Policy: May 13, 2024***

**Federal Approval:**

#### **4.4.26 US Hwy 183 Corridor Study**

The City of Leander will lead a multimodal corridor study on US HWY 183 from Osage Drive to the Bryson Ridge Trail split at 183A. The study will identify multimodal corridor needs and develop a context-sensitive transportation vision for each subarea along the corridor. The study will also identify catalytic land use and place making opportunities within key focus areas.

Responsible Agency: City of Leander  
Funding Requirement: \$500,000 Local Funds

#### **4.4.27 City of Leander ADA Transition Plan**

The City of Leander will lead a planning effort to develop an ADA Transition Plan, which will include an inventory of the existing sidewalk infrastructure network and needs assessment.

Responsible Agency: City of Leander  
Funding Requirement: \$300,000 Local Funds

#### **4.4.28 City of San Marcos Transportation Master Plan**

The City of San Marcos will update the 2018 Transportation Master Plan.

Responsible Agency: City of San Marcos  
Funding Requirement: \$500,000 Local Funds

#### **4.4.29 Connecting Austin Equitably Mobility Study**

The study, Our Future 35: Connecting Austin Equitably Mobility Study, focuses on 8 miles of the I-35 corridor from US 290 (north) to SH 71 (south). The study will identify affordable housing, anti-displacement and business support strategies for neighborhoods surrounding new freeway caps, identify transportation equity-focused action items, develop a placemaking plan, and evaluate transportation-related health and environmental justice concerns, and recommend mitigation for impacted neighborhoods.

Responsible Agency: City of Austin  
Funding Requirement: \$ 1,120,000 USDOT Funds and \$280,000 Local Funds

#### **4.4.30 183A Added Capacity Study**

The Central Texas Regional Mobility Authority (CTRMA) will conduct an environmental study and schematic design for capacity improvements on 183A from SH 45 to Hero Way.

Responsible Agency: CTRMA  
Funding Requirement: \$ 2,000,000 Local Funds

• **FUNDING SUMMARY**

Task 4.0 – 2-Year Funding Summary Table  
FY 2024 and FY 2025

Sub task	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5304		STATE		LOCAL		FTA		USDOT		IN-KIND DONTATION		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
4.1	CAMPO	561,842	591,687					-								561,842	591,687	1,153,529
4.2	CAMPO	500,000	-													500,000	-	500,000
4.3	CAMPO			35,000	35,000											35,000	35,000	70,000
4.4	OTHER AGENCIES	-	-	-	-	91,104,688	-	3,360,000	-	2,430,100	-	1,470,000	-	87,500	-	98,452,288	-	98,452,288
		-	-					-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>		1,061,842	591,687	35,000	35,000	91,104,688	-	3,360,000	-	2,430,100	-	1,470,000	-	87,500	-	99,549,130	626,687	100,175,817

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Sub task	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5304		STATE		LOCAL		FTA		USDOT (SS4A)		IN-KIND DONTATION		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
4.1	CAMPO	561,842	591,687					-								561,842	591,687	1,153,529
4.2	CAMPO	500,000	-													500,000	-	500,000
4.3	CAMPO			35,000	35,000											35,000	35,000	70,000
4.4	OTHER AGENCIES	-	-	-	-	91,104,688	-	5,360,000	-	2,430,100	-	1,470,000	-	87,500	-	100,452,288	-	100,452,288
		-	-					-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>		1,061,842	591,687	35,000	35,000	91,104,688	-	5,360,000	-	2,430,100	-	1,470,000	-	87,500	-	101,549,130	626,687	102,175,817



**VII. BUDGET SUMMARY**

**Capital Area MPO: 2-Year Funding Summary - FY 2024 and FY 2025**

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

UPWP Task	Description	TPF <sup>1</sup> Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	FHWA	USDOT	In-Kind Donation	Total Funds
1.0	Administration-Management	4,958,834								-	-	4,958,834
2.0	Data Development and Maintenance	281,588								-	-	281,588
3.0	Short Range Planning	580,089				160,000				-	-	740,089
4.0	Metropolitan Transportation Plan	1,653,529	70,000				-			-	-	1,723,529
4.4	MTP (other agencies)		-		2,430,100		3,360,000	91,104,688		1,470,000	87,500	98,452,288
5.0	Special Studies	853,474				865,000	220,000	4,600,000	1,000,000	2,320,000	-	9,858,474
<b>TOTAL</b>		<b>8,327,514</b>	<b>70,000</b>	<b>-</b>	<b>2,430,100</b>	<b>1,025,000</b>	<b>3,580,000</b>	<b>95,704,688</b>	<b>1,000,000</b>	<b>3,790,000</b>	<b>87,500</b>	<b>116,014,802</b>

Combined Transportation Planning Funds <sup>2</sup>

\$6,420,172

Estimated Unexpended Carryover

\$ 1,907,342

**TOTAL TPF:**

**\$ 8,327,514**

<sup>2</sup> Estimate based on prior years' authorizations

UPWP Task	Description	TPF <sup>1</sup> Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	FHWA	USDOT	In-Kind Donation	Total Funds
1.0	Administration-Management	4,958,834								-	-	4,958,834
2.0	Data Development and Maintenance	281,588								-	-	281,588
3.0	Short Range Planning	580,089				160,000				-	-	740,089
4.0	Metropolitan Transportation Plan	1,653,529	70,000				-			-	-	1,723,529
4.4	MTP (other agencies)		-		2,430,100		5,360,000	91,104,688		1,470,000	87,500	100,452,288
5.0	Special Studies	853,474				865,000	220,000	4,600,000	1,000,000	2,320,000	-	9,858,474
TOTAL		8,327,514	70,000	-	2,430,100	1,025,000	5,580,000	95,704,688	1,000,000	3,790,000	87,500	118,014,802



**Date:** May 13, 2024  
**Continued From:** June 13, 2022  
**Action Requested:** Approval

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**To:** Transportation Policy Board  
**From:** Commissioner Cynthia Long, Transportation Policy Board Chair  
**Agenda Item:** 7  
**Subject:** Discussion and Take Appropriate Action on CAMPO Reappointment to CapMetro Board

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**RECOMMENDATION**

Staff requests Transportation Policy Board approval of the reappointment of Mr. Matt Harriss to serve as the CAMPO Financial or Accounting appointee to the CapMetro Board as detailed in Resolution 2024-5-7, in accordance with Section 451.5021 of the Texas Transportation Code. This term will expire on June 1, 2027.

**PURPOSE AND EXECUTIVE SUMMARY**

Section 451.5021 of the Texas Transportation Code states, in part, that CAMPO will appoint three (3) individuals to the CapMetro Board of Directors:

- one appointee who is an elected official (Subsection (b)(1));
- one appointee must have at least 10 years experience as a financial or accounting professional (Subsection (b)(6)); and
- one appointee must have at least ten (10) years experience in an executive level position (Subsection (b)-(7)).

Mr. Harriss was appointed as the appointee with “...at least 10 years experience as a financial or accounting professional in a public or private organization, including a governmental entity” to fill the unexpired term of Mr. Terry Mitchell. The current term will expire on June 1, 2024 and Mr. Harriss has indicated his willingness to serve for a full term as one of CAMPO’s appointees to the CapMetro Board.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

Mr. Harris was appointed to the CapMetro Board on June 13, 2022 to fill the unexpired term of Mr. Terry Mitchell. He is willing to serve for a full term.

**SUPPORTING DOCUMENTS**

**Attachment A – Resolution 2024-5-7 (Draft)**



## RESOLUTION 2024-5-7

### Reappointment to the Capital Metropolitan Transportation Authority Board of Directors

**WHEREAS**, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

**WHEREAS**, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

**WHEREAS**, Section 451.5021 of the Texas Transportation Code outlines the composition of the Board of Directors of the Capital Metropolitan Transportation Authority (CapMetro); and

**WHEREAS**, Section 451.5021 further stipulates that the Transportation Policy Board is charged with appointing three members to the CapMetro Board of Directors; and

**WHEREAS**, Section 451.5021 (b)(1) specifies that one appointee must be an elected official; (b)(6) specifies that one appointee must have at least 10 years of experience as a financial or accounting professional; and (b)(7) specifies that one appointee must have at least 10 years of experience in an executive level position in a public or private organization; and

**WHEREAS**, on May 13, 2024, the CAMPO Transportation Policy Board reappoints Mr. Matt Harriss as the CAMPO Financial Appointee to the CapMetro Board; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board members who meet the criteria of Texas Transportation Code 451.5021(c) hereby vote to reappoint Mr. Matt Harriss; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

**BE IT FURTHER RESOLVED** that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, the CAMPO Transportation Policy Board made a motion to reappoint Mr. Matt Harriss to the CapMetro Board of Directors. The motion was made on May 13, 2024 by \_\_\_\_\_, duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 13<sup>th</sup> day of May 2024.

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**Chair, CAMPO Board**

Attest:

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**Executive Director, CAMPO**



**Date:** May 13, 2024  
**Continued From:** April 15, 2024  
**Action Requested:** Approval

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**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 8  
**Subject:** Discussion and Take Appropriate Action on Draft 2025-2028 Transportation Improvement Program (TIP) and Amendment to 2045 Regional Transportation Plan (RTP)

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**RECOMMENDATION**

Staff and the Technical Advisory Committee recommend the Transportation Policy Board (TPB) adopt the 2025-2028 Transportation Improvement Program (TIP) and amendment to the 2045 Regional Transportation Plan (RTP) as detailed in Resolution 2024-5-8.

**PURPOSE AND EXECUTIVE SUMMARY**

The Capital Area Metropolitan Planning Organization (CAMPO) has conducted community outreach for the upcoming 2025-2028 TIP as well as the routine amendment cycle for the current 2023-2026 TIP and 2045 RTP. This process includes a public hearing, 30 days of public comment, in-person and online open houses, and concludes with direct approval by the TPB as detailed in both the Public Participation Plan and Amendment Procedures.

**FINANCIAL IMPACT**

Any projects selected for federal funding through surface transportation programs including federal highway and transit formula and discretionary programs, must be approved directly by the TPB through the TIP and RTP for federal funding to be obligated to projects or sponsors.

**BACKGROUND AND DISCUSSION**

CAMPO develops and maintains the TIP and RTP. The TIP is adopted every two years and the RTP every 5 years. In addition to adoption, the TIP and RTP are amended on a regular basis to ensure that the most up-to-date information is approved by the TPB. Sponsors may submit a request for an amendment at any time using the online application which are then processed according to the amendment policies either through a regular amendment cycle, administratively, or as an out-of-cycle amendment. The nature of the request is determined upon review of the submission and additional coordination with the project sponsors as needed.

**SUPPORTING DOCUMENTS**

- Attachment A** – 2025-2028 TIP Program and 2045 RTP Summary List
- Attachment B** – 2025-2028 Transportation Improvement Program (Draft)
- Attachment C** – [Community Outreach Report and Public Comments](#)
- Attachment D** – Resolution 2024-5-8 (Draft)

## 2025-2028 Transportation Improvement Program and 2045 Regional Transportation Plan (Draft for Comment)

MPO ID/CSJ	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Fiscal Year	Cost (YOE)	Amendment
51-00189-00/ 0015-13-388	Travis	TxDOT	IH 35	US 290E	US 290W/SH 71	Reconstruct IH-35 from US 290E to US 290W/SH 71, add 2 northbound (NB) and 2 southbound (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 frontage road (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.	Engineering	2026	-	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
51-00189-01/ 0015-13-423	Travis	TxDOT	IH 35	51st St.	Martin Luther King Jr. Blvd.	Reconstruct IH-35 to add 2 northbound (NB) and 2 southbound (SB) non-tolled managed lanes, add 1 NB and 1 SB frontage road lane between 32nd St. and MLK Blvd., construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	Construction	2026	\$1,400,000,000	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
51-00189-05/ 0015-13-432	Travis	TxDOT	IH 35	Airport Blvd.	Martin Luther King Jr. Blvd.	Construct CapMetro railroad and pedestrian bridges and structural retrofit.	Construction	2025	\$150,000,000	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
51-00189-04/ 0015-13-433	Travis	TxDOT	IH 35	Martin Luther King Jr. Blvd.	Holly Street	Construct Capital Express Central East Drainage Tunnel along IH-35	Construction	2025	\$140,000,000	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
51-00189-08/ 0015-13-437	Travis	TxDOT	IH 35	At 4th St.	-	Construct CapMetro railroad and pedestrian bridges.	Construction	2025	\$78,000,000	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
51-00189-06/ 0015-13-440	Travis	TxDOT	IH 35	Airport Blvd.	9th Street	Construct Capital Express Central West Drainage Tunnel along IH-35	Construction	2025	\$169,913,344	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
51-00189-09/ 0015-13-441	Travis	TxDOT	IH 35	US 290E	51st St.	Reconstruct IH-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.	Construction	2026	\$220,000,000	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
51-00189-10/ 0015-13-442	Travis	TxDOT	IH 35	Martin Luther King Jr. Blvd.	Holly Street.	Reconstruct IH-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	Construction	2026	\$1,513,522,860	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
51-00186-00/ 0113-13-163	Travis	TxDOT	SH 71	East of Riverside	US 183	Construct new 3-lane eastbound frontage road.	Construction	2028	\$2,674,797	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
51-00231-00/ 0113-13-168	Travis	TxDOT	SL 360	At Courtyard Drive	-	Grade separate intersection	Construction	2026	\$52,693,759	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
61-00135-00/ 0151-10-001	Williamson	TxDOT/City of Cedar Park	US 183	RM 1431	Avery Ranch Blvd.	Construct 2-lane grade separated northbound and southbound frontage roads	Construction	2025	\$110,400,000	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP

51-00191-00/ 0265-01-113	Travis	TxDOT	SH 71	SH 71/US 183 Interchange	Presidential Blvd.	Construct 3-lane eastbound frontage road, 1-lane direct connector from 183S to 71E and 1-lane direct connector from 183N to 71E	Construction	2028	\$28,531,310	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
51-00207-00/ 0265-02-042	Bastrop	TxDOT	SH 71	.85 Miles West of Tucker Hill Lane	Travis/Bastrop County Line	Construct overpass and add 2-lane one-way eastbound and westbound frontage roads.	Construction	2027	\$20,720,000	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
11-00011-00/ 0265-03-041	Bastrop	TxDOT	SH 71	CR 206 (Colorado Circle)	SH 21	Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	Construction	2026	\$145,904,000	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
11-00010-00/ 0265-03-042	Bastrop	TxDOT	SH 71	At Pope Bend Road	-	Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	Construction	2027	\$49,280,000	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
51-00207-01/ 0265-03-043	Bastrop	TxDOT	SH 71	Travis/Bastrop County Line	.65 Miles East of Tucker Hill Lane	Construct overpass and add 2-lane one-way eastbound and westbound frontage roads.	Construction	2027	\$35,280,000	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
11-00036-00/ 0323-01-028	Bastrop	TxDOT	SH 95	LP 230	FM 535	Upgrade from a 2-lane rural to a 3-lane urban roadway with continuous left-turn lane	Construction	2025	\$8,590,445	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
51-00222-00/ 0914-04-314	Travis	City of Austin	West Rundberg Lane	Burnet Road	Metric Blvd.	Extend current roadway as a four-lane major divided arterial with sidewalks, bikelanes, and new signalized intersection.,	Construction	2028	\$17,528,685	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
51-00227-00/ 0914-04-317	Travis	City of Austin	Slaughter Lane	Mopac Expressway	Brodie Lane	Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements	Construction/Engineering	2025	\$15,726,250	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
51-00230-00/ 0914-04-329	Travis/ Bastrop	Travis County	Pearce Lane	Kellam Road	East of Wolf Lane	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks.	Construction	2028	\$70,515,000	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
51-00189-03/ 0914-04-341	Travis	TxDOT	Cesar Chavez	IH 35	Colorado River	Construct Capital Express Central Drainage Tunnel along Cesar Chavez	Construction	2025	\$438,331,296	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
51-00225-00/ 0914-05-194	Williamson	City of Austin	Lakeline Blvd	Parmer Lane	Lyndhurst Blvd.	Add two additional travel lanes and upgrade bicycle facilities and sidewalks	Construction	2027	\$21,444,934	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
61-00109-00/ 0914-05-222	Williamson	Williamson County	Hero Way	183A	RM 2243	Reconstruct 2-Lane undivided roadway to 2 travel lanes with continuous left-turn lane and extend existing Hero Way to RM 2243.	Construction	2026	\$12,788,091	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
21-00001-00/ 0914-24-028	Burnet	TxDOT	Wirtz Dam Road	RM 1431	RM 2147	Construct bridge over Lake LBJ and add 2-lane roadway in each direction.	Construction	2028	\$40,000,000	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
41-00196-00/ 0914-33-076	Hays	Hays County	FM 150	Burleson Street	Kohlers Crossing	Relocation of the UP Rail-Siding in downtown Kyle where it crosses FM 150 to north of FM1626.	Construction	2026	\$22,666,827	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP



51-00233-01/ 2100-01-065	Travis	TxDOT	RM 2222	At SL 360	-	Construct diverging diamond intersection.	Construction	2026	\$5,992,000	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
61-00191-00/ 2103-01-036	Williamson	City of Georgetown	RM 2243 (Leander Rd)	Norwood Drive	SW Bypass	Upgrade from a two-lane to a four-lane divided with new traffic signals and pedestrian improvements	Construction	2026	\$5,040,000	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
61-00109-01/ 2103-01-040	Williamson	Williamson County	RM 2243	West of Hero Way	0.199 Miles West of Escalera Parkway	Realign and reconstruct 2-lane undivided roadway to 2 travel lanes and continuous left turn lane.	Construction	2026	\$7,000,000	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00091-00	Travis/ Williamson	Capital Metro	-	-	-	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Capital, Operating, Administration	2025	\$49,981,973	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00092-00	Travis/ Williamson	Capital Metro	-	-	-	Revenue rolling stock	Capital	2025	\$8,358,098	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00093-00	Travis/ Williamson	Capital Metro	-	-	-	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2025	\$6,283,637	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00094-00	Travis/ Williamson	Capital Metro	-	-	-	Revenue rolling stock	Capital	2025	\$4,116,022	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00095-00	Travis/ Williamson	Capital Metro	-	-	-	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operating, Administration	2025	\$2,377,252	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00096-00	Travis/ Williamson	Capital Metro	-	-	-	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Capital, Operating, Administration	2026	\$51,669,876	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00097-00	Travis/ Williamson	Capital Metro	-	-	-	Revenue rolling stock	Capital	2026	\$8,153,312	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00098-00	Travis/ Williamson	Capital Metro	-	-	-	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2026	\$6,443,379	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00099-00	Travis/ Williamson	Capital Metro	-	-	-	Revenue rolling stock	Capital	2026	\$4,220,659	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00100-00	Travis/ Williamson	Capital Metro	-	-	-	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operating, Administration	2026	\$2,437,687	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00101-00	Travis/ Williamson	Capital Metro	-	-	-	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Capital, Operating, Administration	2027	\$51,669,876	<b>New Listing</b> – Add new listing to the 2025-2028 TIP

73-00102-00	Travis/ Williamson	Capital Metro	-	-	-	Revenue rolling stock	Capital	2027	\$8,153,312	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00103-00	Travis/ Williamson	Capital Metro	-	-	-	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2027	\$6,443,379	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00104-00	Travis/ Williamson	Capital Metro	-	-	-	Revenue rolling stock	Capital	2027	\$4,220,659	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00106-00	Travis/ Williamson	Capital Metro	-	-	-	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Capital, Operating, Administration	2028	\$51,669,876	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00107-00	Travis/ Williamson	Capital Metro	-	-	-	Revenue rolling stock	Capital	2028	\$8,153,312	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00108-00	Travis/ Williamson	Capital Metro	-	-	-	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operating, Administration	2027	\$2,437,687	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00109-00	Travis/ Williamson	Capital Metro	-	-	-	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2028	\$6,443,379	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00110-00	Travis/ Williamson	Capital Metro	-	-	-	Revenue rolling stock	Capital	2028	\$4,220,659	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00111-00	Travis/ Williamson	Capital Metro	-	-	-	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operating, Administration	2028	\$2,437,687	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00112-00	Williamson	City of Round Rock	-	-	-	City of Round Rock Public Transit Operations	Operating	2025	\$2,798,100	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00113-00	Williamson	City of Round Rock	-	-	-	City of Round Rock Public Transit Operations	Operating	2026	\$2,821,436	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00114-00	Williamson	City of Round Rock	-	-	-	City of Round Rock Public Transit Operations	Operating	2027	\$2,877,864	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00115-00	Williamson	City of Round Rock	-	-	-	City of Round Rock Public Transit Operations	Operating	2028	\$2,935,422	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00116-00	Hays	City of San Marcos	-	-	-	City of San Marcos Public Transit Operations	Operating	2025	\$9,366,217	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP

73-00117-00	Hays	City of San Marcos	-	-	-	City of San Marcos Public Transit Operations	Operating	2026	\$9,647,204	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00118-00	Hays	City of San Marcos	-	-	-	City of San Marcos Public Transit Operations	Operating	2027	\$9,936,620	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00119-00	Hays	City of San Marcos	-	-	-	City of San Marcos Public Transit Operations	Operating	2028	\$10,234,718	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00120-00	Hays	City of San Marcos	-	-	-	City of San Marcos Revenue Rolling Stock	Capital, Operating, Administration	2025	\$149,046	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00121-00	Hays	City of San Marcos	-	-	-	City of San Marcos Revenue Rolling Stock	Capital, Operating, Administration	2026	\$153,517	<b>Rollover</b> – Roll project over from 2023-2026 TIP to 2025-2028 TIP
73-00122-00	Hays	City of San Marcos	-	-	-	City of San Marcos Revenue Rolling Stock	Capital, Operating, Administration	2027	\$158,123	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
73-00123-00	Hays	City of San Marcos	-	-	-	City of San Marcos Revenue Rolling Stock	Capital, Operating, Administration	2028	\$162,866	<b>New Listing</b> – Add new listing to the 2025-2028 TIP
55-00100-00	Travis	University of Texas at Austin/TxDOT	Texas SMARTTrack	At UT Austin Pickle Research Campus	-	Closed and open course testing track for technology assessment, technology advancement, and testing.	Construction	2025	\$18,000,000	<b>New Listing</b> – Add new listing to the 2045 RTP

**Transportation Improvement Program (TIP)** (All approved amendments to the Transportation Improvement Program are automatically amended in the Regional Transportation Plan per CFR 450.218.)

**Regional Transportation Plan (RTP)**

This list includes project that are individually listed in the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). Individually listed projects are independently reviewed and approved by the Transportation Policy Board, Texas Transportation Commission, and Federal Highway Administration and Federal Transit Administration. In addition to individually listed projects provide here, the TIP contains grouped projects which are projects, or phases of projects, that are not considered to be of appropriate scale for individual identification and approval in a given program year. These projects are allowed to undergo a more streamlined administrative approval process based on the functional nature and scope of the project. These projects are reviewed individually by the MPO to determine eligibility and then grouped and approved together according to function and scope using the 12 grouped project categories approved for use by the Texas Department of Transportation (TxDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

# Transportation Improvement Program

2025-2028

Draft



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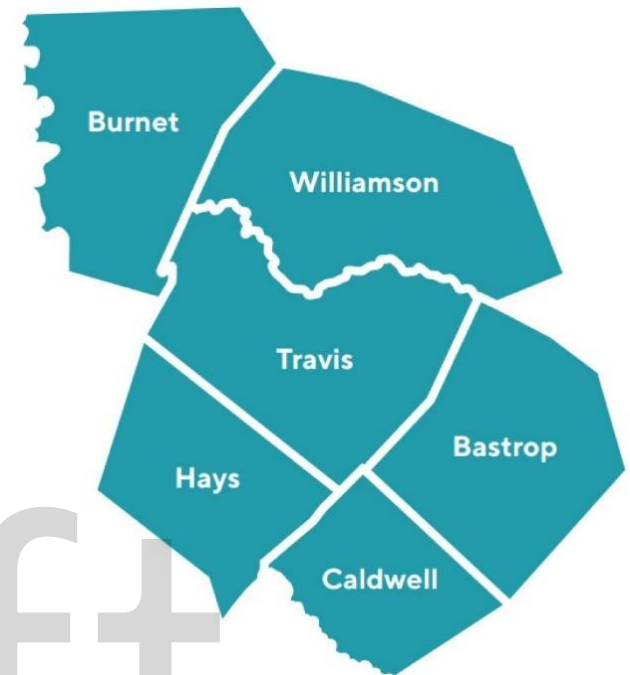
## Overview

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

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

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

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



## Highway Project Listings

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

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District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0914-04-341	Cesar Chavez	C	City of Austin	TxDOT	2025	\$438,331,296

**Limits (From):** IH 35

**Limits (To):** Colorado River

**Description:** Construct Capital Express Central Drainage Tunnel along Cesar Chavez

**MPO ID:** 51-00189-03

**Revision:** 7/1/2024

**History:**

**Remarks:** Breakout project from 0015-13-388, linked to 0015-13-433.

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$22,639,776							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$438,331,296	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$29,662,727	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$41,238,208	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$13,399,051	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$101,892,435	\$25,473,109	\$0	\$0	\$0	\$127,365,544
Total Cost:	\$545,271,059	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$438,331,296	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety <input type="checkbox"/>		12	\$248,772,602	\$62,193,150	\$0	\$0	\$0	\$310,965,752
PM 2: Pavement Condition <input type="checkbox"/>		Total	\$350,665,037	\$87,666,259	\$0	\$0	\$0	\$438,331,296
PM 3: System Performance <input checked="" type="checkbox"/>								

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
<b>Category 9</b>	Transportation Alternatives Set Aside	<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes



District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-433	IH 35	C	City of Austin	TxDOT	2025	\$140,000,000

**Limits (From):** Martin Luther King Jr. Blvd.

**Limits (To):** Holly Street

**Description:** Construct Capital Express Central East Drainage Tunnel along IH-35

**MPO ID:** 51-00189-04

**Revision:** 7/1/2024

**History:**

**Remarks:** Breakout project from 0015-13-388, linked to 0914-04-341.

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$7,230,989							
Right-of-Way:	\$400,000	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$140,000,000	2	\$120,835,487	\$13,426,165	\$0	\$0	\$0	\$134,261,652
Construction Engineering:	\$9,474,071	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$13,171,200	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$4,279,565	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$5,164,513	\$573,835	\$0	\$0	\$0	\$5,738,348
Total Cost:	\$174,555,825	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$140,000,000	9	\$0	\$0	\$0	\$0	\$0	\$0
<b>Performance Measures</b>		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input checked="" type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$126,000,000	\$14,000,000	\$0	\$0	\$0	\$140,000,000

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
<b>Category 9</b>	Transportation Alternatives Set Aside	<b>Category 10</b>	Supplemental Transportation Programs
<b>Category 11</b>	District Discretionary	<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-432	IH 35	C	City of Austin	TxDOT	2025	\$150,000,000

**Limits (From):** Airport Blvd.

**Limits (To):** Martin Luther King Jr. Blvd.

**Description:** Construct CapMetro railroad and pedestrian bridges and structural retrofit.

**MPO ID:** 51-00189-05

**Revision:** 7/1/2024

**History:**

**Remarks:** Breakout project from 0015-13-388

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$7,437,634							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$150,000,000	2	\$8,320,000	\$2,080,000	\$0	\$0	\$0	\$10,400,000
Construction Engineering:	\$9,395,706	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$7,557,692	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$4,401,865	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$178,792,898	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$150,000,000	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
		12	\$111,680,000	\$27,920,000	\$0	\$0	\$0	\$139,600,000
		Total	\$120,000,000	\$30,000,000	\$0	\$0	\$0	\$150,000,000

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input checked="" type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-440	IH 35	C	City of Austin	TxDOT	2025	\$169,913,344

**Limits (From):** Airport Blvd.

**Limits (To):** 9th Street

**Description:** Construct Capital Express Central West Drainage Tunnel along IH-35

**MPO ID:** 51-00189-06

**Revision:** 7/1/2024

**History:**

**Remarks:** Breakout project from CSJ 0015-13-388

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$8,776,011							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$169,913,344	2	\$13,500,000	\$1,500,000	\$0	\$0	\$0	\$15,000,000
Construction Engineering:	\$11,498,365	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$15,985,447	4	\$139,422,010	\$15,491,334	\$0	\$0	\$0	\$154,913,344
Indirects:	\$5,193,965	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$211,367,132	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$169,913,344	9	\$0	\$0	\$0	\$0	\$0	\$0
<b>Performance Measures</b>		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input checked="" type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$152,922,010	\$16,991,334	\$0	\$0	\$0	\$169,913,344

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
<b>Category 9</b>	Transportation Alternatives Set Aside	<b>Category 10</b>	Supplemental Transportation Programs
<b>Category 11</b>	District Discretionary	<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-437	IH 35	C	City of Austin	TxDOT	2025	\$78,000,000

**Limits (From):** At 4th St.

**Limits (To):**

**Description:** Construct CapMetro railroad and pedestrian bridges.

**MPO ID:** 51-00189-08

**Revision:** 7/1/2024

**History:**

**Remarks:** Breakout project from CSJ 0015-13-388

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$2,458,481							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$78,000,000	2	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Construction Engineering:	\$4,053,985	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,096,154	4	\$36,800,000	\$9,200,000	\$0	\$0	\$0	\$46,000,000
Indirects:	\$1,455,019	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
Total Cost:	\$88,063,638	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$78,000,000	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety <input checked="" type="checkbox"/>		12	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
PM 2: Pavement Condition <input checked="" type="checkbox"/>		Total	\$62,400,000	\$15,600,000	\$0	\$0	\$0	\$78,000,000
PM 3: System Performance <input checked="" type="checkbox"/>								

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Bastrop	0323-01-028	SH 95	C	City of Smithville	TxDOT	2025	\$8,590,445

**Limits (From):** LP 230

**MPO ID:** 11-00036-00

**Limits (To):** FM 535

**Revision:** 7/1/2024

**Description:** Upgrade from a 2-lane rural to a 3-lane urban roadway with continuous left-turn lane

**History:**

**Remarks:**

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$422,389							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$8,590,445	2	\$0	\$8,590,445	\$0	\$0	\$0	\$8,590,445
Construction Engineering:	\$696,511	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$360,138	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$249,985	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$10,319,468	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$8,590,445	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$0	\$8,590,445	\$0	\$0	\$0	\$8,590,445

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0914-04-317	Slaughter Lane	C,E	City of Austin	City of Austin	2025	\$15,726,250

**Limits (From):** Mopac Expressway

**Limits (To):** Brodie Lane

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

**MPO ID:** 51-00227-00

**Revision:** 7/1/2024

**History:**

**Remarks:** Scheduled to Let at the end of FY 2022. Rolling over should Let move into FY 2023. Moved to FY 2025.

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,191,378							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$15,726,250	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$1,444,242	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$1,438,838	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$705,101	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$12,581,000	\$0	\$0	\$3,145,250	\$0	\$15,726,250
Total Cost:	\$20,505,809	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$15,726,250	9	\$0	\$0	\$0	\$0	\$0	\$0
<b>Performance Measures</b>		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$12,581,000	\$0	\$0	\$3,145,250	\$0	\$15,726,250

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
<b>Category 9</b>	Transportation Alternatives Set Aside	<b>Category 10</b>	Supplemental Transportation Programs
<b>Category 11</b>	District Discretionary	<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	0151-10-001	US183	C	City of Cedar Park	TxDOT/City of Cedar Park	2025	\$110,400,000

**Limits (From):** RM 1431

**MPO ID:** 61-00135-00

**Limits (To):** Avery Ranch Blvd.

**Revision:** 7/1/2024

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

**History:**

**Remarks:** Designated Sponsor for TASA Funding by City of Cedar Park.

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$5,716,865							
Right-of-Way:	\$200,000	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$110,400,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$7,618,598	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$6,270,720	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$3,383,451	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$84,960,000	\$21,240,000	\$0	\$0	\$0	\$106,200,000
Total Cost:	\$133,589,634	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$110,400,000	9	\$3,360,000	\$840,000	\$0	\$0	\$0	\$4,200,000
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$88,320,000	\$22,080,000	\$0	\$0	\$0	\$110,400,000

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Hays	0914-33-076	FM 150	C	City of Kyle	Hays County	2026	\$22,666,827

**Limits (From):** Burleson Street

**Limits (To):** Kohlers Crossing

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

**MPO ID:** 41-00196-00

**Revision:** 7/1/2024

**History:**

**Remarks:** 3,802,358 awarded in TDC. Moved out from FY 2024 to FY 2026.

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$906,712							
Right-of-Way:	\$2,034,601	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$22,666,827	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$930,768	3	\$0	\$0	\$0	\$0	\$7,457,793	\$7,457,793
Contingencies:	\$901,276	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$536,625	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$15,209,034	\$0	\$0	\$0	\$0	\$15,209,034
Total Cost:	\$27,976,809	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$22,666,827	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$15,209,034	\$0	\$0	\$0	\$7,457,793	\$22,666,827

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes



District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	0914-05-222	Hero Way	C		Williamson County	2026	\$12,788,091

**Limits (From):** 183A

**MPO ID:** 61-00109-00

**Limits (To):** RM 2243

**Revision:** 7/1/2024

**Description:** Reconstruct 2-Lane undivided roadway to 2 travel lanes with continuous left-turn lane, and extend existing Hero Way to RM 2243.

**History:**

**Remarks:** Related to CSJ 2103-01-040

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$768,826							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$12,788,091	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$740,584	3	\$0	\$0	\$0	\$0	\$12,788,091	\$12,788,091
Contingencies:	\$617,967	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$455,020	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$15,370,487	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$12,788,091	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$0	\$0	\$0	\$0	\$12,788,091	\$12,788,091

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input checked="" type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-388	IH 35	E	City of Austin	TxDOT	2026	\$0

**Limits (From):** US 290E

**Limits (To):** US 290W/SH 71

**Description:** Reconstruct IH-35 from US 290E to US 290W/SH 71, add 2 northbound (NB) and 2 southbound (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 frontage road (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.

**MPO ID:** 51-00189-00

**Revision:** 7/1/2024

**History:**

**Remarks:** This is the controlling CSJ for the IH-35 Capital Express - Central project. Breakout construction projects (51-00189-01 through 10), associated limits, funding, scope, and other activities are tied to this CSJ.

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$218,673,017							
Right-of-Way:	\$161,392,500	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$4,561,055,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$272,292,661	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$282,833,241	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$129,418,724	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$5,625,665,143	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$0	9	\$0	\$0	\$0	\$0	\$0	\$0
<b>Performance Measures</b>		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input checked="" type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$0	\$0	\$0	\$0	\$0	\$0

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-423	IH 35	C	City of Austin	TxDOT	2026	\$1,400,000,000

**Limits (From):** 51st St.

**MPO ID:** 51-00189-01

**Limits (To):** Martin Luther King Jr. Blvd.

**Revision:** 7/1/2024

**Description:** Reconstruct IH-35 to add 2 northbound (NB) and 2 southbound (SB) non-tolled managed lanes, add 1 NB and 1 SB frontage road lane between 32nd St. and MLK Blvd., construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads.

**History:**

**Remarks:** Breakout of 0015-13-388.

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$67,488,426							
Right-of-Way:	\$382,017,500	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$1,400,000,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$80,986,111	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$81,018,519	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$39,942,130	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$2,051,452,685	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$1,400,000,000	9	\$0	\$0	\$0	\$0	\$0	\$0
<b>Performance Measures</b>		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input checked="" type="checkbox"/>	12	\$1,120,000,000	\$280,000,000	\$0	\$0	\$0	\$1,400,000,000
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$1,120,000,000	\$280,000,000	\$0	\$0	\$0	\$1,400,000,000

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
<b>Category 9</b>	Transportation Alternatives Set Aside	<b>Category 10</b>	Supplemental Transportation Programs
<b>Category 11</b>	District Discretionary	<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-441	IH 35	C	City of Austin	TxDOT	2026	\$220,000,000

**Limits (From):** US 290E

**MPO ID:** 51-00189-09

**Limits (To):** 51st St.

**Revision:** 7/1/2024

**Description:** Reconstruct IH-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.

**History:**

**Remarks:** Breakout project from CSJ 0015-13-388

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$10,605,324							
Right-of-Way:	\$76,579,000	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$220,000,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$12,726,389	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$12,731,481	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$6,276,620	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$338,918,815	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$220,000,000	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety <input checked="" type="checkbox"/>		12	\$176,000,000	\$44,000,000	\$0	\$0	\$0	\$220,000,000
PM 2: Pavement Condition <input checked="" type="checkbox"/>		Total	\$176,000,000	\$44,000,000	\$0	\$0	\$0	\$220,000,000
PM 3: System Performance <input checked="" type="checkbox"/>								

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
<b>Category 9</b>	Transportation Alternatives Set Aside	<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-442	IH 35	C	City of Austin	TxDOT	2026	\$1,513,522,860

**Limits (From):** Martin Luther King Jr. Blvd.

**Limits (To):** Holly Street.

**Description:** Reconstruct IH-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.

**MPO ID:** 51-00189-10

**Revision:** 7/1/2024

**History:**

**Remarks:** Breakout project from CSJ 0015-13-388.

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$72,960,911							
Right-of-Way:	\$35,550,000	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$1,513,522,860	2	\$32,720,000	\$8,180,000	\$0	\$0	\$0	\$40,900,000
Construction Engineering:	\$87,553,093	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$87,558,128	4	\$6,489,857	\$1,622,464	\$0	\$0	\$0	\$8,112,321
Indirects:	\$43,180,947	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$1,840,325,940	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$1,513,522,860	9	\$0	\$0	\$0	\$0	\$0	\$0
<b>Performance Measures</b>		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input checked="" type="checkbox"/>	12	\$1,171,608,431	\$292,902,108	\$0	\$0	\$0	\$1,464,510,539
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$1,210,818,288	\$302,704,572	\$0	\$0	\$0	\$1,513,522,860

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	2100-01-065	RM 2222	C	City of Austin	TxDOT	2026	\$5,992,000

**Limits (From):** At SL 360

**Limits (To):**

**Description:** Construct diverging diamond intersection.

**MPO ID:** 51-00233-01

**Revision:** 7/1/2024

**History:**

**Remarks:** Associated with CSJ 0113-13-168

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$293,391							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$5,992,000	2	\$4,793,600	\$1,198,400	\$0	\$0	\$0	\$5,992,000
Construction Engineering:	\$348,476	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$439,413	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$173,639	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$7,246,919	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$5,992,000	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$4,793,600	\$1,198,400	\$0	\$0	\$0	\$5,992,000

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input checked="" type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	2103-01-040	RM 2243	C		Williamson County	2026	\$7,000,000

**Limits (From):** West of Hero Way

**MPO ID:** 61-00109-01

**Limits (To):** 0.199 Miles West of Escalera Parkway

**Revision:** 7/1/2024

**Description:** Realign and reconstruct 2-lane undivided roadway to 2 travel lanes and continuous left turn lane.

**History:**

**Remarks:**

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$233,136							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$7,000,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$224,572	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$187,390	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$137,979	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$7,783,077	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$7,000,000	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000
<b>Performance Measures</b>								
PM 1: Safety <input checked="" type="checkbox"/>		11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition <input checked="" type="checkbox"/>		12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance <input checked="" type="checkbox"/>		Total	\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

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

**Limits (From):** Norwood Drive

**MPO ID:** 61-00191-00

**Limits (To):** SW Bypass

**Revision:** 7/1/2024

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

**History:**

**Remarks:**

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$857,976							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$5,040,000	2	\$4,032,000	\$1,008,000	\$0	\$0	\$0	\$5,040,000
Construction Engineering:	\$1,040,077	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$1,036,185	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$507,782	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$8,482,019	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$5,040,000	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$4,032,000	\$1,008,000	\$0	\$0	\$0	\$5,040,000

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input type="checkbox"/>
PM 3: System Performance	<input type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes



District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Bastrop	0265-03-041	SH 71	C		TxDOT	2026	\$145,904,000

**Limits (From):** CR 206 (Colorado Circle)

**Limits (To):** SH 21

**Description:** Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.

**MPO ID:** 11-00011-00

**Revision:** 7/1/2024

**History:**

**Remarks:** Cat 12 Pending

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$0							
Right-of-Way:	\$26,061,910	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$43,904,000	2	\$35,123,200	\$8,780,800	\$0	\$0	\$0	\$43,904,000
Construction Engineering:	\$0	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$0	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$0	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$69,965,910	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$145,904,000	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety <input checked="" type="checkbox"/>		12	\$81,600,000	\$20,400,000	\$0	\$0	\$0	\$102,000,000
PM 2: Pavement Condition <input checked="" type="checkbox"/>		Total	\$116,723,200	\$29,180,800	\$0	\$0	\$0	\$145,904,000
PM 3: System Performance <input checked="" type="checkbox"/>								

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0113-13-168	SL 360	C	City of Austin	TxDOT	2026	\$52,693,759

**Limits (From):** At Courtyard Drive

**Limits (To):**

**Description:** Grade separate intersection

**MPO ID:** 51-00231-00

**Revision:** 7/1/2024

**History:**

**Remarks:** Associated with CSJ 2100-01-065

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$2,580,082							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$52,693,759	2	\$31,610,997	\$7,902,749	\$0	\$0	\$0	\$39,513,746
Construction Engineering:	\$3,064,505	3	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
Contingencies:	\$3,864,209	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$1,526,987	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$63,729,542	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$52,693,759	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$1,744,010	\$436,003	\$0	\$0	\$0	\$2,180,013
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$33,355,007	\$8,338,752	\$0	\$0	\$11,000,000	\$52,693,759

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input checked="" type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	0914-05-194	Lakeline Blvd	C	City of Austin	City of Austin	2027	\$21,444,934

**Limits (From):** Parmer Lane

**MPO ID:** 51-00225-00

**Limits (To):** Lyndhurst Blvd.

**Revision:** 7/1/2024

**Description:** Add two additional travel lanes and upgrade bicycle facilities and sidewalks

**History:**

**Remarks:** Refunded and rescheduled 2/12/2024

Project Cost Information		Authorized Funding by Category/Share							
		Category	Federal	State	Regional	Local	LC	Total	
Preliminary Engineering:	\$2,280,638								
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0	
Construction:	\$21,444,934	2	\$0	\$0	\$0	\$0	\$0	\$0	
Construction Engineering:	\$0	3	\$0	\$0	\$0	\$0	\$0	\$0	
Contingencies:	\$0	4	\$0	\$0	\$0	\$0	\$0	\$0	
Indirects:	\$0	5	\$0	\$0	\$0	\$0	\$0	\$0	
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0	
Potential Change Orders:	\$0	7	\$16,742,551	\$0	\$0	\$4,702,383	\$0	\$21,444,934	
Total Cost:	\$23,725,572	8	\$0	\$0	\$0	\$0	\$0	\$0	
Cost of Approved Phases:	\$21,444,934	9	\$0	\$0	\$0	\$0	\$0	\$0	
<b>Performance Measures</b>		10	\$0	\$0	\$0	\$0	\$0	\$0	
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0	
PM 2: Pavement Condition	<input checked="" type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0	
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$16,742,551	\$0	\$0	\$4,702,383	\$0	\$21,444,934	

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
<b>Category 9</b>	Transportation Alternatives Set Aside	<b>Category 10</b>	Supplemental Transportation Programs
<b>Category 11</b>	District Discretionary	<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Bastrop	0265-03-042	SH 71	C		TxDOT	2027	\$49,280,000

**Limits (From):** At Pope Bend Road

**Limits (To):**

**Description:** Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.

**MPO ID:** 11-00010-00

**Revision:** 7/1/2024

**History:**

**Remarks:**

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$2,326,755							
Right-of-Way:	\$3,893,365	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$49,280,000	2	\$19,712,000	\$4,928,000	\$0	\$0	\$0	\$24,640,000
Construction Engineering:	\$2,763,615	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$3,484,800	4	\$19,712,000	\$4,928,000	\$0	\$0	\$0	\$24,640,000
Indirects:	\$1,377,059	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$63,125,594	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$49,280,000	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$39,424,000	\$9,856,000	\$0	\$0	\$0	\$49,280,000

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input checked="" type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Bastrop	0265-02-042	SH 71	C		TxDOT	2027	\$20,720,000

**Limits (From):** .85 Miles West of Tucker Hill Lane

**Limits (To):** Travis/Bastrop County Line

**Description:** Construct overpass and add 2-lane one-way eastbound and westbound frontage roads.

**MPO ID:** 51-00207-00

**Revision:** 7/1/2024

**History:**

**Remarks:**

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$978,295							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$20,720,000	2	\$8,288,000	\$2,072,000	\$0	\$0	\$0	\$10,360,000
Construction Engineering:	\$1,161,975	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$1,465,200	4	\$8,288,000	\$2,072,000	\$0	\$0	\$0	\$10,360,000
Indirects:	\$578,990	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$24,904,459	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$20,720,000	9	\$0	\$0	\$0	\$0	\$0	\$0
<b>Performance Measures</b>		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input checked="" type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$16,576,000	\$4,144,000	\$0	\$0	\$0	\$20,720,000

Funding Programs		
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b> Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b> Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b> Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b> Safety
		<b>Category 9</b> Transportation Alternatives Set Aside
		<b>Category 10</b> Supplemental Transportation Programs
		<b>Category 11</b> District Discretionary
		<b>Category 12</b> Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Bastrop	0265-03-043	SH 71	C		TxDOT	2027	\$35,280,000

**Limits (From):** Travis/Bastrop County Line

**MPO ID:** 51-00207-01

**Limits (To):** .65 Miles East of Tucker Hill Lane

**Revision:** 7/1/2024

**Description:** Construct overpass and add 2-lane one-way eastbound and westbound frontage roads.

**History:**

**Remarks:**

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,665,745							
Right-of-Way:	\$7,230,450	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$35,280,000	2	\$14,112,000	\$3,528,000	\$0	\$0	\$0	\$17,640,000
Construction Engineering:	\$1,978,497	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,494,800	4	\$14,112,000	\$3,528,000	\$0	\$0	\$0	\$17,640,000
Indirects:	\$985,849	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$49,635,342	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$35,280,000	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$28,224,000	\$7,056,000	\$0	\$0	\$0	\$35,280,000

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input checked="" type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis/Bastrop	0914-04-329	Pearce Lane	C		Travis County	2028	\$70,515,000

**Limits (From):** Kellam Road

**Limits (To):** East of Wolf Lane

**Description:** Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks.

**MPO ID:** 51-00230-00

**Revision:** 7/1/2024

**History:**

**Remarks:** Refunded and rescheduled 2/12/2024. Awarded 17,628,750 TDCs. CSJ 0807-05-024 associated with Bastrop County portion of project.

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$0							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$70,515,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$0	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$0	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$0	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$70,515,000	\$0	\$0	\$0	\$0	\$70,515,000
Total Cost:	\$70,515,000	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$70,515,000	9	\$0	\$0	\$0	\$0	\$0	\$0
<b>Performance Measures</b>		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input checked="" type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$70,515,000	\$0	\$0	\$0	\$0	\$70,515,000

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
<b>Category 9</b>	Transportation Alternatives Set Aside	<b>Category 10</b>	Supplemental Transportation Programs
<b>Category 11</b>	District Discretionary	<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0113-13-163	SH 71	C		TxDOT	2028	\$2,674,797

**Limits (From):** East of Riverside

**Limits (To):** US 183

**Description:** Construct new 3-lane eastbound frontage road.

**MPO ID:** 51-00186-00

**Revision:** 7/1/2024

**History:**

**Remarks:**

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$127,824							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$2,674,797	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$199,040	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$220,432	4	\$2,139,838	\$534,959	\$0	\$0	\$0	\$2,674,797
Indirects:	\$75,651	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$3,297,743	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$2,674,797	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$0	\$0	\$0	\$0	\$0	\$0
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$2,139,838	\$534,959	\$0	\$0	\$0	\$2,674,797

Performance Measures	
PM 1: Safety	<input type="checkbox"/>
PM 2: Pavement Condition	<input type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes



District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0265-01-113	SH 71	C		TxDOT	2028	\$28,531,310

**Limits (From):** SH 71/US 183 Interchange

**MPO ID:** 51-00191-00

**Limits (To):** Presidential Blvd.

**Revision:** 7/1/2024

**Description:** Construct 3-lane eastbound frontage road, 1-lane direct connector from 183S to 71E and 1-lane direct connector from 183N to 71E

**History:**

**Remarks:**

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,347,106							
Right-of-Way:	\$11,442,711	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$28,531,310	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$1,600,032	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,017,571	4	\$20,825,048	\$5,206,262	\$0	\$0	\$0	\$26,031,310
Indirects:	\$797,267	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$45,735,996	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$28,531,310	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$22,825,048	\$5,706,262	\$0	\$0	\$0	\$28,531,310

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input checked="" type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0914-04-314	West Rundberg Lane	C	City of Austin	City of Austin	2028	\$17,528,685

**Limits (From):** Burnet Road

**MPO ID:** 51-00222-00

**Limits (To):** Metric Blvd.

**Revision:** 7/1/2024

**Description:** Extend current roadway as a four-lane major divided arterial with sidewalks, bikelanes, and new signalized intersection.,

**History:**

**Remarks:** Refunded and rescheduled 2/12/2024

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$2,276,542							
Right-of-Way:	\$6,697,174	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$17,528,685	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$0	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$0	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$0	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$13,738,122	\$0	\$0	\$3,790,563	\$0	\$17,528,685
Total Cost:	\$26,502,401	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$17,528,685	9	\$0	\$0	\$0	\$0	\$0	\$0
<b>Performance Measures</b>		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$13,738,122	\$0	\$0	\$3,790,563	\$0	\$17,528,685

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
<b>Category 9</b>	Transportation Alternatives Set Aside	<b>Category 10</b>	Supplemental Transportation Programs
<b>Category 11</b>	District Discretionary	<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Burnet	0914-24-028	Wirtz Dam Road	C		TxDOT	2028	\$40,000,000

**Limits (From):** RM 1431

**Limits (To):** RM 2147

**Description:** Construct bridge over Lake LBJ and add 2-lane roadway in each direction.

**MPO ID:** 21-00001-00

**Revision:** 7/1/2024

**History:**

**Remarks:**

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,849,400							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$40,000,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$2,464,609	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,028,571	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$1,094,543	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$47,437,123	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$40,000,000	9	\$0	\$0	\$0	\$0	\$0	\$0
		10	\$0	\$0	\$0	\$0	\$0	\$0
		11	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
		12	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000

Performance Measures	
PM 1: Safety	<input checked="" type="checkbox"/>
PM 2: Pavement Condition	<input checked="" type="checkbox"/>
PM 3: System Performance	<input checked="" type="checkbox"/>

Funding Programs			
<b>Category 1</b>	Preventative Maintenance and Rehabilitation	<b>Category 5</b>	Congestion Mitigation and Air Quality
<b>Category 2</b>	Metropolitan and Urban Corridors	<b>Category 6</b>	Structures Replacement and Rehabilitation
<b>Category 3</b>	Non-Traditional and Local Funding	<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 4</b>	Statewide Connectivity	<b>Category 8</b>	Safety
		<b>Category 9</b>	Transportation Alternatives Set Aside
		<b>Category 10</b>	Supplemental Transportation Programs
		<b>Category 11</b>	District Discretionary
		<b>Category 12</b>	Strategic Priority/Texas Clear Lanes

## Highway Project Financial Summary

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

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**Capital Area Metropolitan Planning Organization (CAMPO)  
FY 2025 - 2028 Transportation Improvement Program**

**Funding by Category**

Funding Category	Description	FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
		TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$105,427,493	\$0	\$89,710,824	\$0	\$76,973,739	\$0	\$73,849,080	\$0	\$345,961,136
2	Urban Area (Non- TMA) Corridor Projects	\$170,252,097	\$200,022,180	\$91,445,746	\$107,329,793	\$52,640,000	\$111,268,471	\$0	\$113,735,725	\$314,337,843	\$532,356,169
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$34,145,884	\$0	\$0	\$0	\$0	\$0	\$34,145,884	\$0
4	Urban and Regional Connectivity	\$200,913,344	\$118,828,977	\$8,112,321	\$96,026,247	\$52,640,000	\$70,271,222	\$28,706,107	\$62,685,566	\$290,371,772	\$347,812,012
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$263,030,142	\$48,073,599	\$15,209,034	\$49,035,132	\$21,444,934	\$47,149,405	\$88,043,685	\$47,149,405	\$387,727,795	\$191,407,541
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TA Set-Aside Program	\$4,200,000	\$5,574,292	\$0	\$5,685,785	\$0	\$5,467,128	\$0	\$5,467,128	\$4,200,000	\$22,194,333
10 CBRN	Carbon Reduction	\$0	\$5,979,980	\$0	\$6,099,587	\$0	\$5,865,017	\$0	\$5,865,017	\$0	\$23,809,601
11	District Discretionary	\$0	\$9,002,388	\$2,180,013	\$7,128,838	\$0	\$7,185,922	\$42,500,000	\$7,266,054	\$44,680,013	\$30,583,202
11	Energy Sector	\$0	\$4,556,109	\$0	\$3,787,335	\$0	\$3,320,368	\$0	\$3,212,362	\$0	\$14,876,174
11	Safety (District Discretionary)	\$0	\$8,693,496	\$0	\$6,188,617	\$0	\$6,264,937	\$0	\$6,372,071	\$0	\$27,519,121
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$472,565,752	\$0	\$3,084,510,539	\$412,793,797	\$0	\$161,600,000	\$0	\$2,478,255,659	\$3,557,076,291	\$3,052,649,456
<b>Total</b>		<b>\$1,110,961,335</b>	<b>\$506,158,514</b>	<b>\$3,235,603,537</b>	<b>\$783,785,955</b>	<b>\$126,724,934</b>	<b>\$495,366,209</b>	<b>\$159,249,792</b>	<b>\$2,803,858,067</b>	<b>\$4,632,539,598</b>	<b>\$4,589,168,745</b>

**Funding Participation Source**

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	\$912,888,046	\$2,564,207,929	\$100,966,551	\$141,218,008	\$3,719,280,534
State	\$194,928,039	\$637,249,724	\$21,056,000	\$14,241,221	\$867,474,984
Local Match	\$0	\$0	\$4,702,383	\$3,790,563	\$8,492,946
CAT 3 - Local Contributions (LC)	\$3,145,250	\$34,145,884	\$0	\$0	\$37,291,134
<b>Total</b>	<b>\$1,110,961,335</b>	<b>\$3,235,603,537</b>	<b>\$126,724,934</b>	<b>\$159,249,792</b>	<b>\$4,632,539,598</b>
CAT 3 - TDC	0	3,802,358	0	17,628,750	21,431,108

Authorized funding amounts are provided from the financial summary tables in the Unified Transportation Plan (UTP). Programmed grouped eligible project and activities are not included in this financial summary. Funding for projects under the statewide grouping are fiscally constrained to available federal, state and local funding sources. Grouped projects for the CAMPO 2025-2028 TIP include, but are not limited to, preventative maintenance and rehabilitation, bridge replacement and rehabilitation, safety, landscaping and bicycle and pedestrian projects.

## Transit Project Listings

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

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Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00116-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of San Marcos	<b>Federal Funds (FTA):</b>	\$4,683,109	
<b>Fiscal Year:</b>	2025	<b>State Funds (TxDOT):</b>	\$288,360	
<b>Apportionment Year:</b>	2025	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Operating	<b>Other Funds:</b>	\$4,394,749	
<b>Project Description:</b>	City of San Marcos Public Transit Operations	<b>Total Funding:</b>	\$9,366,218	
		<b>Fiscal Year Cost:</b>	\$9,366,218	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00112-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of Round Rock	<b>Federal Funds (FTA):</b>	\$1,198,000	
<b>Fiscal Year:</b>	2025	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2025	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Operating	<b>Other Funds:</b>	\$1,600,100	
<b>Project Description:</b>	City of Round Rock Public Transit Operations	<b>Total Funding:</b>	\$2,798,100	
		<b>Fiscal Year Cost:</b>	\$2,798,100	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00092-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$6,686,481	
<b>Fiscal Year:</b>	2025	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2025	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$1,671,618	
<b>Project Description:</b>	Revenue rolling stock	<b>Total Funding:</b>	\$8,358,099	
		<b>Fiscal Year Cost:</b>	\$8,358,099	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00091-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$39,985,576	
<b>Fiscal Year:</b>	2025	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2025	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$9,996,397	
<b>Project Description:</b>	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	<b>Total Funding:</b>	\$49,981,973	
		<b>Fiscal Year Cost:</b>	\$49,981,973	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00095-00	<b>Funding Category:</b>	5310	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$1,598,152	
<b>Fiscal Year:</b>	2025	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2025	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$779,100	
<b>Project Description:</b>	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	<b>Total Funding:</b>	\$2,377,252	
		<b>Fiscal Year Cost:</b>	\$2,377,252	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00093-00	<b>Funding Category:</b>	5337	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$5,026,909	
<b>Fiscal Year:</b>	2025	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2025	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$1,256,728	
<b>Project Description:</b>	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	<b>Total Funding:</b>	\$6,283,637	
		<b>Fiscal Year Cost:</b>	\$6,283,637	



Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00120-00	<b>Funding Category:</b>	5339	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of San Marcos	<b>Federal Funds (FTA):</b>	\$119,237	
<b>Fiscal Year:</b>	2025	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2025	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$29,809	
<b>Project Description:</b>	City of San Marcos Revenue Rolling Stock	<b>Total Funding:</b>	\$149,046	
		<b>Fiscal Year Cost:</b>	\$149,046	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00094-00	<b>Funding Category:</b>	5339	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$3,292,817	
<b>Fiscal Year:</b>	2025	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2025	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$823,205	
<b>Project Description:</b>	Revenue rolling stock	<b>Total Funding:</b>	\$4,116,022	
		<b>Fiscal Year Cost:</b>	\$4,116,022	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00113-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of Round Rock	<b>Federal Funds (FTA):</b>	\$1,211,436	
<b>Fiscal Year:</b>	2026	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2026	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Operating	<b>Other Funds:</b>	\$1,610,000	
<b>Project Description:</b>	City of Round Rock Public Transit Operations	<b>Total Funding:</b>	\$2,821,436	
		<b>Fiscal Year Cost:</b>	\$2,821,436	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00097-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$6,522,653	
<b>Fiscal Year:</b>	2026	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2026	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$1,630,660	
<b>Project Description:</b>	Revenue rolling stock	<b>Total Funding:</b>	\$8,153,313	
		<b>Fiscal Year Cost:</b>	\$8,153,313	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00096-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$41,335,899	
<b>Fiscal Year:</b>	2026	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2026	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$10,333,978	
<b>Project Description:</b>	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	<b>Total Funding:</b>	\$51,669,877	
		<b>Fiscal Year Cost:</b>	\$51,669,877	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00117-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of San Marcos	<b>Federal Funds (FTA):</b>	\$4,823,602	
<b>Fiscal Year:</b>	2026	<b>State Funds (TxDOT):</b>	\$297,011	
<b>Apportionment Year:</b>	2026	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Operating	<b>Other Funds:</b>	\$4,526,591	
<b>Project Description:</b>	City of San Marcos Public Transit Operations	<b>Total Funding:</b>	\$9,647,204	
		<b>Fiscal Year Cost:</b>	\$9,647,204	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00100-00	<b>Funding Category:</b>	5310	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$1,638,780	
<b>Fiscal Year:</b>	2026	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2026	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$798,907	
<b>Project Description:</b>	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	<b>Total Funding:</b>	\$2,437,687	
		<b>Fiscal Year Cost:</b>	\$2,437,687	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00098-00	<b>Funding Category:</b>	5337	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$5,154,703	
<b>Fiscal Year:</b>	2026	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2026	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$1,288,676	
<b>Project Description:</b>	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	<b>Total Funding:</b>	\$6,443,379	
		<b>Fiscal Year Cost:</b>	\$6,443,379	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00121-00	<b>Funding Category:</b>	5339	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of San Marcos	<b>Federal Funds (FTA):</b>	\$122,814	
<b>Fiscal Year:</b>	2026	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2026	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$30,704	
<b>Project Description:</b>	City of San Marcos Revenue Rolling Stock	<b>Total Funding:</b>	\$153,518	
		<b>Fiscal Year Cost:</b>	\$153,518	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00099-00	<b>Funding Category:</b>	5339	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$3,376,527	
<b>Fiscal Year:</b>	2026	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2026	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$844,132	
<b>Project Description:</b>	Revenue rolling stock	<b>Total Funding:</b>	\$4,220,659	
		<b>Fiscal Year Cost:</b>	\$4,220,659	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00114-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of Round Rock	<b>Federal Funds (FTA):</b>	\$1,235,665	
<b>Fiscal Year:</b>	2027	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2027	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Operating	<b>Other Funds:</b>	\$1,642,200	
<b>Project Description:</b>	City of Round Rock Public Transit Operations	<b>Total Funding:</b>	\$2,877,865	
		<b>Fiscal Year Cost:</b>	\$2,877,865	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00118-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of San Marcos	<b>Federal Funds (FTA):</b>	\$4,968,310	
<b>Fiscal Year:</b>	2027	<b>State Funds (TxDOT):</b>	\$305,921	
<b>Apportionment Year:</b>	2027	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Operating	<b>Other Funds:</b>	\$4,662,389	
<b>Project Description:</b>	City of San Marcos Public Transit Operations	<b>Total Funding:</b>	\$9,936,620	
		<b>Fiscal Year Cost:</b>	\$9,936,620	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00101-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$41,335,899	
<b>Fiscal Year:</b>	2027	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2027	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$10,333,978	
<b>Project Description:</b>	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	<b>Total Funding:</b>	\$51,669,877	
		<b>Fiscal Year Cost:</b>	\$51,669,877	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00102-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$6,522,653	
<b>Fiscal Year:</b>	2027	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2027	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$1,630,660	
<b>Project Description:</b>	Revenue rolling stock	<b>Total Funding:</b>	\$8,153,313	
		<b>Fiscal Year Cost:</b>	\$8,153,313	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00108-00	<b>Funding Category:</b>	5310	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$1,638,780	
<b>Fiscal Year:</b>	2027	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2027	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$798,907	
<b>Project Description:</b>	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	<b>Total Funding:</b>	\$2,437,687	
		<b>Fiscal Year Cost:</b>	\$2,437,687	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00103-00	<b>Funding Category:</b>	5337	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$5,154,703	
<b>Fiscal Year:</b>	2027	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2027	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$1,288,676	
<b>Project Description:</b>	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	<b>Total Funding:</b>	\$6,443,379	
		<b>Fiscal Year Cost:</b>	\$6,443,379	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00122-00	<b>Funding Category:</b>	5339	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of San Marcos	<b>Federal Funds (FTA):</b>	\$126,498	
<b>Fiscal Year:</b>	2027	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2027	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$31,625	
<b>Project Description:</b>	City of San Marcos Revenue Rolling Stock	<b>Total Funding:</b>	\$158,123	
		<b>Fiscal Year Cost:</b>	\$158,123	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00104-00	<b>Funding Category:</b>	5339	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$3,376,527	
<b>Fiscal Year:</b>	2027	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2027	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$844,132	
<b>Project Description:</b>	Revenue rolling stock	<b>Total Funding:</b>	\$4,220,659	
		<b>Fiscal Year Cost:</b>	\$4,220,659	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00107-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$6,522,653	
<b>Fiscal Year:</b>	2028	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2028	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$1,630,660	
<b>Project Description:</b>	Revenue rolling stock	<b>Total Funding:</b>	\$8,153,313	
		<b>Fiscal Year Cost:</b>	\$8,153,313	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00119-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of San Marcos	<b>Federal Funds (FTA):</b>	\$5,117,359	
<b>Fiscal Year:</b>	2028	<b>State Funds (TxDOT):</b>	\$315,099	
<b>Apportionment Year:</b>	2028	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Operating	<b>Other Funds:</b>	\$4,802,261	
<b>Project Description:</b>	City of San Marcos Public Transit Operations	<b>Total Funding:</b>	\$10,234,719	
		<b>Fiscal Year Cost:</b>	\$10,234,719	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00115-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of Round Rock	<b>Federal Funds (FTA):</b>	\$1,260,378	
<b>Fiscal Year:</b>	2028	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2028	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Operating	<b>Other Funds:</b>	\$1,675,044	
<b>Project Description:</b>	City of Round Rock Public Transit Operations	<b>Total Funding:</b>	\$2,935,422	
		<b>Fiscal Year Cost:</b>	\$2,935,422	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00106-00	<b>Funding Category:</b>	5307	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$41,335,899	
<b>Fiscal Year:</b>	2028	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2028	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$10,333,978	
<b>Project Description:</b>	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	<b>Total Funding:</b>	\$51,669,877	
		<b>Fiscal Year Cost:</b>	\$51,669,877	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00111-00	<b>Funding Category:</b>	5310	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$1,638,780	
<b>Fiscal Year:</b>	2028	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2028	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$798,907	
<b>Project Description:</b>	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	<b>Total Funding:</b>	\$2,437,687	
		<b>Fiscal Year Cost:</b>	\$2,437,687	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00109-00	<b>Funding Category:</b>	5337	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$5,154,703	
<b>Fiscal Year:</b>	2028	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2028	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$1,288,676	
<b>Project Description:</b>	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	<b>Total Funding:</b>	\$6,443,379	
		<b>Fiscal Year Cost:</b>	\$6,443,379	



Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00123-00	<b>Funding Category:</b>	5339	<b>Remarks:</b>
<b>Project Sponsor:</b>	City of San Marcos	<b>Federal Funds (FTA):</b>	\$130,293	
<b>Fiscal Year:</b>	2028	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2028	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital, Operating, Administration	<b>Other Funds:</b>	\$32,573	
<b>Project Description:</b>	City of San Marcos Revenue Rolling Stock	<b>Total Funding:</b>	\$162,867	
		<b>Fiscal Year Cost:</b>	\$162,867	

Project Information		Funding Information		Additional Information
<b>MPO ID:</b>	73-00110-00	<b>Funding Category:</b>	5339	<b>Remarks:</b>
<b>Project Sponsor:</b>	Capital Metro	<b>Federal Funds (FTA):</b>	\$3,376,527	
<b>Fiscal Year:</b>	2028	<b>State Funds (TxDOT):</b>	\$0	
<b>Apportionment Year:</b>	2028	<b>State Funds (Other):</b>	\$0	
<b>Project Type:</b>	Capital	<b>Other Funds:</b>	\$844,132	
<b>Project Description:</b>	Revenue rolling stock	<b>Total Funding:</b>	\$4,220,659	
		<b>Fiscal Year Cost:</b>	\$4,220,659	

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## **Transit Project Financial Summary**

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

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## Transit Financial Summary

### Capital Area Metropolitan Planning Organization

#### FY 2025- 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 3/12/2024

Transit Program		FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$47,870,057	\$13,268,115	\$61,138,172	\$49,069,988	\$13,574,638	\$62,644,626	\$49,094,216	\$13,606,838	\$62,701,054
2	Sec. 5307 - Urbanized Formula <200K	\$4,683,109	\$4,683,109	\$9,366,218	\$4,823,602	\$4,823,602	\$9,647,204	\$4,968,310	\$4,968,310	\$9,936,620
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$1,598,152	\$779,100	\$2,377,252	\$1,638,780	\$798,907	\$2,437,687	\$1,638,780	\$798,907	\$2,437,687
5	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Other FTA	\$8,438,964	\$2,109,741	\$10,548,705	\$8,654,045	\$2,163,512	\$10,817,557	\$8,657,729	\$2,164,433	\$10,822,162
13	Regionally Significant or Other			\$0			\$0			\$0
<b>Total Funds</b>		<b>\$62,590,282</b>	<b>\$20,840,065</b>	<b>\$83,430,347</b>	<b>\$64,186,415</b>	<b>\$21,360,659</b>	<b>\$85,547,074</b>	<b>\$64,359,035</b>	<b>\$21,538,488</b>	<b>\$85,897,523</b>
Transportation Development Credits Requested				\$0			\$0			\$0
Transportation Development Credits Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2028			FY 2025-2028 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$49,118,930	\$13,639,682	\$62,758,612	\$195,153,191	\$54,089,273	\$249,242,464
2	Sec. 5307 - Urbanized Formula <200K	\$5,117,359	\$5,117,359	\$10,234,718	\$19,592,380	\$19,592,380	\$39,184,760
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$1,638,780	\$798,907	\$2,437,687	\$6,514,492	\$3,175,821	\$9,690,313
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Other FTA	\$8,661,524	\$2,165,381	\$10,826,905	\$34,412,262	\$8,603,067	\$43,015,329
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
<b>Total Funds</b>		<b>\$64,536,593</b>	<b>\$21,721,329</b>	<b>\$86,257,922</b>	<b>\$255,672,325</b>	<b>\$85,460,541</b>	<b>\$341,132,866</b>
Transportation Development Credits Requested				\$0			\$0
Transportation Development Credits Awarded				\$0			\$0

## Grouped Projects

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

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## Grouped Project Categories

CSJ	Group	Definition
5000-00-950	<b>PE-Preliminary Engineering</b>	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	<b>Right of Way Acquisition</b>	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	<b>Preventive Maintenance/ Rehabilitation</b>	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation. (See Note 3)
5000-00-953	<b>Bridge Replacement/ Rehabilitation</b>	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	<b>Railroad Grade Separations</b>	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	<b>Safety</b>	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	<b>Landscaping</b>	Project consisting of typical right-of-way landscape development, establishment, and aesthetic improvements to include any associated erosion control and environmental mitigation activities.

<b>5800-00-915</b>	<b>ITS Deployment</b>	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
<b>5000-00-916</b>	<b>Bicycle and Pedestrian</b>	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
<b>5000-00-917</b>	<b>Safety Rest Areas/Truck Weigh Stations</b>	Construction and improvement of rest areas, and truck weigh stations.
<b>5000-00-918</b>	<b>Transit Improvements and Programs</b>	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet (See Note 4)
<b>5000-00-919</b>	<b>Recreational Trails Program</b>	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.
<b>Note 1</b>	Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).	
<b>Note 2</b>	Projects funded with CMAQ funding require a Federal eligibility determination and are not approved to be grouped.	
<b>Note 3</b>	Passing lanes include "Super 2" lanes consistent with TxDOT's Roadway Design Manual.	
<b>Note 4</b>	In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.	
<b>Note 5</b>	Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives-Set Aside (TASA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.	

## Local Projects

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

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MPO ID	CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor(s)	FY	Total Cost
73-00300-00	0000-00-000	Travis	Broadmoor Station	Gracy Farms Lane	Private Drive	Construction of the new CapMetro Rail Station at Broadmoor	Capital Metro	2024	\$32,000,000
73-00301-00	0000-00-000	Travis	North Ops Bus Yard	N/A	N/A	Construct a solar panel canopy at the North Ops Bus Yard	Capital Metro	2025	\$24,200,000
51-00367-01	1376-02-043	Travis	FM 1325	SL 1 (MoPac)	Bright Verde Way	Mill and overlay, intersection improvements, add storm drains, access management, curb and gutter, and shared use paths.	City of Austin	2026	\$20,520,000
51-00367-02	1376-02-044	Travis	FM 1325	Bright Verde Way	US 183	Mill and overlay, intersection improvements, add storm drains, access management, curb and gutter, and shared use paths.	City of Austin	2026	\$7,269,231
51-00369-01	1186-01-104	Travis	FM 969	US 183	Craigwood Drive	Design and construction of new traffic signals, safety improvements and access management.	City of Austin	2026	\$798,595
51-00366-00	0151-06-148	Travis	SL 111	FM 969	0.189 Miles North of US 183	Reconstruct roadway, add storm drains, raised center median with left turn bays, curb and gutter, and sidewalks.	City of Austin	2027	\$30,513,905
51-00375-00	0113-09-072	Travis	SL 275	170' S of Walmart/Twin Oaks Driveway	Walmart/Twin Oaks Driveway	Add shared-use path, ramps, relocate pedestrian push buttons, and replace signal heads.	City of Austin	2027	\$600,000

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## Project Development List

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

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CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor
1149-02-026	Bastrop	FM 812	Travis County Line	SH 21	Realign and widen existing 2-lane roadway to 4-lane divided roadway	TxDOT
0472-01-040	Bastrop	SH 21	CR 130	Paint Creek Rd	Widen to 4-lane divided	TxDOT
0252-02-058	Burnet	US 281	1.5 MI N of SH 71	2.00 MI S of SH 71	Reconstruct interchange	TxDOT
1776-03-012	Caldwell	FM 2001	FM 2720	US 183	Widen from 2-lane undivided to 4-lane divided with shoulders, add cable barrier	TxDOT
0805-02-008	Caldwell	FM 2720	Old Spanish Trail	SH 142	Widen from 2-lane undivided to 4-lane undivided with shoulders, add cable barrier	TxDOT
0914-22-078	Caldwell	FM 2720	AT SH 130		Construct new interchange and make connection from FM 2720 to SH 130	TxDOT
0384-01-025	Caldwell	SH 142	SH 80	SH 130	Widen from 2-lane undivided to 4-lane divided with shoulders, add cable barrier	TxDOT
0471-04-036	Caldwell	SH 21	Caldwell County Line	SH 130	Widen 2-lane undivided roadway to 4-lane divided with center turn lane	TxDOT
0805-05-004	Caldwell/Hays	FM 2720	SH 21	Old Spanish Trail	Widen from 2-lane undivided to 4-lane divided with shoulders, add cable barrier	TxDOT
0016-02-150	Hays	IH 35	Blanco River	River Ridge Parkway	Operational improvements ramp reversals	TxDOT
0016-03-113	Hays	IH 35	North of SH 123	South of Posey Road	Operational, intersection, main-lane, and frontage road improvements	TxDOT
0914-33-089	Hays	Kohlers Crossing	.13 MI West of UPRR ROW	.26 MI East of UPRR ROW	Construct overpass over UPRR ROW on Kohler's Crossing	Hays County
0016-17-013	Hays	RM 150	Burleson St.	IH 35	Widen roadway	TxDOT
0805-04-028	Hays	RM 150	FM 2770	Burleson St.	Realign and improve 2-lane to 4-lane roadway	Hays County
0471-02-081	Hays	SH 21	SH 80	Caldwell County Line	Widen 2-lane undivided roadway to 4-lane divided with center turn lane	TxDOT
0113-07-080	Hays	US 290	Roger Hanks Pkwy	East of Rob Shelton Dr	Upgrade 4-lane divided to 6-lane divided with center turn lane	TxDOT
1149-01-023	Travis	FM 812	US 183	Bastrop County Line	Realign and widen existing 2-lane roadway to 4-lane divided roadway	TxDOT
1200-02-030	Travis	FM 973	US 79	US 290	Upgrade to 4-lane divided	TxDOT
1200-02-036	Travis	FM 973	US 290	FM 1660	Widen existing 2-lane roadway to a 6-lane divided highway	TxDOT
1200-03-056	Travis	FM 973	US 290	SH 130	Realign and widen existing 2-lane roadway to 6-lane divided roadway	TxDOT

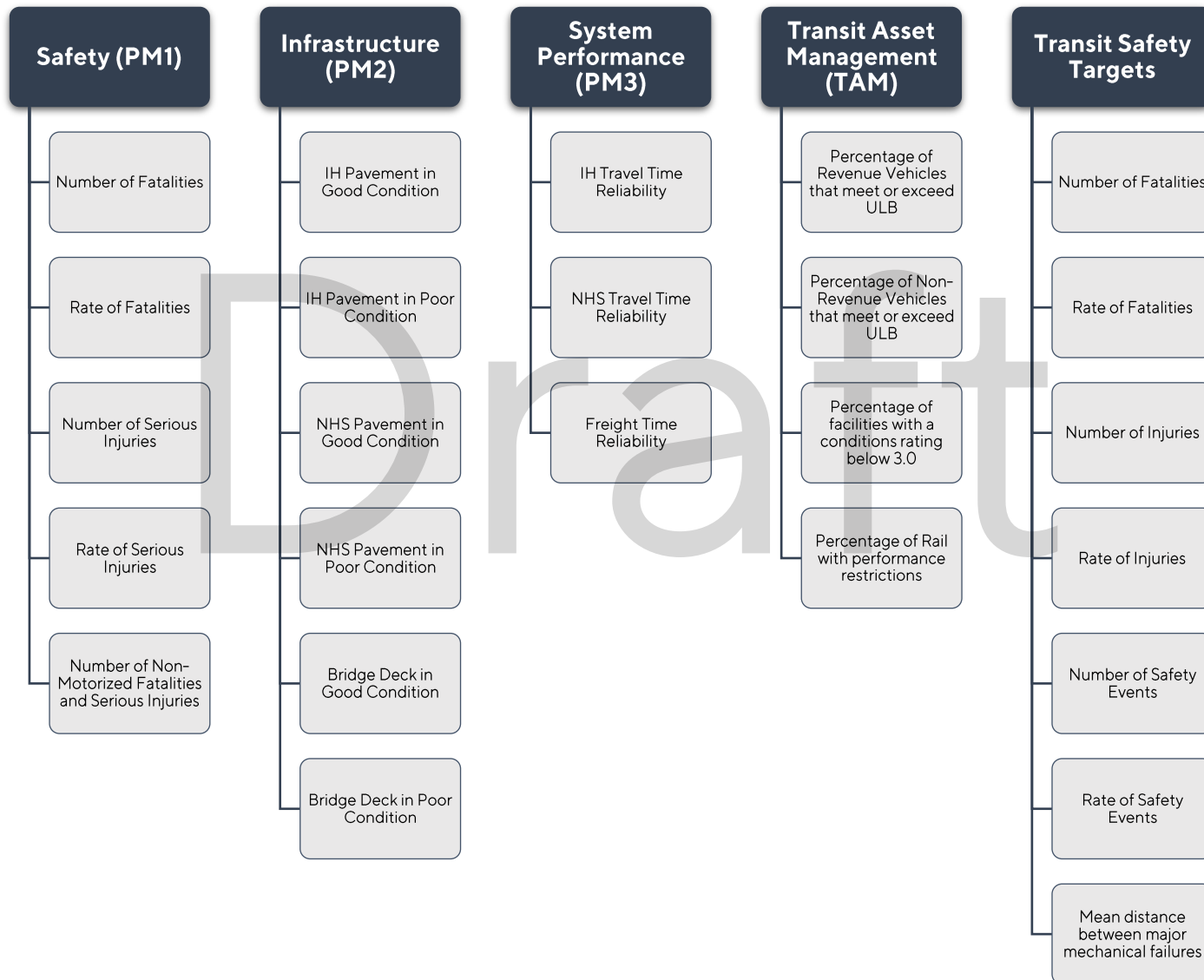
CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor
1754-01-024	Travis	RM 1826	SH 45	US 290	Reconstruct existing 2-lane roadway to a 4-lane divided roadway with bike and pedestrian path	Travis
2102-01-073	Travis	RM 2244	Walsh Tarlton Lane	Montebello Road	Construct 4-lane roadway with continuous left turn lane and shoulders.	TxDOT
0683-02-073	Travis	RM 620	Aria Dr/Cavalier Dr.	Oak Grove Blvd.	Upgrade existing 4-lane roadway to a 6-lane divided roadway	TxDOT
0683-01-100	Travis	RM 620	Little Elm Trail	Travis County Line	Reconstruct intersection to add overpass at Anderson Mill Road	TxDOT
0683-02-072	Travis	RM 620	SH 71	Aria Dr/Cavalier Dr.	Upgrade existing 4-lane roadway to a 6-lane divided roadway	TxDOT
0265-01-123	Travis	SH 71	US 183	Spirit of Texas Drive	Extend westbound frontage road from Spirit of Texas Drive to US 183 / Old Bastrop Hwy	TxDOT
0113-13-167	Travis	SL 360	At Spicewood Springs Road		Grade separate intersection	TxDOT, City of Austin
0113-13-169	Travis	SL 360	At Lakewood Drive		Grade separate intersection	TxDOT
0152-01-086	Travis	US 183	SH 71	SH 130	Reconstruct existing 4-lane roadway to 4-lane divided roadway	TxDOT
0265-01-116	Travis	US 183	.46 Miles South of Thompson Lane	.07 Miles Southwest of Airport Commerce Drive	Construct new 1-lane southbound frontage road.	TxDOT
0114-02-108	Travis	US 290	West of SH 130 Southbound Frontage	East of SH 130 Southbound Frontage Road	Add eastbound shared use path bridge at SH 130 interchange	TxDOT
2690-01-039	Williamson	FM 971	CR 333	CR 334	Rehabilitate pavement, add shoulders and safety treat.	TxDOT
3417-02-030	Williamson	FM 734	RM 1431	SH 45	Reconstruct existing 4-Lane divided roadway to a 6-Lane divided roadway	TxDOT, City of Austin
2295-01-015	Williamson	FM 973	FM 1660	US 79	Upgrade to 4-lane divided	TxDOT
2295-01-021	Williamson	FM 973	FM 1660	US 79	Widen existing 2-lane roadway to a 6-lane divided highway	TxDOT
1200-01-026	Williamson	FM 973	FM 1660	Travis County Line	Upgrade to 4-lane divided	TxDOT
0015-09-183	Williamson	IH 35	RM 1431	SH 29	Add northbound and southbound non-tolled managed lanes, reconstruct ramp, improve frontage road and freight movements, add auxillary lanes.	TxDOT
0015-09-178	Williamson	IH 35	RM 1431	SH 45N	Add northbound and southbound non-tolled managed lanes, reconstruct ramp, improve frontage road and freight movements, add auxillary lanes.	TxDOT
1378-02-052	Williamson	RM 1431	Sam Bass Rd	IH 35	Widen from 4 to 6-lane divided	TxDOT
0683-02-079	Williamson	RM 620	Williamson County Line	South of Foundation Line	Reconstruct intersection to add overpass at Anderson Mill Road	TxDOT

CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor
0440-02-016	Williamson	SH 195	Approx 2930' North of Shell Rd	Approx 3720' South of Shell Rd	Construct overpass	TxDOT
0204-01-063	Williamson	US 79	IH 35	East of FM 1460	Add 1-lane in each direction	TXDOT

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## Performance Measures

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



## Administrative Policies

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

### Project Funding Policy

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

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

## **General Amendment Policy**

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

- Regular amendment opportunities are held twice a year.
- Requests for out-of-cycle amendments will be considered on a case-by-case basis by the Transportation Policy Board with processing subject to the discretion of the Transportation Policy Board Chair.
- Administrative amendments are processed with processing subject to the discretion of the Executive Director.
- All amendment requests must be submitted using the online application. Requests will be considered at the time of submission and processed according to nature of the request.

## **Administrative Amendments**

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

The following actions are classified as Administrative Amendments:

- Decreases in funding amount
- Increases in non-TPB delegated funding under 50% of the original amount
- Changes in non-federal funding amount
- Changes to project sponsor
- Changes to the Fiscal Year (subject to continual progress review)
- Editorial modifications and corrections
- Requests that do not substantially alter the scope, function, or anticipated impacts
- Actions related to a state or federally designated emergency

## Regular Amendments

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

The following actions are classified as regular amendments:

- Significant changes to the project limits
- Significant changes to the project scope
- Adding a new project to the program
- Removing a project from the program
- Increases to funding amounts over 50% of the original amount
- Increase to any amounts for TPB-delegated funding
- Any other changes that do not qualify as an administrative amendment.

## Out-of-Cycle Amendments

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

## Amendment Submission

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

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

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



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### MPO Self-Certification

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

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

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

DocuSigned by:  
*Tucker Ferguson*

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4/12/2021

Date

Commissioner Cynthia Long  
Chair  
Transportation Policy Board

*Cynthia Long*

5/3/2021

Date

## Additional Resources

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

[Statewide Transportation Improvement Program \(STIP\)](#) – The Statewide Transportation Improvement Program includes all metropolitan planning organization Transportation Improvement Programs and the rural Transportation Improvement Programs developed by the Texas Department of Transportation.

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

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

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

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## Resolution 2024-5-8

### **Acknowledging the Transportation Policy Board's Adoption of the 2025-2028 Transportation Improvement Program and Amendment to the 2045 Regional Transportation Plan**

**WHEREAS**, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

**WHEREAS**, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

**WHEREAS**, CAMPO is required to create a twenty-year Regional Transportation Plan and a four-year Transportation Improvement Program; and

**WHEREAS**, CAMPO is required by federal and state law to adopt a new four-year Transportation Improvement Program every two years in coordination with regional transportation entities including the state department of transportation, regional transit providers, and local government sponsors; and

**WHEREAS**, CAMPO also solicited requests from regional partners for amendments to the current 2023-2026 Transportation Improvement Program and 2045 Regional Transportation Plan as part of the regular semi-annual amendment cycle; and

**WHEREAS**, the 2025-2028 Transportation Improvement Program and regular amendment cycle were subject to CAMPO's adopted Public Participation Plan and processed accordingly; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to approve the 2025-2028 Transportation Improvement Program and requested amendment to the 2045 Regional Transportation Plan as reflected in this resolution and in accompanying documentation; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

**BE IT FURTHER RESOLVED** that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to adopt the 2025-2028 Transportation Improvement Program and requested amendment to the 2045 Regional Transportation Plan as reflected was made on May 13, 2024 by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 13<sup>th</sup> day of May 2024.

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**Chair, CAMPO Board**

Attest:

---

**Executive Director, CAMPO**



**Date:** May 13, 2024  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Ms. Theresa Hernandez, Finance & Administration Manager  
**Agenda Item:** 9  
**Subject:** Annual Briefing on CAMPO Financial Audit

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**RECOMMENDATION**

None. This item is for informational purposes.

**PURPOSE AND EXECUTIVE SUMMARY**

In accordance with 2CFR 200 Subpart F, a single audit is required for an entity that expends \$750,000 or more in Federal awards during the entity's fiscal year.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

Over the past several months, the CAMPO Finance & Administration Manager has worked closely with the auditors, Montemayor Britton Bender PC, to ensure they had the necessary documents to perform the required audit.

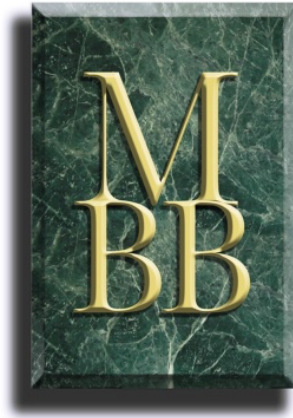
Per the Schedule of Findings and Questioned Costs for the Year Ended September 30, 2023, some of the highlights in the Summary of the Auditor's Results (shown on Page 24 of Attachment A) include:

- a. No significant deficiencies relating to the audit of the financial statements were reported in CAMPO's Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards.
- b. No instances of noncompliance material to the financial statements were noted.
- c. No significant deficiencies relating to the audit of the major federal programs were reported in CAMPO's Independent Auditor's Report on Compliance for Each Major Program and on Internal Control Over Compliance as required by OMB Compliance Supplement.
- d. There are no audit findings that are required to be reported in accordance with 2 CFR section 200.516(a).

**SUPPORTING DOCUMENTS**

**Attachment A** – *Financial Statements and Independent Auditor's Reports, September 30, 2023*

**Attachment B** – *Communication with Those Charged with Governance*



# Montemayor Britton Bender PC

CERTIFIED PUBLIC ACCOUNTANTS

## **CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

FINANCIAL STATEMENTS  
AND  
INDEPENDENT AUDITOR'S REPORT

SEPTEMBER 30, 2023

## CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

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# Montemayor Britton Bender PC

CERTIFIED PUBLIC ACCOUNTANTS

Arturo Montemayor III CPA, President & CEO | Stacy Britton CPA, Shareholder | Sean Bender CPA, Shareholder  
Danielle Guerrero, Shareholder | Sara Carey CPA, Shareholder

Transportation Policy Board and Management  
Capital Area Metropolitan Planning Organization

## INDEPENDENT AUDITOR'S REPORT

### A. Report on the Audit of the Financial Statements

#### Opinions

We have audited the accompanying financial statements of the governmental activities and general fund of Capital Area Metropolitan Planning Organization (CAMPO), as of and for the year ended September 30, 2023, and the related notes to the financial statements, which collectively comprise CAMPO's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and general fund of CAMPO, as of September 30, 2023, and the respective changes in financial position, for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of CAMPO and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about CAMPO's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

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### Auditor's Responsibility for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of CAMPO's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about CAMPO's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information on pages 4-6 and 16 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.



Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise CAMPO's basic financial statements. The schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

B. Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated 6 May 2024, on our consideration of CAMPO's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of CAMPO's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering CAMPO's internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "Montemayor Britton Boudle PC". The signature is written in a cursive, flowing style.

6 May 2024  
Austin, Texas

## CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION MANAGEMENT'S DISCUSSION AND ANALYSIS

The following is a narrative overview and analysis of the financial activities of the Capital Area Metropolitan Planning Organization (CAMPO) for the year ended September 30, 2023. Please read it in conjunction with CAMPO's financial statements, which follow this section.

### **Financial Highlights**

- Government awards receivable amounted to \$2,196,826 at September 30, 2023, which represented an increase compared to the \$2,094,980 government awards receivable at September 30, 2022.
- Total liabilities decreased by \$432,957 from \$2,445,304 at September 30, 2022 to \$2,012,345 at September 30, 2023, due mostly to the timing of expense reimbursements paid to Williamson County under the management agreement and decrease in the operating lease obligation.
- Government award revenue was \$4,566,838 in fiscal year 2023 and \$4,868,232 in fiscal year 2022. This change is due to the timing of reimbursable expenses incurred.

### **Overview of the Financial Statements**

This annual report consists of three parts—*management's discussion and analysis* (this section), *basic financial statements*, and *supplementary information*. The *basic financial statements* include two kinds of statements that present different views of CAMPO. The financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. The statements are followed by a section of *required supplementary information* that further explains and supports the information in the financial statements.

### **Financial Statements**

The *Statement of Net Position* presents information on all of CAMPO's assets and liabilities, with the difference between the two reported as net position. Increases or decreases in net position may serve as a useful indicator of whether the financial position of CAMPO has improved or deteriorated.

The *Statement of Activities* presents information showing how CAMPO's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in this statement for some items that will result in cash flows in future fiscal periods (example: accounts receivable).

The Statement of Activities presents information showing how CAMPO's net position changed during the fiscal year. All of the current year's revenues and expenses are accounted for in the Statement of Activities regardless of when cash is received or paid. This statement separates program revenue (federal awards, state awards, local contributions, and other) to show the extent of reliance of each type of revenue.

This report also presents certain supplementary information concerning CAMPO's Schedule of Expenditures of Federal Awards.

### **Fund Financial Statements**

A fund is a grouping of related accounts that is used to maintain control and account for resources that have been segregated for specific activities or objectives. CAMPO, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal or contractual requirements.

**Governmental Funds:** The General Fund is used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, the governmental funds financial statements focus on current fiscal year cash

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION  
MANAGEMENT'S DISCUSSION AND ANALYSIS**

inflows and outflows, as well as balances of resources available for spending at the end of the fiscal year. Such information may be useful in evaluating CAMPO's recent financing requirements.

Because the focus of the governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for the General Fund with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of CAMPO's recent financing decisions. Both the Governmental Funds Balance Sheet and the Governmental Funds Statement of Revenues, Expenditures and Changes in Fund Balances provide a reconciliation to facilitate this comparison between Governmental Fund and government-wide financial statements.

Reconciliation of the government wide and fund financial statements is provided in Note 11.

**Financial Analysis**

As noted earlier, net position may serve as a useful indicator of the government's financial health. Over time, increases or decreases in CAMPO's net position are a useful indicator of whether its financial health is improving or deteriorating. However, one also needs to consider other non-financial factors such as changes in economic conditions, population growth, and new or changed governmental legislation to adequately assess its overall health.

Government-wide revenues for fiscal year 2023 were \$4,877,347 compared to \$4,981,513 for fiscal year 2022, a decrease of \$104,166 or 2%. Government award revenue for fiscal year 2023 totaled \$4,566,838 compared to \$4,868,232 for fiscal year 2022, or a decrease of \$301,394, due to the timing of contracts for projects. Government-wide expenditures for fiscal year 2023 were \$4,605,750 compared to \$4,884,971 for fiscal year 2022, a decrease of \$279,221 or 6%.

Overall CAMPO's net position increased by \$271,597 in the fiscal year ended September 30, 2023 due to revenue earned in excess of expenses.

The focus of CAMPO's Governmental Fund is to provide information on near-term inflows and outflows and on resource balances available for spending. Such information is useful in assessing CAMPO's financing requirements. In particular, unassigned fund balance serves as a useful measure of CAMPO's net resources available for spending at fiscal year-end.

During the fiscal year ended September 30, 2023, CAMPO's only Governmental Fund was the General Fund, and it reported ending total assets of \$2,273,597 an increase of \$137,461 from September 30, 2022.

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION  
MANAGEMENT'S DISCUSSION AND ANALYSIS**

The tables below summarize the financial position of CAMPO at September 30, 2023 and 2022 and the results of operations for the years ended September 30, 2023 and 2022.

**Statement of Net Position**

<u>Assets</u>	<u>2023</u>	<u>2022</u>
Current assets	\$2,273,597	\$2,136,136
Capital assets, net	<u>56,783</u>	<u>355,606</u>
Total assets	<u>2,330,380</u>	<u>2,491,742</u>
<u>Liabilities</u>		
Other liabilities	1,914,981	2,064,991
Long-term liabilities	<u>97,364</u>	<u>380,313</u>
Total liabilities	<u>2,012,345</u>	<u>2,445,304</u>
<u>Net position</u>		
Net investment in capital assets	33,474	46,685
Unrestricted	<u>284,561</u>	<u>(247)</u>
Total net position	<u>\$318,035</u>	<u>\$46,438</u>

**Statement of Activities**

	<u>2023</u>	<u>2022</u>
<u>Revenues</u>		
Planning revenues:		
Government awards	\$4,566,838	\$4,868,232
Local contributions	<u>310,509</u>	<u>113,281</u>
Total revenues	<u>4,877,347</u>	<u>4,981,513</u>
<u>Expenses</u>		
General government	<u>4,605,750</u>	<u>4,884,971</u>
Change in net position	271,597	96,542
Net position, beginning	<u>46,438</u>	<u>(50,104)</u>
Net position, ending	<u>\$318,035</u>	<u>\$46,438</u>

**Budgetary Highlights – General Fund**

CAMPO's actual revenues were \$630,817 more than the final budget due the timing of grant funded projects. CAMPO's actual expenses were \$747,547 more than the final approved budget due to contracts started in fiscal year 2020 and continued in fiscal year 2023. CAMPO budgets for full amount of expenses in the year the contract started. The net result is a \$116,730 unfavorable budget variance. The original budget was amended throughout the year to include funds not spent in prior year.

**Request for Information**

This financial report is designed to provide a general overview of CAMPO's finances for all those who have expressed an interest in its finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to:

Attn: Theresa Hernandez, Finance Manager  
PO Box 9220  
Austin, TX 78766

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

**GOVERNMENTAL FUNDS BALANCE SHEET AND STATEMENT OF NET POSITION**

SEPTEMBER 30, 2023

	<u>General Fund</u>	<u>(See Note 11) Adjustments</u>	<u>Statement of Net Position</u>
<b>ASSETS</b>			
Federal awards receivable	\$2,141,371	\$0	\$2,141,371
State awards receivable	55,455	0	55,455
Security deposit and prepaid expenses	76,771	0	76,771
Right of use lease	0	24,234	24,234
Capital assets, net	<u>0</u>	32,549	<u>32,549</u>
	<u>\$2,273,597</u>		<u>2,330,380</u>
<b>LIABILITIES</b>			
Accounts payable	\$472,053	0	472,053
Retainage payable	131,167	0	131,167
Accrued payroll	79,227	0	79,227
Due to Williamson County	1,232,534	0	1,232,534
Long-term liabilities:			
Due within one year: Current portion of lease	0	23,309	23,309
Due in more than one year: Accrued leave	<u>0</u>	74,055	<u>74,055</u>
	<u>1,914,981</u>		<u>2,012,345</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>			
Unavailable grants receivable	<u>2,130,390</u>	<u>(2,130,390)</u>	<u>0</u>
<b>FUND BALANCES/NET POSITION</b>			
<b>FUND BALANCE</b>			
Nonspendable- security deposit and prepaid expenses	76,771	(76,771)	0
Unassigned	<u>(1,848,545)</u>	1,848,545	<u>0</u>
	<u>(1,771,774)</u>		<u>0</u>
<b>TOTAL LIABILITIES, DEFERRED INFLOWS     OF RESOURCES AND FUND BALANCE</b>	<u>\$2,273,597</u>		
<b>NET POSITION</b>			
Net investment in capital assets			33,474
Unrestricted			<u>284,561</u>
<b>TOTAL NET POSITION</b>			<u>\$318,035</u>

The accompanying notes are an integral part of this financial statement presentation.

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

**GOVERNMENTAL FUNDS STATEMENT OF REVENUE, EXPENDITURES  
AND CHANGES IN FUND BALANCES AND STATEMENT OF ACTIVITIES**

FOR THE YEAR ENDED SEPTEMBER 30, 2023

	<u>General Fund</u>	(See Note 11) <u>Adjustments</u>	<u>Statement of Activities</u>
REVENUE			
Federal awards	\$3,460,355	\$1,082,315	\$4,542,670
Local contributions	310,509	0	310,509
State awards	<u>24,168</u>	<u>0</u>	<u>24,168</u>
	<u>3,795,032</u>		<u>4,877,347</u>
EXPENDITURES			
Salaries and related	2,055,569	2,661	2,058,230
Projects	1,263,230	0	1,263,230
Professional services	685,305	0	685,305
Lease financing principal payments	270,493	(270,493)	0
Amortization of right of use asset - lease	0	275,687	275,687
Administrative fee to Williamson County	122,491	0	122,491
Furniture and equipment	57,992	0	57,992
Depreciation	0	8,019	8,019
Other	<u>134,796</u>	0	<u>134,796</u>
	<u>4,589,876</u>		<u>4,605,750</u>
CHANGE IN FUND BALANCE/NET POSITION	(794,844)		271,597
BEGINNING FUND BALANCE/NET POSITION	<u>(976,930)</u>		<u>46,438</u>
ENDING FUND BALANCE/NET POSITION	<u>(\$1,771,774)</u>		<u>\$318,035</u>

The accompanying notes are an integral part of this financial statement presentation.



# CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

## NOTES TO FINANCIAL STATEMENTS

### NOTE 1: ORGANIZATION

Capital Area Metropolitan Planning Organization (CAMPO) is the federally required Metropolitan Planning Organization responsible for the continuous and comprehensive transportation planning process for the Williamson, Travis, Hays, Bastrop, Caldwell, and Burnet counties in central Texas. Its purpose is to coordinate regional transportation planning with counties, cities, the Capital Metropolitan Transportation Authority (Capital Metro), the Capital Area Rural Transportation System (CARTS), Texas Department of Transportation (TxDOT), and other transportation providers in the region and to approve the use of federal transportation funds within the region. CAMPO was established in 1973 and is governed by the Transportation Policy Board (CAMPO board) comprised of state, regional, and local officials.

For the year ended September 30, 2023, CAMPO had a staffing arrangement with Williamson County, whereby all CAMPO personnel services were performed by certain Williamson County employees. The salaries and related fringe benefits of such Williamson County employees were reimbursed to Williamson County by CAMPO.

### NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

#### MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENTS PRESENTATION

All revenue is considered program revenue because CAMPO does not receive taxes or other general revenues.

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. All revenue is considered program revenue because CAMPO does not receive taxes or other general revenues. Revenues are recorded as earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider are met. Separate financial statements are provided for governmental funds. A fund financial statement is presented for CAMPO's only fund, the General Fund.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, CAMPO considers revenues to be available if they are collected within 60 days of the end of the current period, unless collections are delayed beyond a normal time of receipt due to unusual circumstances. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

## MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENTS PRESENTATION

GASB 54 has provided a classification hierarchy of fund balances based on spending constraints.

Unassigned fund balance represents fund balance that has not been assigned to other funds and that has not been restricted, committed, or assigned to specific purposes.

Nonspendable fund balance represents amounts that are not in a spendable form.

Net position in government-wide financial statements is classified as net investment in capital assets, restricted, and unrestricted. Restricted net position represents constraints on resources that are externally imposed by creditors, grantor, contributors, or laws or regulations of other government, or imposed by law.

When both restricted and unrestricted resources are available for use, it is CAMPO's policy to use restricted resources first, then unrestricted resources as they are needed.

Encumbrance accounting, under which purchase orders, contracts, and other commitments for the expenditure of monies are recorded in order to reserve that portion of the applicable appropriation, is employed as an extension of formal budgetary integration in the General Fund.

## CASH

Cash balances are pooled and invested with other funds by Williamson County, under a fiscal agent agreement. Interest earned is deposited to the account of each participating fund.

## RECEIVABLES

All receivables and amounts due from other governments are reported net of an allowance for uncollectible accounts, which is based upon management's analysis of historical trends. Once an account is deemed uncollectible, it is written off. Receivables are considered delinquent based on how recently payments have been received. At year end, management believes all outstanding balances are collectable. No allowance for uncollectible accounts has been recorded.

## CAPITAL ASSETS

Capital assets, which include furniture and equipment, are reported in the Statement of Net Position. CAMPO defines capital assets as assets with an initial, individual cost of \$5,000 or more. All capital assets are valued at historical cost or estimated historical cost if actual historical cost is not available. Donated capital assets are valued at their estimated fair value on the date donated. The depreciable lives of capital assets are estimated to be five to ten years.

## ESTIMATES

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amount of assets and liabilities, disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from these estimates.

## LEASES

CAMPO determines if an arrangement is or contains a lease at inception. Upon inception of a lease, the present value of the minimum lease payments are included in right of use (ROU) assets and lease liabilities in the government wide statement of financial position and recorded as lease expenditures and other financing sources in the fund financial statements. Amortization of the ROU asset is recognized on a straight-line basis over the lease term in the government wide financial statements. Lease payments are recognized as principal and interest payments in the fund financial statements. For short term leases of 12 months or less, the lease payments are recognized as rent expense is incurred in both the government wide and fund financial statements.

### **NOTE 3: COMPLIANCE AND ACCOUNTABILITY**

An individual annual budget was adopted for CAMPO's governmental fund. The basis on which the budget was prepared is consistent with generally accepted accounting principles for the fund. All annual appropriations lapse at fiscal year end.

No later than four months prior to fiscal year end, the proposed budget is presented to the CAMPO Board for review. The Board holds public meetings and a final budget is adopted prior to July 1. The annual budget is prepared by department and object code. Transfers of appropriations between departments require approval of the Board. The legal level of budgetary control is at the department level.

### **NOTE 4: CASH**

At September 30, 2023, CAMPO had no cash funds. CAMPO, through Williamson County Commissioners Court, follows the requirements of Chapter 2256 of the Texas Government Code which authorizes the County to invest its funds under a written investment policy. These deposits are invested pursuant to the investment policy, which is approved annually by the Williamson County Commissioners Court.

Interest Rate Risk - Investments are governed as discussed above.

Credit Risk - CAMPO's investment policies are governed as discussed above.

Concentrations of Credit Risk - CAMPO's investment policies are governed as discussed above.

Custodial Credit Risk - Custodial Credit Risk is the risk that in the event of a failure of a depository, CAMPO's deposits may not be returned to it. At September 30, 2023, CAMPO had no custodial credit risk.

**NOTE 5: CONCENTRATIONS**

CAMPO's Federal and State awards receivable at year end are due from a single grantor. Funding received from this grantor make up 94% of total revenue.

**NOTE 6: LEASE**

In May 2016, CAMPO signed a lease agreement for office space. CAMPO will make monthly payments beginning November 2016 through October 2023. Future minimum lease principal payments for the operating lease is \$23,309 for fiscal year ending September 30, 2024.

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Payments</u>	<u>Ending Balance</u>
Operating lease liability	<u>\$308,921</u>	<u>\$0</u>	<u>\$285,612</u>	<u>\$23,309</u>

In April 2023, CAMPO signed a new lease agreement for office space at a new location. CAMPO did not receive their Certificate of Occupancy for this new office until October 2023. CAMPO will make monthly payments beginning April 2024.

**NOTE 7: RISK MANAGEMENT**

CAMPO is exposed to various risks of loss related to torts, theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters, all of which are satisfactorily insured by general liability insurance. Commercial insurance policies are also obtained for all other risks of loss, including worker's compensation and employee health and accident insurance.

**NOTE 8: CONTINGENCIES**

Amounts received or receivable from grantor agencies in current and prior years are subject to audit and adjustment by grantor agencies, principally the federal and state governments. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although management expects such amounts, if any, to be immaterial.

**NOTE 9: BUDGET VARIANCES**

CAMPO adopts an annual budget for the General Fund and amends the budget as needed during the year. The budget was amended during the year ended September 30, 2023. Certain revenues and expenses were different than budgeted, primarily due to the Board budgeting the full amount of the grant funded, however the budget was not fully spent. The fund financial statements also exclude revenue not available in the current period.

**NOTE 10: PENSION PLAN DESCRIPTION**

CAMPO provides pension benefits to its personnel vested as of October 1, 2016 through the City of Austin Employees' Retirement and Pension Fund (Plan). As of October 1, 2016, CAMPO's non-vested personnel have been transferred into the Texas County and District Retirement System (System) as employees of Williamson County. Non-vested employees' contributions were not transferred to the System, however the non-vested employees' service time may be credited. The System is a defined benefit retirement plan, similar to the previous Plan. CAMPO's contributions into the System during the year were approximately \$241,000. The System is administered by the System Board of Trustees. All employees who qualify are required to pay seven percent of their gross wages to the System through payroll withholdings.

The employee vests after eight years of service and is fully funded.

The Plan provides retirement, death, disability, and withdrawal benefits. State law governs benefit and contribution provisions. Amendments may be made by the Legislature of the State of Texas.

**NOTE 11: RECONCILIATION OF GOVERNMENT - WIDE AND FUND FINANCIAL STATEMENTS**

Ending fund balance-governmental fund	(\$1,771,774)
Capital assets used in governmental activities are not financial resources and, therefore are not reported in the fund statements.	32,549
Federal awards receivable collected more than 60 days past year end are deferred in the fund financial statements	2,130,390
Accrued vacation not recorded in the fund statements.	(74,055)
Right of use asset - lease not reported in the fund financial statements.	24,234
Lease liability is not reported in the fund financial statements.	<u>(23,309)</u>
Net position-governmental activities	<u>\$318,035</u>

Net change in fund balance-governmental	(\$794,844)
Change in federal awards receivable collected more than 60 days after year end are not considered available to pay for current period expenditures and therefore, are not recognized in current revenues in the fund statements.	1,082,315
Depreciation expense is not reflected in the governmental funds, but is recorded in the government-wide financial statements as an expense and an increase to accumulated depreciation. The net effect of the current year depreciation expense is a \$8,019 decrease in the change in net position	(8,019)
Change in accrued vacation not recorded in the fund statements.	(2,661)
Amortization of right to use lease is not reported in the fund financial statements.	(275,687)
Lease financing principal payments are not reported in the government wide financial statements as expenses.	<u>270,493</u>
Change in net position-governmental activities	<u>\$271,597</u>

**NOTE 12: CAPITAL ASSETS**

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>
Capital assets being depreciated:				
Furniture and equipment	\$83,188	\$0	\$0	\$83,188
Accumulated depreciation	<u>(42,620)</u>	<u>(8,019)</u>	<u>0</u>	<u>(50,639)</u>
	<u>\$40,568</u>	<u>(\$8,019)</u>	<u>\$0</u>	<u>\$32,549</u>

**NOTE 13: RIGHT OF USE ASSET-LEASE**

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>
Right of use asset - operating lease	\$605,842	\$0	\$0	\$605,842
Accumulated amortization	<u>(290,804)</u>	<u>(290,804)</u>	<u>0</u>	<u>(581,608)</u>
	<u>\$315,038</u>	<u>(\$290,804)</u>	<u>\$0</u>	<u>\$24,234</u>

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

REQUIRED SUPPLEMENTARY INFORMATION -  
BUDGETARY COMPARISON - GENERAL FUND

FOR THE YEAR ENDED SEPTEMBER 30, 2023

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	Variance Positive/ (Negative)
REVENUE				
Federal and State awards	\$3,164,215	\$3,164,215	\$3,484,523	\$320,308
Local contributions	<u>0</u>	<u>0</u>	<u>310,509</u>	<u>310,509</u>
	<u>3,164,215</u>	<u>3,164,215</u>	<u>3,795,032</u>	<u>630,817</u>
EXPENDITURES				
Salaries and related	2,198,215	2,233,215	2,055,569	177,646
Projects	0	0	1,263,230	(1,263,230)
Rent	298,000	283,042	270,493	12,549
Professional services	205,000	873,947	685,305	188,642
Administration fee to Williamson County	125,000	125,000	122,491	2,509
Furniture and equipment	70,000	80,237	57,992	22,245
Other	<u>268,000</u>	<u>246,888</u>	<u>134,796</u>	<u>112,092</u>
	<u>3,164,215</u>	<u>3,842,329</u>	<u>4,589,876</u>	<u>(747,547)</u>
REVENUE OVER EXPENDITURES	<u>\$0</u>	<u>(\$678,114)</u>	<u>(\$794,844)</u>	<u>(\$116,730)</u>

See independent auditor's report.



# Montemayor Britton Bender PC

CERTIFIED PUBLIC ACCOUNTANTS

Arturo Montemayor III CPA, President & CEO | Stacy Britton CPA, Shareholder | Sean Bender CPA, Shareholder  
Danielle Guerrero, Shareholder | Sara Carey CPA, Shareholder

Transportation Policy Board and Management  
Capital Area Metropolitan Planning Organization

## INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States, the financial statements of governmental activities and the general fund of Capital Area Metropolitan Planning Organization (CAMPO), as of September 30, 2023, and the related notes to the financial statements, which collectively comprise CAMPO's basic financial statements, and have issued our report thereon dated 6 May 2024.

### Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered CAMPO's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of CAMPO's internal control. Accordingly, we do not express an opinion on the effectiveness of CAMPO's internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements, on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any

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deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether CAMPO's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of CAMPO's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering CAMPO's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

6 May 2024  
Austin, Texas



# Montemayor Britton Bender PC

CERTIFIED PUBLIC ACCOUNTANTS

Arturo Montemayor III CPA, President & CEO | Stacy Britton CPA, Shareholder | Sean Bender CPA, Shareholder  
Danielle Guerrero, Shareholder | Sara Carey CPA, Shareholder

Transportation Policy Board and Management  
Capital Area Metropolitan Planning Organization

## INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

### A. Report on Compliance for Each Major Federal Program

#### Opinion on Each Major Federal Program

We have audited CAMPO's compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on CAMPO's major federal program for the year ended September 30, 2023. CAMPO's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, CAMPO complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended September 30, 2023.

#### Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of CAMPO and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of CAMPO's compliance with the compliance requirements referred to above.

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### Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to CAMPO's federal programs.

### Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on CAMPO's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about CAMPO's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding CAMPO's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of CAMPO's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of CAMPO's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### B. Report on Internal Control Over Compliance

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their



assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of the internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations during our audit, we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of the testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

6 May 2024  
Austin, Texas

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED SEPTEMBER 30, 2023

Federal Grantor/ Pass-Through Grantor/ <u>Program Title</u>	<u>Assistance Listing Number</u>	<u>Grant Number</u>	<u>Program Or Award Amount</u>	<u>Expenditures</u>
U.S. Department of Transportation				
Federal Highway Administration				
Texas Department of Transportation				
Highway Planning and Construction Cluster:				
Highway Planning and Construction PL-112	20.205	50-23XF0008	\$6,885,136	\$3,269,186
FM-150 Yarrington Road	20.205	CSJ-0914-22-072	1,725,000	96,673
Regional Transportation Demand Management	20.205	CSJ-0914-00-425	498,721	189,005
Project Readiness	20.205	CSJ-0914-00-460	7,321,040	856,704
		through 467		
Project Freight Plan	20.205	CSJ-0914-00-488	202,000	<u>116,508</u>
				<u>4,528,076</u>
 Federal Transit Administration				
Texas Department of Transportation				
Metropolitan Transportation Planning and State and		51008051421 and		
Non-metropolitan Planning and Research	20.505	51008011422	35,000	<u>14,594</u>
				<u>\$4,542,670</u>
 Total Federal Expenditures				

The above schedule was prepared on the same basis of accounting as the financial statements. See pages 9 to 15 of this report. CAMPO did not elect to use the 10% de minimis indirect cost rate.

See independent auditor's report.

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**

**YEAR ENDED SEPTEMBER 30, 2023**

**I. SUMMARY OF AUDITOR’S RESULTS**

**A. FINANCIAL STATEMENTS**

- |   |            |
|---|------------|
| 1. Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP: | Unmodified |
| 2. Internal control over financial reporting:   |            |
| a. Material weakness(es) identified?  | None noted |
| b. Significant deficiency(ies) identified that are not considered material weaknesses?                                  | None noted |
| c. Noncompliance material to financial statements?  | None noted |

**B. FEDERAL AWARDS**

- |   |            |
|---|------------|
| 1. Internal controls over major programs:   |            |
| a. Material weakness(es) identified?  | None noted |
| b. Significant deficiency(s) identified that are not considered material weakness(es)?                        | None noted |
| 2. Type of auditor’s report issued on compliance with major programs:   | Unmodified |
| 3. Any audit findings disclosed that are required to be reported in accordance with 2 CFR section 200.516(a)? | No         |
| 4. Major program: Highway Planning and Construction Cluster - ALN 20.205                                      |            |
| 5. Dollar threshold used to distinguish between Type A and Type B programs:                                   | \$750,000  |
| 6. Auditee qualified as a low-risk auditee?   | Yes        |

**II. FINANCIAL STATEMENT FINDINGS**

1. Current year – None noted
2. Prior year – None noted

**III. FEDERAL AWARD FINDINGS AND QUESTIONED COSTS**

None noted

See independent auditor’s report.



# Montemayor Britton Bender PC

CERTIFIED PUBLIC ACCOUNTANTS

Arturo Montemayor III CPA, President & CEO | Stacy Britton CPA, Shareholder | Sean Bender CPA, Shareholder  
Danielle Guerrero, Shareholder | Sara Carey CPA, Shareholder

Transportation Policy Board and Management  
Capital Area Metropolitan Planning Organization

## COMMUNICATION WITH THOSE CHARGED WITH GOVERNANCE

We have audited the financial statements of Capital Area Metropolitan Planning Organization (CAMPO) for the year ended 30 September 2023, and have issued our report thereon dated 6 May 2024. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of the Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), as well as certain information related to the planned scope and timing of our audit. We have communicated information related to the planned scope and timing of our audit in our engagement letter to you dated 17 November 2023. Professional standards also require that we communicate to you the following information related to our audit.

### Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by CAMPO are described in Note 2 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the year. We noted no transactions entered into by CAMPO during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

### Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

1. Management's estimate of the right of use lease and the lease liability recorded is based on the present value of future payments using the discount rate for CAMPO's lease agreement. We evaluated key factors and assumptions used to develop the values of the right of use lease and lease liability in determining that they are reasonable in relation to the financial statements as a whole.

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2. Management's estimate of the discount rate used to calculate the right of use lease, lease liability, and interest expense is based on the expected interest rate CAMPO would pay if debt was obtained to finance a similar asset and term. We evaluated key factors and assumptions used to develop the discount rate of return in determining that it is reasonable in relation to the financial statements as a whole.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated 6 May 2024.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to CAMPO's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other

We applied certain limited procedures to the management's discussion and analysis and the budgetary comparison information, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the schedule of expenditures of federal awards, which accompanies the financial statements but is not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as CAMPO's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.





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This information is intended solely for the use of the Transportation Policy Board and management of CAMPO and is not intended to be and should not be used by anyone other than these specified parties.

*Montemayor Britto Bauld PC*

6 May 2024  
Austin, Texas



**Date:** May 13, 2024  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Mr. William Lisska, Regional Planning Manager  
**Agenda Item:** 10  
**Subject:** Update on 2050 Regional Transportation Plan (RTP)

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**RECOMMENDATION**

None. This item is for information purposes only.

**PURPOSE AND EXECUTIVE SUMMARY**

Every five years, CAMPO is required to develop a long-range planning document that forecasts traffic and demographics at least 20 years into the future. The current 2045 Regional Transportation Plan (RTP) was adopted in May 2020, and CAMPO is now working on the development of the 2050 RTP, which must be adopted no later than May 2025 if the region is to remain in compliance with federal rules. This information item provides a summary of key dates and activities in the RTP development process.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

CAMPO is responsible for the development and maintenance of a long-range regional transportation plan (RTP) for the six-county region. The purpose of the long-range plan 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 long-range plan. The RTP, with a horizon of at least 20 years in the future, must be reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and demographic trends. CAMPO is currently operating under the 2045 Regional Transportation Plan (RTP), which was adopted by the Transportation Policy Board in May 2020. CAMPO is now working on the development of the 2050 RTP, which must be adopted no later than May 2025 if the region is to remain in compliance with federal rules.

Upcoming activities in the 2050 RTP process include reviewing requirements new to the MPO long-range planning process under the Infrastructure Investment and Jobs Act; refreshing the RTP call for projects guidance materials; scheduling meetings with CAMPO member agencies to review sponsored projects in the 2045 RTP and determine which projects should carry through to the 2050 RTP and which projects require new applications; and reviewing the methodology to be used for the fiscal constraint analysis. Please note **there is no funding associated with the RTP call for projects.**

Below is a detailed schedule of important dates in the 2050 RTP development process:

- **February 2024** – TAC information – Plan process and schedule
- **March to May 2024** – Meet with project sponsors to discuss 2045 RTP project list and potential changes/additions for 2050 RTP
- **May 2024** – TPB information – Plan process and schedule
- **May 2024** – TAC information – RTP call for projects review and discussion
- **May/June 2024** – Project sponsor workshop for RTP call for projects
- **June 2024** – TPB information – RTP call for projects review and discussion
- **June to August** – Application intake for RTP call for projects
- **July 2024** – TAC information – Revenue forecasting and fiscal constraint methodology review and discussion
- **August 2024** – TAC information – Summary of projects received
- **September 2024** – TPB Information – Summary of projects received and revenue forecasting/fiscal constraint methodology
- **Fall 2024** – First round of public outreach meetings
- **September to December 2024** – Compile draft 2050 RTP document
- **January 2025** – TAC Information – Draft plan document
- **February 2025** – TPB Information – Draft plan document
- **Spring 2025** – Second round of public outreach meetings
- **April 2025** – TPB Information – Final plan document
- **April 2025** – TAC Recommendation – Final plan document
- **May 2025** – TPB Action – Final plan document (2050 RTP adoption)

**SUPPORTING DOCUMENTS**

None.



**Date:** May 13, 2024  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Mr. Nirav Ved, Data and Operations Manager  
**Agenda Item:** 11  
**Subject:** Presentation and Discussion on Regional Freight Plan

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**RECOMMENDATION**

None. This item is for information only.

**PURPOSE AND EXECUTIVE SUMMARY**

CAMPO last adopted a Regional Freight Plan in March 2008. Since that time, the region has experienced numerous changes in population, demographics, travel patterns, shopping habits, and freight logistics. This presentation will provide an update on the analyses completed since December 2022 and will detail the existing conditions of freight logistics and infrastructure in the region, developing trends regarding e-commerce, and a set of recommendations on how to address current and future freight-related challenges.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

CAMPO last adopted a Regional Freight Plan in March 2008. In December 2022, CAMPO staff and its consultant team, led by Cambridge Systematics, began work on developing a new Regional Freight Plan. This presentation will detail the first, second, and third phases of that effort which will provide an examination of the existing freight conditions for the region, potential new developments in the freight industry, and a set of recommendations on how to address current and future freight-related challenges.

**SUPPORTING DOCUMENTS**

**Attachment A** – [Existing Conditions Report and Appendices](#)

**Attachment B** – [Trends Report and Appendices](#)

**Attachment C** – [Recommendations Report and Appendices](#)