



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, May 12, 2025
2:00 p.m.

Livestream at www.campotexas.org

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.

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 by 5:00 p.m., Thursday, May 8, 2025.

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 \(TAC\)](#)..... 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 5-12. 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 by 5:00 p.m., Thursday, May 8, 2025.

5. [Discussion and Take Appropriate Action on April 14, 2025 Meeting Minutes](#)
..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the April 14, 2025 meeting minutes.
6. [Discussion and Take Appropriate Action on Appointment to CapMetro Board](#)
..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the CAMPO Appointee to the CapMetro Board with accompanying Resolution 2025-5-6
7. [Discussion and Take Appropriate Action on FY 2024 & 2025 Unified Planning Work Program \(UPWP\) Amendment #5](#)..... Mr. Theresa Hernandez, CAMPO
Ms. Hernandez will present UPWP Amendment #5 and request Transportation Policy Board approval with accompanying Resolution 2025-5-7.
8. [Discussion and Take Appropriate Action on Draft 2050 Regional Transportation Plan \(RTP\)](#)
..... Mr. William Lisska, CAMPO
Mr. Lisska will present the draft 2050 RTP and request adoption by the Transportation Policy Board with accompanying Resolution 2025-5-8.
9. [Discussion and Take Appropriate Action on Federal Transit Administration \(FTA\) Section 5310 Project Call](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will discuss the current FTA Section 5310 Project Call evaluation results and request Transportation Policy Board approval with accompanying Resolution 2025-5-9.
10. [Discussion and Take Appropriate Action on Transportation Development Credits \(TDC\)](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will discuss TDC application submissions and request Transportation Policy Board approval with accompanying Resolution 2025-5-10.
11. [Discussion on 2026-2029 Call for Projects for Transportation Alternatives Set-Aside \(TASA\) and Carbon Reduction Program \(CRP\) Funding](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will discuss the 2026-2029 Call for Projects for TASA and CRP funding.

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12. [Presentation of Draft FY 2026 & 2027 Unified Planning Work Program \(UPWP\)](#)
..... Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will provide an overview of the draft UPWP for fiscal years 2026 and 2027.
13. Executive Director's Report on Transportation Planning Activities
14. Announcements
 - a. Transportation Policy Board Chair Announcements
 - b. Next Technical Advisory Committee Meeting, May 19, 2025 – 2:00 p.m.
 - c. Next Transportation Policy Board Meeting, June 9, 2025 – 2:00 p.m.
15. Adjournment

Persons with Disabilities:

Upon request, reasonable accommodations are provided. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for assistance.

Transportation from Transit Stops:

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

Livestream at: www.campotexas.org

**Meeting Minutes
April 28, 2025
2:00 p.m.**

1. Certification of Quorum Ms. Emily Barron, Chair

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:02 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Erika Leak	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	N	
4.	Randall Skinner	City of Cedar Park	Y	
5.	Lua Saluone	City of Georgetown	Y	
6.	Mike Trimble	City of Kyle	Y	
7.	Ann Weis	City of Leander	N	Sarvesh Dhakal
8.	Emily Barron, Chair	City of Pflugerville	Y	
9.	Brian Kuhn	City of Round Rock	Y	
10.	Shaun Condor, P.E.	City of San Marcos	N	

11.	Aimee Robertson	Bastrop County	Y	
12.	Kennedy Higgins	Bastrop County (Smaller Cities)	N	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Russell Sander	Burnet County (Smaller Cities)	Y	
15.	Will Conley	Caldwell County	Y	
16.	Vacant	Caldwell County (Smaller Cities)	-	
17.	Jennifer Moczygemba	Hays County	Y	
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	Y	
22.	Matt Rector	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	N	Angela Irwin

2. Approval of March 24, 2025 Meeting Summary

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the March 24, 2025 meeting summary, as presented.

Mr. Bob Daigh, P.E. moved for approval of the March 24, 2025 meeting summary, as presented.

Mr. Mike Sexton seconded the motion.

The motion prevailed unanimously.

3. Discussion and Recommendation for Adoption of 2050 Regional Transportation Plan (RTP)

The Chair recognized Mr. William Lisska, CAMPO Regional Planning Manager who provided an update on the final draft 2050 RTP. Mr. Lisska summarized the major steps in the Travel Demand Model and demographic development. Mr. Lisska also highlighted the timeline for the draft 2050 RTP development and discussed specific comments received from member agencies during the public comment period.

Mr. Lisska introduced Ms. Allison Fluitt of Kimley-Horn and Associates, consultant services provider for the 2050 RTP who provided a brief overview of arriving to fiscal constraint and a breakdown of the constrained project listing.

Mr. Lisska later introduced Ms. Doise Miers, CAMPO Community Outreach Manager who summarized the second round of public outreach activities for the draft 2050 RTP. Ms. Miers informed the Committee that public events were held in all six (6) counties and a public hearing was held at the April 14th Transportation Policy Board Meeting. Ms. Miers also provided a summary of the comments and responses received through the in-person events, survey responses, and emails and noted that the Transportation Policy Board will receive a summary of those comments received prior to its May meeting.

The Chair entertained a motion for approval of a recommendation to adopt the 2050 RTP, as presented.

Mr. Bob Daigh, P.E. moved for approval of a recommendation to adopt the 2050 RTP, as presented.

Mr. Mike Sexton seconded the motion.

Mr. Cole Kitten moved to amend the motion to revise Table 18 in the final draft 2050 RTP to add “% Non-Single Occupancy Vehicle travel” to the Linkage to Performance Measures column and “PM 3 & CMAQ PM*” under the Performance Measures column.

Ms. Erica Leak seconded the amended motion.

Following detailed discussion of the amended motion, the Chair called the question on the amended motion, as presented.

The amended motion failed by majority vote.

The Chair later called the question on the original motion to adopt the 2050 RTP, as presented.

The original motion prevailed by majority vote.

4. Discussion and Recommendation on Federal Transit Administration (FTA) Section 5310 Call

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who provided an overview of the FTA Section 5310 Program and highlighted the timeline for the project call. Mr. Collins informed the Committee that approximately \$6 million was available in funding and summarized the evaluation process for the project call.

Mr. Collins later presented the FTA Section 5310 award recommendation and noted that the recommendations presented include TDC requests to be processed. Mr. Collins further noted that an adjustment was made to the CARTS recommendation amount based on updated request information. A brief question and answer with comments followed.

The Chair entertained a motion to approve a recommendation to the Transportation Policy Board regarding the FTA Section 5310 Project Call evaluation process and resulting recommendation.

Ms. Cathy Stephens moved to approve a recommendation to the Transportation Policy Board regarding the FTA Section 5310 Project Call evaluation process and resulting recommendation.

Mr. Ed Collins seconded the motion.

The motion prevailed unanimously.

5. Presentation on Draft FY 2026 & 2027 Unified Planning Work Program (UPWP)

The Chair recognized Ms. Theresa Hernandez, CAMPO Finance & Administration Manager who provided a brief overview of the federally required UPWP. Ms. Hernandez noted that the UPWP is adopted every two (2) years and can be updated as needed.

Ms. Hernandez informed the Committee that the UPWP is composed with a Federal Highway Administration and TxDOT approved template. Ms. Hernandez discussed the components of the document and presented the timeline for the UPWP development. A brief question and answer with comments followed.

6. Discussion and Presentation on 2025 Regional Intelligent Transportation System (ITS) Architecture Update

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who introduced Mr. Tom Fowler of Kimley-Horn and Associates as presenter of the 2025 Regional Intelligent Transportation System (ITS) Architecture Update.

Mr. Fowler discussed the importance of ITS Architecture in the CAMPO region and provided an overview of the Central Texas ITS Architecture history which can also be found online at austinitssarchitecture.com and noted the information is now moving to the CAMPO website. Mr. Fowler also discussed the focus areas for regional ITS architecture, key ITS infrastructure and programs, and ITS services for the CAMPO region. The update was concluded with a summary of recommendations for regional ITS architecture and notice of completion of the Central Texas Regional ITS Architecture and Deployment Plan in April 2025. A brief question and answer with comments followed.

7. Discussion on 2026-2029 Call for Projects for Transportation Alternative Set-Aside (TASA) and Carbon Reduction Program (CRP) Funding

The Chair recognized Mr. Ryan Collins who provided a brief update on the TASA and CRP Project Call. Mr. Collins discussed the timeline for the project call, provided an overview of the readiness review process, and highlighted the negative impacts of advancing projects that do not meet readiness criteria.

Mr. Collins also highlighted the “Not ready” determination analysis and concluded with the next steps. A brief question and answer with comments followed.

8. Report on Transportation Planning Activities

The Chair recognized Mr. Nirav Ved who reported that CAMPO was awarded \$4 million for the implementation of a Transportation Demand Management (TDM) Program. Mr. Ved added that CAMPO is currently in negotiations on a TDM contract.

The report on transportation planning activities concluded without questions or comments.

9. TAC Chair Announcements

The Chair announced that CAMPO staff is currently working on dates for two (2) in-person meetings.

The Chair also announced that the next Transportation Policy Board Meeting will be held on May 12, 2025 and the next Technical Advisory Committee Meeting and action on the 2050 RTP will be held on May 19, 2025 at 2:00 p.m.

10. Adjournment

The April 28, 2025 meeting of the Technical Advisory Committee was adjourned at 3:24 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 14, 2025 – 2:00 p.m.
 Livestream at: 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 2:00 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
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	Andy Brown	Judge, Travis County	N	Ms. Amy Pattillo
5	Christine DeLisle	Mayor City of Leander	Y	
6	Joe Don Dockery	Commissioner, Burnet County	Y	
7	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
8	Vanessa Fuentes	City of Austin, District 2	Y	
9	Krista Laine	City of Austin, District 6	Y	
10	Matt Harriss	Capital Metro Board Member	Y	
11	Ann Howard	Commissioner, Travis County	Y	
12	Jane Hughson	Mayor, City of San Marcos	Y	
13	Debbie Ingalsbe	Commissioner, Hays County	Y	

14	Travis Mitchell	Mayor, City of Kyle	N	
15	Craig Morgan	Mayor, City of Round Rock	N	Mayor Pro Tem Kristin Stevens
16	Amy Pattillo	Travis County	Y	
17	Jim Penniman-Morin	City of Cedar Park	Y	
18	Zohaib “Zo” Qadri	City of Austin, District 9	Y	
19	Josh Schroeder	Mayor, City of Georgetown	Y	
20	Mike Siegel	City of Austin, District 7	Y	
21	Edward Theriot	Commissioner, Caldwell County	Y	
22	Jeffrey Travillion	Commissioner, Travis County	N	Commissioner Ann Howard

The Chair advised the Board that a couple of the agenda items were lengthy and informed the Board that the order of business would be changed to allow the time needed to address all of the action items.

2. Public Comments

There were no public comments.

Video of this item can be viewed [here](#). Start Video at 00:01:20

3. Executive Session

An Executive Session was not convened.

The Chair proceeded with Agenda Item 4 Report Technical Advisory Committee (TAC) Chair as the next order of business and Agenda Item 5 Public Hearing and Presentation on Amendments to the 2025-2028 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP).

The Chair advised the Board that Agenda Item 6 Public Hearing and Presentation on Final Draft 2050 Regional Transportation Plan (RTP) will be moved to the end of the agenda and proceeded to Agenda Item 7 Discussion and

Take Appropriate Action on Quick Action Option Amendments to the 2025-2028 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP) .

4. Report from Technical Advisory Committee (TAC) Chair

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who provided a report on the discussion items from the March 24, 2025 TAC Meeting. Mr. McKeown reported that an election of officers was held for the 2025 TAC Chair and Vice Chair positions. Mr. McKeown informed the Board that the TAC unanimously re-elected Ms. Emily Barron (City of Pflugerville) as Chair and elected Mr. Richard Mendoza (City of Austin) as Vice Chair.

Mr. McKeown also informed the Board that the TAC unanimously recommended approval to adopt the 2025 Federal Performance Measure Report and 2025 Federal Performance Measure Targets.

Mr. McKeown added that the TAC received an update on the recent revisions and comments received from partner agencies on the final draft 2050 RTP.

Video of this item can be viewed [here](#). Start Video at 00:01:41.

5. Public Hearing and Presentation on Amendments to the 2025-2028 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

There were no public comments.

Video of this item can be viewed [here](#). Start Video at 00:02:46.

7. Discussion and Take Appropriate Action on Quick Action Option Amendments to the 2025-2028 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who informed the Board that a Quick Action Option amendment request to the 2025-2028 TIP and 2045 RTP was submitted by CapMetro to address new Federal Transit Administration (FTA) listing requirements and potential lapse of older operational funds received from FTA.

Mr. Collins requested Transportation Policy Board approval of the Quick Action Option Amendments to the 2025-2028 TIP and 2045 RTP as detailed in the accompanying list with accompanying Resolution 2025-4-7.

The Chair entertained a motion for approval of the Quick Action Option for amendments to the 2025-2028 TIP and 2045 RTP as detailed in the accompanying list with accompanying Resolution 2025-4-7, as presented.

Mayor Pro Tem Vanessa Fuentes moved for approval of the Quick Action Option for amendments to the 2025-2028 TIP and 2045 RTP as detailed in the accompanying list with accompanying Resolution 2025-4-7, as presented.

Council Member Mike Siegel seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Commissioner Clara Beckett, Mayor Christine DeLisle, Commissioner Joe Don Dockery, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Vanessa Fuentes, Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Commissioner Jeffrey Travillion), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Council Member Krista Laine, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, Council Member Zohaib Qadri, Mayor Josh Schroeder, Mayor Pro Tem Kristin Stevens (Alternate for Mayor Craig Morgan), Council Member Mike Siegel, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Council Member Rudy Metayer and Mayor Travis Mitchell

Video of this item can be viewed [here](#). Start Video at 00:03:01.

The Chair continued with Agenda Item 8 Discussion and Take Appropriate Action on February 10, 2025 Meeting Minutes as the next order of business.

8. Discussion and Take Appropriate Action on February 10, 2025 Meeting Minutes

The Chair entertained a motion for approval of the February 10, 2025 meeting minutes, as presented.

Commissioner Debbie Ingalsbe moved for approval of the February 10, 2025 meeting minutes, as presented.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Commissioner Clara Beckett, Mayor Christine DeLisle, Commissioner Joe Don Dockery, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Vanessa Fuentes, Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Commissioner Jeffrey Travillion), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Council Member Krista Laine, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, Council Member Zohaib Qadri, Mayor Josh Schroeder, Mayor Pro Tem Kristin Stevens (Alternate for Mayor Craig Morgan), Council Member Mike Siegel, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Council Member Rudy Metayer and Mayor Travis Mitchell

Video of this item can be viewed [here](#). Start Video at 00:5:56.

Vice Chair Rudy Metayer joined the meeting.

9. Discussion and Take Appropriate Action on 2025 Federal Performance Measure Targets

The Chair recognized Mr. Nirav Ved, Data & Operations Manager who provided a brief overview of the federally mandated Transportation Performance Management (TPM) process. Mr. Ved informed the Board that CAMPO utilized the TPM process to set performance measure targets and identified actions taken by CAMPO as part of the TPM process. Mr. Ved noted that as with other Metropolitan Planning Organizations (MPOs) in the State, CAMPO adopts performance measure targets as developed by TxDOT.

Mr. Ved presented the 2025 Federal Performance Report, 2025 federal performance measure targets, and briefly highlighted the Performance Measure Dashboard which is located on the CAMPO website for further review.

Mr. Ved requested that the Transportation Policy Board adopt the 2025 Federal Performance Report and 2025 federal performance measure targets, as recommended by CAMPO staff and the Technical Advisory Committee.

The Chair moved to adopt the 2025 Federal Performance Report and 2025 federal performance measure targets as presented with accompanying Resolution 2025-4-9.

Vice Chair Rudy Metayer seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Rudy Metayer, Commissioner Clara Beckett, Mayor Christine DeLisle, Commissioner Joe Don Dockery, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Vanessa Fuentes, Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Commissioner Jeffrey Travillion), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Council Member Krista Laine, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, Council Member Zohaib Qadri, Mayor Josh Schroeder, Mayor Pro Tem Kristin Stevens (Alternate for Mayor Craig Morgan), Council Member Mike Siegel, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Mayor Travis Mitchell

Video of this item can be viewed [here](#). Start Video at 00:06:17.

10. Discussion and Potential Action to Authorize the CAMPO Executive Director to Negotiate Regional Transportation Demand Management (TDM) Contract

The Chair called attention to the information included in the meeting materials on the procurement process for the Regional Transportation Demand Management (TDM) contract.

The Chair moved for approval to authorize the CAMPO Executive Director to negotiate a Regional Transportation Demand Management (TDM) contract, as presented.

Commissioner Debbie Ingalsbe seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Rudy Metayer, Commissioner Clara Beckett, Mayor Christine DeLisle, Commissioner Joe Don Dockery, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Vanessa Fuentes, Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Commissioner Jeffrey Travillion), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Council Member Krista Laine, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, Council Member Zohaib Qadri, Mayor Josh Schroeder, Mayor Pro Tem Kristin Stevens (Alternate for Mayor Craig Morgan), Council Member Mike Siegel, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Mayor Travis Mitchell

Video of this item can be viewed [here](#). Start Video at 00:24:57.

11. Discussion on Federal Transit Administration (FTA) Section 5310 Project Call

The Chair recognized Mr. Ryan Collins who provided a brief overview of the FTA Section 5310 Program. Mr. Collins informed the Board that CAMPO staff is currently wrapping up the FTA Section 5310 project call and identified CapMetro as the designated recipient for FTA Section 5310 funding. Mr. Collins highlighted the schedule for the project call and discussed funding availability.

Mr. Collins discussed the evaluation process and recommendation development for the project call. Mr. Collins noted that all project recommendations will be based on project scores and rank, regardless of funding availability. Mr. Collins informed the Board that nine (9) submissions were received in the project call for approximately \$4.1 million in funding requests. Mr. Collins added that project recommendations will be presented for Transportation Policy Board approval at its May meeting.

Video of this item can be viewed [here](#). Start Video at 00:29:55.

The Chair reverted back to Agenda Item 6 Public Hearing and Presentation on Final Draft 2050 Regional Transportation Plan (RTP) as the next order of business.

6. Public Hearing and Presentation on Final Draft 2050 Regional Transportation Plan (RTP)

The Chair recognized the following individuals who offered public comment on the Final Draft 2050 Regional Transportation Plan (RTP).

1. Mr. Jim McClintick, United Neighbors of 1826
2. Ms. Karen Hibpshma, United Neighbors of 1826
3. Mr. Frank, Thiel, United Neighbors of 1826
4. Ms. Elizabeth Cubberley, United Neighbors of 1826
5. Ms. Carrie Wolf, United Neighbors of 1826
6. Ms. Liz Bermel, Rethink 35
7. Mr. Randy Johnson, Hays County Coalition for Mr. Bill Brock
8. Mr. Bobby Lewinski, Save Our Springs
9. Ms. Christianna Ellis, Rethink 35 , San Marcos, TX
10. Ms. Alexandria Sirolos, Rethink 35
11. Mr. Miguel Colon, Rethink 35
12. Ms. Julie Alpers, Bear Creek Estates
13. Ms. Amy DeLuna, Rethink 35
14. Mr. Robyn Weatherl, Rethink 35
15. Mr. Ben Livingston, Save Our Springs
16. The Honorable Kara King, Mayor of Bee Cave
17. Ms. Anna Geppert, Rethink 35
18. Ms. Mia Thiessen, Rethink 35
19. Ms. Liz Schweers, Rethink 35
20. Ms. Miriam Schoenfeld, Rethink 35
21. Mr. Adam Greenfield, Safe Streets Austin
22. Mr. Kevin Shepherd, Private Citizen

The Chair closed the public hearing upon conclusion of the final public comment.

Video of this item can be viewed [here](#). Start Video at 00:34:24.

The Chair proceeded to Agenda Item 12 Executive Director's Report on Transportation Planning Activities as the next order of business.

12. Executive Director's Report on Transportation Planning Activities

The Chair recognized Mr. Ashby Johnson who addressed comments received regarding the Final Draft 2050 RTP. Mr. Johnson provided an overview of the federally required long range plan, CAMPO's process to fiscal constraint, required regular updates, and amendment processes.

Mr. Johnson discussed the components of the final draft 2050 RTP, as it stands to date. Mr. Johnson called attention to the Appendix which includes subregional and regional studies conducted by CAMPO Staff since 2021. Mr. Johnson noted that those studies consider environmental mitigation strategies, multimodal options, safety, and Title VI. Mr. Johnson also identified additional documents listed in the Appendix.

Mr. Johnson also addressed comments received regarding the following topics:

1. FM 1826 Project in Travis and Hays Counties
2. Suggestions that CAMPO revert back to approaches used by CAMPO Staff to develop the 2035 Long Range Plan
3. Updating/Revision of Project Selection Criteria

The Chair recognized Mr. William Lisska, CAMPO Regional Planning Manager who informed the Board that the 2050 RTP must be adopted by May 2025 to remain in compliance with federal rules. Mr. Lisska provided an update on the final draft 2050 RTP which included the following:

1. Changes to be integrated into Final Draft 2050 RTP
2. Timeline of Model and Demographic development
3. Timeline of Draft 2050 RTP development
4. Pending updates based on comments
5. Next steps

Mr. Lisska later introduced Ms. Christina Whitfield of Kimley-Horn and Associates, consultant services provider for the 2050 RTP who provided an overview on the revenue estimation methodology and arriving at fiscal constraint.

Mr. Lisska also introduced Ms. Doise Miers, CAMPO Community Outreach Manager who provided a brief overview of the second round of public outreach activities for the draft 2050 RTP. Ms. Miers summarized the public outreach events in all six (6) counties and options provided to submit public comment. Ms. Miers later noted that the public comment period for the second round of public outreach closes on April 15, 2025.

The Chair, Commissioner Cynthia Long later left the meeting and Vice Chair, Council Member Rudy Metayer presided for the remainder of the meeting.

In light of recent traffic accidents on I-35, Council Member Mike Siegel referenced Safety goals as part of the 2050 RTP and inquired about the inclusion of TxDOT's safety approach, "Road to Zero" in the 2050 RTP as the City of Austin's safety approach, "Vision Zero" was included in the 2045 RTP. Council Member Siegel noted that both safety approaches are referenced in the draft 2050 RTP document and requested the inclusion of both safe systems in the final draft 2050 RTP document.

Mayor Pro Tem Vanessa Fuentes later informed the Board that the City of Austin will be bringing forward amendments and direction as it pertains to the final draft 2050 RTP for consideration by the Transportation Policy Board at its May meeting. Mayor Pro Tem Fuentes requested that the posting language for the agenda is broad enough to include those actions.

The Vice Chair advised board members not to delay in submitting the amendment language to CAMPO Staff and requested that board members do so by the deadline as set by CAMPO Staff.

Mr. Johnson set the deadline to submit amendment language to CAMPO Staff by April 28, 2025.

Video of this item can be viewed [here](#). Start Video at 01:16:26.

13. Announcements

- a. Transportation Policy Board Chair Announcements

There were no announcements.

- b. The next Technical Advisory Committee Meeting will be held on April 28, 2025 at 2:00 p.m.
- c. The next Transportation Policy Board Meeting will be held on May 12, 2025 at 2:00 p.m.

14. Adjournment

The April 14, 2025 meeting of the CAMPO Transportation Policy Board was adjourned at 4:04 p.m. by unanimous consent.

Video of this item can be viewed [here](#). Start Video at 02:05:03



Date:
Continued From:
Action Requested:

May 12, 2025
February 10, 2025
Approval

To: Transportation Policy Board
From: Commissioner Cynthia Long, Chair
Agenda Item: 6
Subject: Discussion and Take Appropriate Action on Appointment to CapMetro Board

RECOMMENDATION

Staff recommends that the Transportation Policy Board act to appoint Austin City Council Member Zohaib Qadri to the Capital Metro Board of Directors for a 3-year term, by appointment of an elected official pursuant to Section 451.5021(b)(1) of the Texas Transportation Code.

PURPOSE AND EXECUTIVE SUMMARY

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

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

With respect to the elected official appointee, according to Texas Transportation Code Section 451.5021(c) only a member of a metropolitan planning organization who is an elected officer of a political subdivision in which a tax of the authority is collected is entitled to vote on an appointment under Subsection (b)(1). Therefore, only those Transportation Policy Board members whose jurisdictions collect the sales tax (City of Austin: Council Member Mike Seigel, Mayor Pro Tem Vanessa Fuentes, Councilmember Krista Laine and Council Member Zohaib Qadri; City of Leander: Mayor Christine DeLisle; Travis County: Judge Andy Brown, Commissioners Ann Howard and Jeffrey Travillion; and Williamson County Commissioner Cynthia Long) are eligible to vote on the elected official appointee.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

None.

SUPPORTING DOCUMENTS

Attachment A – Draft Resolution 2025-5-6



Resolution 2025-5-6

Appointment 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; and

WHEREAS, Section 451.5021 further stipulates that the Transportation Policy Board is charged with appointing three members to the Board of Directors of the Capital Metropolitan Transportation Authority; 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 February 10, 2025, the CAMPO Transportation Policy Board appointed the Austin City Council Member Zohaib Qadri to the Capital Metro Board of Directors as the CAMPO elected official appointee to the Capital Metro Board to complete the unexpired term of Austin City Council Member Paige Ellis; 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 appoint Austin City Council Member Zohaib Qadri to the Capital Metro Board for a 3-year term; 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 appoint Austin City Council Member Zohaib Qadri to the Capital Metropolitan Transportation Board of Directors. The motion was made on May 12, 2025 by _____, duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of May 2025.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: May 12, 2025
Continued From: October 7, 2024
Action Requested: Approval

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 7
Subject: Discussion and Take Appropriate Action on FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment #5

RECOMMENDATION

CAMPO staff recommends the Transportation Policy Board approve FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment Five and accompanying Resolutions 2025-5-7 (**Attachment A**).

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to add funds to the Transportation Improvement Program and the Regional Transportation Demand Management Program.

FINANCIAL IMPACT

Amendment Five will increase the FY 2024 & 2025 UPWP (**Attachment B**) by the amount of \$4,150,000.00. The TPB awarded this funding to CAMPO staff last year. Since that time staff waited for Federal Highway Administration finding of eligibility approval for the use of the funding for the Travel Demand Management Program. The approval was determined in February 2025.

BACKGROUND AND DISCUSSION

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

2024 & 2025 Unified Planning Work Program: Amendment Five	
Subtask 3.1	Add \$150,000 PL for Transportation Improvement Program (TIP) management software
Subtask 3.3	Add \$4,000,000 Carbon Reduction Program funds and 808,000 TDCs for the Regional Transportation Demand Management Program

SUPPORTING DOCUMENTS

Attachment A – Resolution 2025-5-7 (Draft)

Attachment B – FY 2024 & 2025 Unified Planning Work Program with Proposed Amendment #5



Resolution 2025-5-7

Acknowledging the Transportation Policy Board's Adoption of Amendment Five 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 Four on October 7, 2024; and

NOW, THEREFORE BE IT RESOLVED staff is proposing Amendment Five to add funds to the Transportation Improvement Program and the Regional Transportation Demand Management Program. 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 12, 2025, by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of May 2025.

Chair, CAMPO Board

Attest:

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

Approved by the Transportation Policy: October 7, 2024

Approved by the Transportation Policy: May 12, 2025

Federal Approval:

Capital Area MPO - 8303 N MoPac Expy., Suite A210 - Austin, TX 78759

- www.campotexas.org

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I. INTRODUCTION

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

A. PURPOSE – The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FYs 2024 and 2025. This activity is required under federal law defining the responsibilities of Metropolitan Planning Organizations (MPO). The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the six-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.

B. DEFINITION OF AREA - The CAMPO planning area includes all of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties (**Appendix B**) and the cities and villages in each of the six counties (a comprehensive list of these jurisdictions can be found at www.campotexas.org). By federal definition, CAMPO's planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

During the 2010 census, a very small portion of Guadalupe County was included as a part of the newly urbanized area of San Marcos. San Marcos intends to remain part of CAMPO. Therefore, an agreement was developed between CAMPO and the Alamo Area MPO (AAMPO) regarding the roles and responsibilities of each MPO concerning this portion of Guadalupe County. CAMPO agrees that staff will meet as needed to review progress of planning efforts to discuss key findings from program activities and to discuss the scope, plans, and implementation of activities. To help ensure continuity of federal and state funds, CAMPO agrees to abide by the methodology and process used to allocate funds to the respective MPOs. CAMPO agrees to abide by the methodology and process currently used to allocate federal transportation planning funds to the respective MPOs. CAMPO agrees to work with the AAMPO to identify the need for corridor projects that cross the CAMPO and AAMPO planning area boundary.

C. ORGANIZATION – The Transportation Policy Board (**Appendix A**), develops regional transportation policy, allocates state and federal funding to implement the short- and long-range transportation plans for CAMPO. The Policy Board consists of 21 elected and appointed county, city, Texas Department of Transportation (TxDOT) and Capital Metropolitan Transportation Authority (CMTA) officials.

Other committees, task forces or study groups may be formed from time-to-time throughout the year as necessary.

CAMPO currently operates with various professional staff positions. The professional staff covers the tasks listed in the UPWP. Depending on the budget and/or work tasks to be completed, CAMPO may employ a varying number of consultants, interns, permanent, or temporary personnel.

Functional Responsibilities of Planning Agencies

For the transportation planning process to function properly, the agencies involved must work together cooperatively. The Transportation Policy Board (TPB), the Texas Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA), Capital Metro, Capital Area Rural Transportation System (CARTS) and the local governments within the planning area are responsible for carrying out the urban transportation planning process consistent with local agreements. This process includes planning for roadways, bicycling facilities, pedestrian facilities, freight movement, passenger rail, and transit.

The following descriptions of functional responsibilities for each agency are not intended to limit the participation of any agency or local government in the study. Rather, they are brief descriptions of primary responsibilities.

Metropolitan Planning Organization - The MPO, in cooperation with CTRMA, mass transit operators, planning agencies and local governments:

- 1) Is responsible for carrying out and maintaining the urban transportation planning process to include:
 - a. Cooperative decision-making, principally, by elected officials of local governments.
 - b. Unified Planning Work Program (UPWP),
 - c. Transportation Improvement Program (TIP),
 - d. Metropolitan Transportation Plan (MTP), and
 - e. Congestion Management Process (CMP).
- 2) Executes contracts and/or agreements necessary to carry out the work outlined in the UPWP.
- 3) Develops and maintains transportation databases and analytical tools.

MPO staff has the following general responsibilities:

- 1) Provide staff support to the Transportation Policy Board (TPB), the Technical Advisory Committee (TAC), and committees of the Policy Board and TAC.
- 2) Review and report on items on the agenda(s) for the TPB, TAC, and appropriate committees.
- 3) Coordinate and perform the planning and data collection activities contained in the UPWP.
- 4) Prepare and submit an annual budget outlined in the UPWP for approval.
- 5) Receive and review all bills from consultants that the MPO has contracted with to perform work outlined in the UPWP.
- 6) Submit requests for reimbursement to the appropriate federal and/or state agencies for work performed according to the UPWP.
- 7) Prepare and submit grant applications for federal/other assistance in transportation planning, and related fields, as appropriate.
- 8) Prepare and submit the annual performance and expenditure report and annual project listing.
- 9) Coordinate the activities for the development and maintenance of the Unified Planning Work Program, the long-range Metropolitan Transportation Plan and the Transportation Improvement Program.
- 10) Refine and maintain a process for engaging the public in the transportation planning process; and

- 11) Perform any other administrative duties as required by the Transportation Policy Board; and,
- 12) Ensure compliance with Title VI Civil Rights, Environmental Justice and other federal requirements related to CAMPO's operations, activities and programs.

Texas Department of Transportation

The Texas Department of Transportation (TxDOT), within the realm of transportation planning, has the following varied responsibilities for the CAMPO planning area:

- Highway planning.
- Participating and lead agency in appropriate transportation studies and environmental documents.
- Review of all FTA Section 5307, 5310 and Section 5311 capital grant applications that may involve state funding: and

In addition, TxDOT maintains certain transportation database files and forecasting models, and coordinates its planning efforts with the MPO through the UPWP.

Capital Area Rural Transportation System (CARTS)

CARTS is the rural public transportation provider for this region and has primary responsibility for rural transit planning and operations in the study area.

Capital Metropolitan Transportation Authority (Capital Metro)

Capital Metro is a provider of public transportation in the region. Capital Metro has primary responsibility for conducting various short and long-range transit studies, maintaining all transit data, and is responsible for transit planning and operation in the urban portion of the study area.

Counties

Williamson County acts as our fiscal agent and provides support for human resources, benefits, accounting, and information technology.

The Counties of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson have the primary responsibility for the planning of all roads outside incorporated areas that are not on the State system. The counties also perform analyses on the state system in cooperation with the TxDOT – Austin District. The County coordinates its planning with TxDOT and incorporated areas in extraterritorial jurisdictional areas.

Cities

All jurisdiction cities in our planning area have the responsibility for the planning of all off-system roads within their incorporated area, and some have negotiated agreements with TxDOT to plan for roads on the state system as well in cooperation with TxDOT.

Public/Public and Public/Private Partnerships

The CAMPO region continues partnerships with local governments and transportation agencies and has actively pursued various partnerships with entities established to advance planning for and improve the area's transportation infrastructure).

- D. PRIVATE SECTOR INVOLVEMENT** – Consultants have been and will continue to be used on an as-needed basis in CAMPO's transportation programs and planning processes. In the past, CAMPO has used private sector consultants for a variety of services ranging from legal services to corridor

studies to improvements to the regional travel demand model. The use of consultants will continue as needed.

E. PLANNING ISSUES AND EMPHASIS – The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2024 and 2025. The Planning Emphasis Areas are:

1. **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future:** CAMPO is developing a Carbon Reduction Program as outlined in the Infrastructure Investment and Jobs Act (IIJA). This program will seek to reduce transportation emissions through the development of carbon reduction strategies and by providing funding for projects designed to reduce transportation emissions. The CAMPO plan will provide emission reduction strategies, guide the selection of projects for the program funding, and set the foundation for a regional air quality program for the six-county region. Additionally, CAMPO is developing a Transportation Demand Management (TDM) Program to implement the agency's 2019 Regional Transportation Demand Management Plan. The TDM Program focuses on commuter behavior choices, technology, and options provided by employers and government entities, rather than focusing on infrastructure solutions to transportation congestion. Stewardship of environmental resources through measures that reduce, minimize, or avoid negative impacts to the environment are also included in project selection criteria for CAMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) and will continue to be used in the amendments and updates to those documents.
2. **Equity and Justice 40 in Transportation Planning** - CAMPO's Public Participation Plan (PPP) was developed to ensure that all citizens have an equal opportunity to participate in the CAMPO decision-making process. CAMPO deliberately plans inclusive, diverse public participation programs as part of its transportation planning process. CAMPO's program engages with public and private transportation employees and stakeholders, freight interests, bicycle and pedestrian stakeholders, and stakeholders with and representing those with disabilities. These public participation programs also include communication and outreach methods specifically tailored to audiences and stakeholders. The PPP's strategies include, but are not limited to: using visualizations and clear, concise, non-technical language to describe proposed changes; seeking out low-income and minority environmental justice households and vulnerable populations who may face challenges accessing employment and other services; and holding public open houses at convenient times and locations while also offering virtual opportunities for input. Additionally, project selection criteria for CAMPO's TIP and RTP include equity considerations, with performance measures focusing on traditionally underserved populations, including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
3. **Complete Streets** - CAMPO conducts studies in cooperation with local cities to develop transportation plans incorporating the concepts of complete street designs. These studies aim to create safe, convenient, and connected transportation networks that provide walkable and bikeable neighborhoods with access to jobs, homes, and amenities. CAMPO studies identify local concerns including, but not limited to: speed management, sidewalk connectivity, perceived lack of safety, access management, and limited transit access or coordination. Depending on the scope of the study, future land use may also be a consideration including the identification of catalytic redevelopment sites and compatible uses. The outcomes of these studies include

implementation strategies that can be used by local governments, the Texas Department of Transportation, local transit agencies, and private developers. Another aim of these studies is to identify potential projects for inclusion in the long-range Regional Transportation Plan. CAMPO will continue conducting these studies, partnering with local agencies to develop tailored projects including complete street recommendations.

4. Public Involvement - The CAMPO Public Participation Plan, adopted in 2019, includes provisions for virtual public involvement. This includes the development of an online open house for public involvement opportunities, created specifically for individual studies or routine activities including TIP and RTP updates. The online open houses include all of the information that would be found at an in-person meeting as well as ways for the public to submit comments. Additionally, online surveys are included for projects and online maps allow the public to see information related to proposed transportation project corridors. The meetings of CAMPO's Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) are also streamed live and archived both on CAMPO's website and the agency's YouTube channel. The experience of public involvement through the Covid pandemic showed the utility of all of these virtual involvement methods and CAMPO will continue to expand the use of these methods while ensuring that those in the region who do not have high-speed internet or cell phones are still able to provide feedback.
5. Strategic Highway Network (STRANET)/U.S. Department of Defense (DOD) Coordination – CAMPO will coordinate with the U.S. Department of Defense on the eight STRANET corridors within the region in the development of recommendations for the long-range Regional Transportation Plan and for corridor and area studies. Although there are no U.S. Department of Defense installations within the CAMPO region apart from the Army Futures Command, there are significant bases in the MPO regions immediately to the north and south of this region, with transportation through the CAMPO area. This includes Fort Cavazos in the Killeen-Temple Metropolitan Planning Organization area and Randolph Air Force Base, Fort Sam Houston, and Lackland Air Force Base in the Alamo Area Metropolitan Planning Organization area. We will continue our coordination with these partner MPO organizations and include outreach to the Department of Defense.
6. Federal Land Management Agency (FMLA) Coordination – CAMPO will coordinate with federal resource agencies in the development of transportation plans and recommendations in the region. The preservation of the natural environment is a priority in the CAMPO region, which is reflected in the local and state agency coordination with federal land management areas including the San Marcos Aquatic Resources Center and the Balcones Canyonlands National Wildlife Refuge. This coordination supports the stewardship element of CAMPO's project selection process, which awards points to projects that demonstrate designs which avoid, minimize, and mitigate negative impacts to water quality, air quality, and natural habitat.
7. Planning and Environment Linkage (PEL) – CAMPO will continue to conduct Planning and Environment Linkages (PEL) studies across the region. Primarily this will be conducted under the Project Readiness Program. This CAMPO-led program has identified 10 corridors for study across all six MPO counties. These corridors were identified based on the connectivity they provide between activity centers in the region, higher-than average crash rates, and their identification in transit studies, freight routes, and active transportation plans. All corridors are on the TxDOT system, and CAMPO is working closely with TxDOT to advance these studies. The Project Readiness Program will range from feasibility analyses to NEPA studies depending on the

identified needs of each corridor. CAMPO is also working closely with the cities, counties, and transit agencies along the corridors and will conduct full public involvement efforts as well. This partnership will allow the results of the Project Readiness Program to seamlessly move into further environmental, design, and implementation stages.

8. Data in Transportation Planning – CAMPOCAMPO has established a Data and Operations program area in order to coordinate the MPO’s role in data sharing and management. CAMPO has developed a series of data dashboards now available on the agency’s website to serve as analysis tools and community resources for the MPO region. Currently there are five data dashboards on CAMPO’s website including: American Community Survey (ACS) 2017-2019, ACS 2020 and Beyond, Performance Metrics, TxDOT Crash Records Information System, and Roadway Inventory. These dashboards are customizable and present a tremendous amount of data in comprehensible, graphical ways. CAMPO will continue making presentations on the availability of these dashboards and continue working with our partner agencies to provide more data on the dashboards which may be useful in regional transportation planning efforts

CAMPO will work cooperatively with TxDOT, CARTS and Capital Metropolitan Transportation Authority (CMTA) to define performance measures that emphasize these seven federal goals:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

- **OBJECTIVE**

To accomplish, on a continuing basis, the plans and programs necessary to administer federal transportation planning requirements and maintain the transportation planning process in and for the Capital Area MPO's planning area.

- **EXPECTED PRODUCTS**

Certified transportation planning process
FY 2023 & FY 2024 Single Audit
Unified Planning Work Program (FYs 2024 & 2025) and amendments
Development of Unified Planning Work Program (FYs 2026 & 2027)
FY 2023 & 2024 Annual Project Listing
FY 2023 & 2024 Annual Performance and Expenditure Report
New equipment and computer hardware/software

- **PREVIOUS WORK**

Performed general administrative functions
FY 2022 & 2023 Unified Planning Work Program and amendments
FY 2021 & 2022 Annual Project Listing
FY 2021 & 2022 Annual Performance and Expenditure Report
FY 2021 & 2022 Single Audit
Updated Public Participation Plan
Updated Title VI Plan
Coordinated transportation planning and implementation activities with other agencies and organizations
Conducted a public involvement process compliant with federal and state regulations
Provided support for all meetings of the transportation planning process
Implemented policies to maintain the transportation planning process
Provided staff access to courses, conferences, workshops and seminars
Statistics and Metrics Dashboard

- **SUBTASKS**

Subtask 1.1 – MPO Staff Support for Task 1

The primary activities which will take place under MPO Staff Work include the following:

1.1.1 Program Administration:

This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the transportation planning process; maintenance of the FY 2024 & 2025 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2026 & 2027 Unified Planning Work Program, sponsoring and conducting meetings including providing support to policy and advisory bodies; coordinating and working with other agencies and organizations involved in planning, programming and implementation of transportation projects.

1.1.2 Public Participation:

This activity supports the implementation of the MPO's Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on Environmental Justice populations and the development/review processes of the Transportation Improvement Program, Metropolitan Transportation Plan and other planning products; develop and use of questionnaires, online surveys, newsletters and other participation techniques; and provide bilingual materials and translations as appropriate.

1.1.3 Title VI Civil Rights/Environmental Justice (EJ):

This activity supports monitoring and evaluating Title VI/EJ guidance and requirements, developing and implementing documents and procedures to ensure CAMPO's plans, programs and activities comply with Title VI/EJ guidance and requirements, collecting and analyzing data related to minority, low income, limited English proficiency and other populations vulnerable to potential disproportional adverse impacts from the planned transportation system and transportation projects, identifying possible strategies to minimize, avoid or mitigate potential disproportional adverse impacts on the EJ populations, maintaining, coordinating efforts to develop the Regional Toll Network Analysis that evaluates the impacts of the regional toll network on the EJ and non-EJ populations (see Task 2.0), implementing the CAMPO Limited English Proficiency Plan and updating that plan as needed

1.1.4 Travel and Training:

This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops (AMPO, APA, ESRI, TransCad, TxDOT, TRB, UT at Austin, CNU, TEMPO, Planning Conference, Planning Forum, etc.). CAMPO will seek prior approval from TxDOT for Out-of-State travel.

1.1.5 Equipment/Office Space & Computer Hardware/Software:

This activity is for the upgrade/addition of, equipment/office space and computer hardware or software to ensure program efficiency. A description of equipment purchases in excess of \$5,000 will be submitted to the Texas Department of Transportation and the Federal Administration Highway for approval prior to acquisition. The MPO understands that split costs are not allowed.

Responsible Agency:	Capital Area MPO
Funding Requirement:	\$4,958,834 PL
Product(s):	Certified transportation planning process; updated or new documents and reports; new equipment and/or computer hardware/software; APL; APER

Subtask 1.2 – Legal Services – Consultant Work

1.2.1 Legal Services:
This activity is for legal services that are necessary for planning purposes. Ongoing contract.

Responsible Agency: Capital Area MPO
Funding Requirement: \$200,000 PL
Product(s): Legal opinion(s) and counsel, as necessary and appropriate, with prior approval from TxDOT and FHWA

Subtask 1.3 – Audit Services – Consultant Work

1.3.1 Audit Services:
This activity is for audit services that are necessary to comply with the Single Audit Act. Ongoing contract.

Responsible Agency: Capital Area MPO
Funding Requirement: \$50,000 PL
Product(s): Single Audit Report, financial statements

FUNDING SUMMARY

Task 1.0 – 2-Year Funding Summary Table
FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	
1.1	CAMPO	2,381,398	2,577,436					2,381,398	2,577,436	4,958,834
1.2	CAMPO	75,000	125,000					75,000	125,000	200,000
1.3	CAMPO	25,000	25,000					25,000	25,000	50,000
				-	-	-	-	-	-	-
TOTAL		2,481,398	2,727,436	-	-	-	-	2,481,398	2,727,436	5,208,834

¹ 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.

III. TASK 2–0 - DATA DEVELOPMENT AND MAINTENANCE

- **OBJECTIVE**

Provide updated information, demographic data and analysis to support the Metropolitan Planning Organization's planning efforts.

- **EXPECTED PRODUCTS**

Series of technical reports documenting the ongoing GIS data updates on traffic counts and mapping

Transportation related air quality data collection and analysis, air quality planning and outreach products

2045 Plan related performance measures

Demographic forecasts and travel demand model for the 2050 Plan updates

Interactive Web Viewer updates

UrbanSim (Demographic Allocation Tool)

Development 2050 Travel Demand Model

- **PREVIOUS WORK**

Updated demographic forecasts and travel demand model for the 2045 Plan

2045 Plan related performance measures

Development 2050 Travel Demand Model

UrbanSim (Demographic Allocation Tool)

- **SUBTASKS**

Subtask 2.1 – MPO Staff Support for Task 2

The primary activities which will take place under MPO Staff Work include the following:

2.1.1 General Administration:

This subtask allows for administrative activities related to data development and maintenance including procurement, contract management and appropriate review/processing of monthly billings for work related to Task 2, as well as conducting the activities in subtasks 2.1.2, 2.1.3, 2.1.4, and 2.1.5 and developing related performance measures.

2.1.2 General GIS:

Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting CAMPO programs; maintenance of the demographic and modeling databases of the 2045 Plan; develop and maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; develop technical memoranda documenting work completed.

2.1.3 Demographic Forecasting:

Run UrbanSim for producing demographic forecasts for 2050 Plan and TIP amendments. Specific activities will include production and review of demographic forecasts to be used for required 2050 Plan. Develop the datasets for running the Allocation Tool for the 2050 Plan.

2.1.4 Travel Demand Modeling:

Run CAMPO's FTA-compliant and time-of-day model. Specific activities will include coordination with TxDOT on development of the new 2025 base year model, performing model runs for the amendments of the 2045 Plan, 2023-2026 TIP and the development of the 2050 Plan; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities.

2.1.5 Environmental Analysis:

This subtask includes facilitating planning and environmental linkages by participating in NEPA related studies and Planning and Environmental Linkages (PEL) studies, monitoring and evaluating the effect of CAMPO plans and programs on the environment, identifying potential mitigation activities and locations where they might occur, coordinating outreach with resource agencies and working groups, developing and updating GIS analyses using GISST, and other relevant data. CAMPO is participating in NEPA related studies to facilitate the proper integration of planning outcomes in the environmental process.

Responsible Agency: Capital Area MPO
Funding Requirement: \$231,588 PL
Product(s): Technical memoranda, final reports, PEL and NEPA related reports and analyses.

Subtask 2.2 – GIS, Demographic Forecast, & Travel Demand – MPO Staff/Consultant Work

2.2.1 Demographic Forecast and Travel Demand Modeling Projects for 2050 Plan:

Conduct activities related to the travel demand model in support of development of the 2050 Plan. It is noted that the demographic forecasting and travel demand modeling procedures applied in the CAMPO area are integrated. Conduct activities related to the production of the regional employment and population profiles for inclusion in the CAMPO travel demand model and the 2045 toll analysis. Ongoing contract.

Responsible Agency: Capital Area MPO
Funding Requirement: \$50,000 PL
Product(s): Interactive Web Viewer, UrbanSim, Development 2050 Travel Demand Model, Model files for development of the 2045 RTA, draft and final 2045 RTA document.

• **FUNDING SUMMARY**

Task 2-0 - 2-Year Funding Summary
Table FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	
2.1	CAMPO	111,764	119,824					111,764	119,824	231,588
2.2	CAMPO	-	50,000					-	50,000	50,000
TOTAL		111,764	169,824					111,764	169,824	281,588

¹ 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.

IV. TASK 3–0 - SHORT RANGE PLANNING

- **OBJECTIVE**

Conduct short-range transportation and transportation-related planning activities with short-term planning and implementation focus, including the development and administration of the Transportation Improvement Program.

- **EXPECTED PRODUCTS**

Maintenance of 2023-2026 Transportation Improvement Program
Development and maintenance of 2025-2028 Transportation Improvement Program
10 Year Plan
Annual Listing of Obligated Projects
Performance Measure Report
Project Progress Report
Deferred Project Refunding Process
Project Call
Congestion Management Process

- **PREVIOUS WORK**

2023-2026 Transportation Improvement Program
Project Tracking
10 Year Plan
Annual List of Obligated Projects
Performance Measure Report
Project Progress Report
Congestion Management Process (CMP)

- **SUBTASKS**

Subtask 3.1 – MPO Staff Work for Task 3.0

3.1.1 General Administration:

This subtask allows for MPO staff support for administrative activities related to short range planning, including the development and management of agency contracts; procurement, development, and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3.

3.1.2 General Activities:

Specific activities will include, but are not limited to, maintenance of the FY 2023-2026 Transportation Improvement Program, development of the FY 2025-2028 Transportation Improvement Program, along with related performance measures.

3.1.3 Public Participation:

This subtask includes MPO staff participation in public outreach activities including video production, developing website information, writing newsletter articles, developing other printed materials, and public meeting facilitation as needed.

3.1.4 Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) and Operations Planning:

This subtask covers activities related to conducting the CMP, ITS and Operations Planning. Specific activities include, but are not limited to, developing, updating, refining, and implementing the CMP, incorporating congestion analysis results into the regional planning process, and incorporating ITS, systems management and operations into the planning process.

3.1.5 Transportation Improvement Program:

The four-year Transportation Improvement Program (TIP) lists surface transportation projects that are funded with federal dollars and are consistent with the long-range plan developed for the area. The TIP may also include non-federally funded projects that are regionally significant. The TIP development process includes public involvement activities and opportunities for public review and comment on all aspects of the program.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: ~~\$35,089~~685,089 PL
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2023-2026 TIP amendments, 2025-2028 TIP, Congestion Management Process (CMP) Plan

Subtask 3.2 – Congestion Management – Consultant Work

3.2.1 Congestion Management Process Data Collection and Analysis:

This subtask provides support for the CMP through congestion data collection and analysis.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$294,000 PL
Product(s): Congestion data and analysis, data in GIS format

Subtask 3.3 – Regional Transportation Demand Management Program– Consultant Work

3.3.1 Regional Transportation Demand Management Program:

The Regional Transportation Demand Management (TDM) Program will provide TDM services throughout the region with the goal of reducing congestion without adding capacity on the region’s roadway network.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$160,000 STBG 40,000 TDCs
 ~~\$4,000,000~~ Carbon Reduction Funds 808,000 TDCs
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos

• FUNDING SUMMARY

Task 3.0 – 2-Year Funding Summary
Table FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	
3.1	CAMPO	259,171	275,918					259,171	275,918	535,089
3.2	CAMPO	21,000	273,000			-		21,000	273,000	294,000
3.3	CAMPO	-	-	160,000	-			160,000	-	160,000
TOTAL		280,171	548,918	160,000	-	-	-	440,171	548,918	989,089

¹TPF – 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.

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Carbon Reduction		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	
3.1	CAMPO	259,171	425,918					259,171	425,918	685,089
3.2	CAMPO	21,000	273,000			-		21,000	273,000	294,000
3.3	CAMPO	-	-	160,000	-		4,000,000	160,000	4,000,000	4,160,000
TOTAL		280,171	698,918	160,000	-	-	4,000,000	440,171	4,698,918	5,139,089

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V. TASK 4–0 - METROPOLITAN TRANSPORTATION PLAN

- **OBJECTIVE**

To develop, maintain and update a multi-modal Regional Transportation Plan for the CAMPO planning area for a 25-year horizon that meets federal requirements and regional goals.

- **EXPECTED PRODUCTS**

Development of the 2050 Regional Transportation Plan

Maintenance of the 2045 Regional Transportation Plan

Maintenance and implementation of Coordinated Public Transit – Health and Human Services Transportation Plan

Maintenance of Regional Active Transportation Plan

Updated Regional Bicycle and Pedestrian Facility Inventory

Regional State of Safety Report

- **PREVIOUS WORK**

2045 Regional Transportation Plan

2045 Regional Transportation Plan Amendments

Regional Active Transportation Plan

Regional Bicycle and Pedestrian Facility Inventory

Coordinated Public Transit – Health and Human Services Transportation Plan Update

Regional Traffic Safety Plan

Regional State of Safety Report

- **SUBTASKS**

Subtask 4.1 – MPO Staff Work for Task 4.0

4.1.1 General Administration:

This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Tasks 4.1, 4.2, and 4.3, review and processing of monthly billings for work related to Tasks 4.1, 4.2, and 4.3, conduct access management, safety, sub-regional traffic management, and other related corridor studies, participation in study oversight committee meetings, amending and maintaining the CAMPO 2045 Regional Transportation Plan, developing the CAMPO 2050 Regional Transportation Plan and supporting materials and cooperatively developing related performance measures.

4.1.2 Public Participation:

This subtask includes MPO staff participation in public outreach activities including video production, developing website information, newsletter articles, other printed materials, and public meeting facilitation as needed.

4.1.3 Regional Public Transportation Coordination:

This subtask allows for MPO staff support for regional public transportation coordination including coordinating the Regional Transit Coordination Committee (RTCC) and associated activities, and implementing, maintaining and updating the Capital Area Coordinated Transit – Health and Human Services Transportation Plan.

4.1.4 Bicycle and Pedestrian Planning:

This subtask includes coordinating the Active Transportation Advisory Committee, conducting planning activities related to bicycle and pedestrian facilities, updating the regional active transportation plan, updating the regional bicycle and pedestrian facility inventory.

4.1.5 Safety Planning:

This subtask includes access management and corridor studies for the region, crash data hot spot analyses for regional and local governments, coordinating the regional safety coalition and its safety emphasis area team’s associated activities, including, but not limited to, regional workshops, Safety Summits, data analyses, and updating and maintaining the safety analysis tool.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$1,153,529 PL
Product(s): Planning documents, data sets, contract procurement materials and billing packages, and networks

Subtask 4.2 – 2050 Metropolitan Transportation Plan - Related MPO and Consultant Work

4.2.1 2050 Metropolitan Transportation Plan

CAMPO will contract a consultant to assist with the development of the CAMPO 2050 Regional Transportation Plan, including the public involvement, project prioritization, and draft plan documents. Contract TBD.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$500,000 PL
Product(s): Meeting materials, technical report(s), plan documents

Subtask 4.3 – Regional Transit Coordination - Related MPO and Consultant Work

4.3.1 Regional Transit Coordination

This subtask provides support for regional public transportation coordination including the Regional Transit Coordination Committee and associated activities, implementing, maintaining and updating the Capital Area Coordinated Transit-Health and Human Services Transportation Plan. Contract ongoing.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$70,000 FTA 5304
Product(s): Reports, memos, agendas

Subtask 4.4 – Planning Studies – Other agencies in the CAMPO region (MPO Staff Work is not applicable)

4.4.1 South Congress Light Rail Corridor

The Capital Metropolitan Transportation Authority will receive funding to plan for TOD at eight proposed stations along the 6.5-mile South Congress Light Rail Corridor. The South Congress Light Rail Corridor ETOD Study will focus on an approximately 6.5-mile light rail corridor with eight proposed stations, five of which are included in the Project Connect LRT Initial Investment, Auditorium Shores, SOCO, Oltorf, St. Edwards, and South Congress Transit Center. The additional three southern-most proposed stations, Stassney, William Cannon, and Slaughter, are part of the South Congress Light Rail Corridor extension. The project will deliver the ETOD Policy Plan, station area vision plans for North Lamar Transit Center and South Congress Transit Center, as well as an existing conditions dashboard expansion..

Responsible Agency: Capital Metro

Funding Requirement: \$750,000 FTA and \$400,000 Local Funds

4.4.2 Capturing Transit Value for Community Development: Pilot Sites for TOD Implementation with an Equity Lens

The Capital Metropolitan Transportation Authority received funding to plan for a pilot TOD site at the North Lamar Transit Center. The plan would enhance economic and community development by creating mixed-use development, increasing affordable housing, support bicycle and pedestrian access, and bringing essential services to the area.

Responsible Agency: Capital Metro

Funding Requirement: \$900,000 FTA and \$500,000 Local Funds

4.4.3 Capital Metro Training Academy – Staff Recruitment and Retention Plan for Service Restoration Post COVID-19

Funding would support planning and implementation efforts to define a training program that will improve the recruitment and retention of frontline staff.

Responsible Agency: Capital Metro

Funding Requirement: \$780,100 FTA Funds

4.4.4 Travis County Safety Action Plan

The Travis County Safety Action plan will inventory, analyze and prioritize areas based on safety need, evaluate solutions and projects, and develop and implement safety messaging and public input strategies. The plan is funded by the Safe Streets 4 All (SS4A) discretionary grant program and will follow the program requirements for safety action plan development. Upon completion, the Travis County Safety Action Plan will provide local sponsors with eligibility to pursue SS4A implementation grants for the projects, programs, and strategies contained within.

Responsible Agency: Travis County

Funding Requirement: \$350,000 USDOT (SS4A) and \$87,500 In-Kind Donation of services (non-federal)

4.4.5 Central Texas Turnpike System - Capital Improvement Study

Feasibility study for Central Texas Turnpike System Capital Improvement Plan..

Responsible Agency: TxDOT District

Funding Requirement: \$9,858,733 State Funds

4.4.6 FM 734 (Parmer Ln) - RM 1431 to SL 1

Feasibility study.

Responsible Agency: TxDOT District

Funding Requirement: \$2,000,000 State Funds

4.4.7 FM 973 - FM 1660 to US 290

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$2,321,637 State Funds

4.4.8 IH 35 - SH 29 to RM 1431

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: 5,995,210 State Funds

4.4.9 IH 35 - RM 1431 to SH 45N

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: 7,460,127 State Funds

4.4.10 IH 35 - US 290E to US 290 / SH 71 (CapEx Central)

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$12,931,345 State Funds

4.4.11 IH 35 - SH 123 to Posey Rd

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$4,029,098 State Funds

4.4.12 IH 35 - SH 45SE to CR 382 (M35 PEL)

Feasibility study.

Responsible Agency: TxDOT District

Funding Requirement: \$5,000,000 State Funds

4.4.13 RM 1826 - Hays CL to US 290 in Travis County

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$2,852,910 State Funds

4.4.14 RM 1826 - RM 150 to Travis CL in Hays County

Feasibility study.

Responsible Agency: TxDOT District

Funding Requirement: \$2,000,000 State Funds

4.4.15 SH 21 - SH 80 to SH 130

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$5,000,000 State Funds

4.4.16 SH 21 - CR 130 to Paint Creek Rd (US 290)

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$3,955,863 State Funds

4.4.17 US 183 - SH 29 to FM 963

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$7,000,000 State Funds

4.4.18 US 183 - SH 71 to SH 130

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$3,651,596 State Funds

4.4.19 US 281 - US 290 to CR 413; CR 413 to Comal CL

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$4,634,819 State Funds

4.4.20 US 281 - SH 71 Interchange

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$2,391,901 State Funds

4.4.21 US 290 - RM 12 to Travis CL; Hays CL to RM 1826

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$5,021,449 State Funds

4.4.22 US 290 - US 281 to RM 12

Feasibility study.

Responsible Agency: TxDOT District

Funding Requirement: \$3,000,000 State Funds

4.4.23 FM 969 Feasibility Study

Identify future safety and mobility improvements to FM 969, from SH 130 to SH 21, in Travis and Bastrop Counties.

Responsible Agency: TxDOT District

Funding Requirement: \$2,000,000 State Funds

4.4.24 Red Line Trail Feasibility Study

The goal of the Red Line Trail Study, a partnership between City of Austin Public Works Department and Capital Metro, is to identify a feasible and safe off-street alignment for Red Line Trail with recommendations for near-, mid-, and long-term implementation. The Study should result in a context sensitive corridor plan based on Federal Railroad Administration and Rails with Trails best practices identifying an off-street alignment for Red Line Trail, following the Capital Metro Red Line MetroRail route and providing connections to stations.

Responsible Agency: Capital Metro

Funding Requirement: \$480,000 Local Funds

4.4.25 Bergstrom Spur Study

Conduct a feasibility study on potential transit service extending eastward from the Todd Lane Station destined for the airport or an eastern terminus at the Blue Line MetroCenter Station. Consider feasibility of limited stop service supplementing and expanding the transit service coverage of the existing CapMetro bus routes along Burleson Road and other network streets. Consider connections to existing and future service and existing and potential areas with transit-supportive densities.

Responsible Agency: Capital Metro

Funding Requirement: \$400,000 Local Funds

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

4.4.31 Building Complete Communities: Affordable Housing and Transit Integration at Crestview Station and Ryan Drive Development:

CapMetro, in partnership with the City of Austin's Housing Department (Housing), the Austin Housing Finance Corporation (AHFC), and the City of Austin's Planning Department (Planning), are joined in a multi-agency effort to develop a sustainable multimodal transit hub at Crestview Station integrated with new affordable housing in the adjoining Ryan Drive property. The grant funding will produce a programming and

pre-design study, up to 20% design development of the transit plaza and multimodal hub, a robust public engagement plan, recommendations for regulatory updates to the existing North Lamar/Justin Lane corridor Transit Oriented Development (TOD) regulating plan and implementation of the Equitable Transit Oriented Development (ETOD) Policy Toolkit.

Responsible Agency: Cap Metro
Funding Requirement: \$ 1,500,000 FTA Funds

4.4.32 Great Springs Project Corridor Planning Study

This project will fund a third-party contract for a consultant to conduct a review and identify priority areas of the route for enhance planning and design to achieve the recommendations of the Great Spring Project Trails Plan, recently update April 2024. Priority areas in Bexar County, Comal County, Hays County and Travis County will be identified through the study analysis and public engagement. It is anticipated that targeted areas will include trail crossings, challenging corridors and opportunities to strategically align the trail project with regional ecological restoration objectives including recharge of the Edwards Aquifer.

Responsible Agency: Great Springs Project (non-profit)
Funding Requirement: \$ 1,840,000 FHWA & \$460,000 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) ¹		FTA Sect. 5304		STATE		LOCAL		FTA		FHWA		USDOT (864A)		IN-KIND DONATION		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	200,000	300,000															200,000	300,000	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	460,000	2,430,100	1,500,000	-	1,840,000	1,167,745	302,255	2,388	85,112	100,064,921	4,187,367	104,252,288
		-	-					-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		761,842	891,687	35,000	35,000	91,104,688	-	5,360,000	460,000	2,430,100	1,500,000	-	1,840,000	1,167,745	302,255	2,388	85,112	100,861,763	5,114,054	105,975,817

¹ 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.

VI. TASK 5-0 - SPECIAL STUDIES

- **OBJECTIVE**

To conduct special studies of transportation facilities and/or corridors and transportation-related topics and to implement specialized studies. Includes the assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

- **EXPECTED PRODUCTS**

Continued analysis of corridors in the region
FM 1626/RM 967 Intersection
Garlic Creek Parkway
Freight Study
Bottleneck Study
Project Readiness for Regional Corridor Improvement Projects
SL 150/Chestnut Street Corridor Study
Austin Avenue Corridor Study
Regional Safety Action Plan
Regional Mobile Emission Reduction Plan
Northeast Burnet County Corridor Study

- **PREVIOUS WORK**

Western Caldwell County Transportation Study and Schematic Development
San Marcos Transportation Corridor Study

- **SUBTASKS**

Subtask 5.1 – MPO Staff Work for Task 5.0

5.1.1 General Activities:

This subtask allows for MPO staff support for activities related to special transportation planning studies in Subtask 5.1 and 5.2. Specific activities will include participating in special studies. MOU/MOA or other similar documents will be developed to address specific written provision for cooperatively developing and sharing information related to transportation performance data; selection of performance targets; reporting performance targets; reporting and tracking progress.

Responsible Agency:	CAMPO
Funding Requirement:	\$253,474 PL
Product(s):	Contract procurement materials and billing packages, meeting packages and materials, technical memos

Subtask 5.2 Special Studies (undertaken by CAMPO and/or Consultant(s))

5.2.1 FM 1626/RM 967 Intersection

Lane use and transportation nodal analysis. Contract ongoing.

Responsible Agency: CAMPO and City of Buda
Funding Requirement: \$160,000 STBG and \$40,000 Local Funds

5.2.2 Garlic Creek Parkway

Corridor and connectivity analysis. Contract TBD.

Responsible Agency: CAMPO and City of Buda
Funding Requirement: \$280,000 STBG and \$70,000 Local Funds

5.2.3 Freight Study

The Freight Study will evaluate freight and shipping needs throughout CAMPO's six-county region. The study will build on the work TxDOT completed in its 2018 Freight Mobility Plan and evaluate how the needs for freight policies and projects are shifting in Central Texas as the economy is changing. With the development of new industrial, warehousing, and distribution facilities being constructed throughout the region, along with the continuing growth of e-commerce, the changing nature of freight planning must be better understood to encourage efficient freight transportation and enhance economic development. Contract ongoing.

Responsible Agency: CAMPO
Funding Requirement: \$200,000 STBG and 50,000 TDCs

5.2.4 Bottleneck Study

The Bottleneck Study will evaluate major interchanges throughout CAMPO's six-county region. Currently, most freeway-to-freeway interchanges in the CAMPO region lack full connectivity through direct-connect ramps and drivers must use frontage road intersections to make connections between many highways. The Bottleneck Study will evaluate these interchanges to identify where improvements between highways may be needed, including additional direct-connect ramps. The Study will also evaluate connections between high-volume principle arterial roadways to identify bottlenecks where intersection or interchange improvements may be needed. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: \$225,000 STBG and 56,250 TDCs

5.2.5 Project Readiness for Regional Corridor Improvement Projects

Multimodal corridor studies to advance recommendations for inclusion in CAMPO's long-range Regional Transportation Plan (RTP) and for future funding consideration in CAMPO's Transportation Improvement Program (TIP). Contract ongoing.

Responsible Agency: CAMPO
Funding Requirement: \$4,600,000 State Funds

5.2.6 SL 150/Chestnut Street Corridor Study

The SL 150/Chestnut Street Corridor Study will assess multimodal mobility and safety needs for the 3-mile section of SL 150/Chestnut Street between SH 71/Childers Drive and SH 71/Tahitian Drive in the City of Bastrop. Building upon community visioning work completed in 2019 as part of the Bastrop Building Block (B3) Code, the study will include public/stakeholder engagement, needs assessment, a corridor concept plan, and an implementation plan. Contract ongoing.

Responsible Agency: CAMPO and City of Bastrop
Funding Requirement: \$250,000 PL and \$50,000 Local Funds

5.2.7 Austin Avenue Corridor Study

The Austin Avenue Corridor Study will assess multimodal mobility/safety needs and catalytic land use opportunities for the 5-mile section of Austin Avenue between SE Inner Loop and NE Inner Loop in the City of Georgetown. The study will run concurrently with and inform several local planning efforts including the Downtown Master Plan Update, Downtown Parking Study, and Overall Transportation Plan Update. The study will include public/stakeholder engagement, needs assessment, a corridor concept plan, and an implementation plan. Contract ongoing.

Responsible Agency: CAMPO and City of Georgetown
Funding Requirement: \$200,000 PL and \$60,000 Local Funds

5.2.8 Regional Safety Action Plan

The Regional Safety Action plan will analyze, identify, and prioritize projects, programs, and strategies to improve transportation safety throughout the six-county CAMPO region. The plan is funded by the Safe Streets 4 All (SS4A) discretionary grant program and will follow the program requirements for safety action plan development. Upon completion, the Regional Safety Action Plan will provide local sponsors with eligibility to pursue SS4A implementation grants for the projects, programs, and strategies contained within. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: \$2,320,000 SS4A (USDOT) and \$580,000 In-Kind Donation of Services (non-federal)

5.2.9 Regional Carbon Reduction Plan

Develop a comprehensive, data-driven, and practical mobile emission reduction plan that will evaluate emissions related to transportation and provide a regional implementation strategy that will contribute to their reduction. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: \$1,000,000 FHWA and 250,000 TDCs

5.2.10 Northeast Burnet County Corridor Study

Planning level analyses and providing corridor planning support to develop, evaluate, and advance a broad range of mobility improvements in northeast Burnet County. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: \$150,000 PL Funds

FUNDING SUMMARY

Task 5.0 – 2-Year Funding Summary
Table FY 2024 and FY 2025

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		State		FHWA		USDOT (SS4A)		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	
5.1	CAMPO	106,712	146,762	-	-	-	-	-	-	-	-	-	-	106,712	146,762	253,474
5.2	CAMPO	600,000	-	205,000	660,000	110,000	110,000	400,000	4,200,000	110,000	890,000	164,000	2,156,000	1,589,000	8,016,000	9,605,000
TOTAL		706,712	146,762	205,000	660,000	110,000	110,000	400,000	4,200,000	110,000	890,000	164,000	2,156,000	1,695,712	8,162,762	9,858,474

¹ 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.

VII. BUDGET SUMMARY

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

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	FHWA	USDOT	In-Kind Donation	Total Funds
1.0	Administration-Management	5,208,834								-	-	5,208,834
2.0	Data Development and Maintenance	281,588								-	-	281,588
3.0	Short Range Planning	829,089				160,000				-	-	989,089
4.0	Metropolitan Transportation Plan	1,653,529	70,000				-			-	-	1,723,529
4.4	MTP (other agencies)		-		3,930,100		5,820,000	91,104,688	1,840,000	1,470,000	87,500	104,252,288
5.0	Special Studies	853,474				865,000	220,000	4,600,000	1,000,000	2,320,000	-	9,858,474
TOTAL		8,826,514	70,000	-	3,930,100	1,025,000	6,040,000	95,704,688	2,840,000	3,790,000	87,500	122,313,802

¹ 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.

Combined Transportation Planning Funds ²

\$6,420,172

Estimated Unexpended Carryover

\$2,406,342

TOTAL TPF:

\$8,826,514

² Estimate based on prior years' authorizations

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	Carbon Reduction	FTA	STBG	Local Funds	STATE	FHWA	USDOT	In-Kind Donation	Total Funds
1.0	Administration-Management	5,208,834								-	-	5,208,834
2.0	Data Development and Maintenance	281,588								-	-	281,588
3.0	Short Range Planning	979,089		4,000,000		160,000				-	-	5,139,089
4.0	Metropolitan Transportation Plan	1,653,529	70,000				-			-	-	1,723,529
4.4	MTP (other agencies)		-		3,930,100		5,820,000	91,104,688	1,840,000	1,470,000	87,500	104,252,288
5.0	Special Studies	853,474				865,000	220,000	4,600,000	1,000,000	2,320,000	-	9,858,474
TOTAL		8,976,514	70,000	4,000,000	3,930,100	1,025,000	6,040,000	95,704,688	2,840,000	3,790,000	87,500	126,463,802

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Date: May 12, 2025
Continued From: April 14, 2025
Action Requested: Adoption

To: Transportation Policy Board
From: Mr. William Lisska, Regional Planning Manager
Agenda Item: 8
Subject: Discussion and Take Appropriate Action on Draft 2050 Regional Transportation Plan (RTP)

RECOMMENDATION

CAMPO Staff and the Technical Advisory Committee (TAC) recommend the Transportation Policy Board adopt the draft final 2050 Regional Transportation Plan as detailed in Resolution 2025-5-8 (Attachment D).

PURPOSE AND EXECUTIVE SUMMARY

CAMPO must adopt the 2050 RTP no later than May 2025 to remain in compliance with federal rules. In addition to providing goals, policies, and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that could reasonably be implemented over the plan horizon.

FINANCIAL IMPACT

The Transportation Policy Board does not allocate project funding in the Regional Transportation Plan. However, the RTP and project listing play an important role in federal and state funding decisions and administrative processes. The 2050 RTP fiscal limit establishes the available revenues from which to allocate financially constrained projects within the life of the plan.

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, operate, and maintain projects in the long-range plan. CAMPO is currently operating under the 2045 RTP, which was adopted by the Transportation Policy Board in May 2020. CAMPO is now seeking adoption of the 2050 RTP by the TPB. The 2050 RTP must be adopted no later than May 2025 to remain in compliance with federal rules and avoid a lapse.

The 2050 RTP includes seven chapters, covering the following topics: (1) an overview of RTP requirements and the guiding goals and objectives; (2) a summary of regional trends and unconstrained needs identified in previous planning work; (3) estimation of the fiscal limit for regional transportation funding over the plan horizon; (4) development and prioritization of the fiscally constrained project list for the plan horizon; (5) performance of the constrained project list in the regional travel demand model, including an equity analysis; (6) a summary of the public involvement process; and (7) a discussion of federal performance measurement in the context of the RTP and regional policies. The 2050 RTP also includes a series of appendices containing the constrained and illustrative project lists;

the evaluation process and criteria for projects submitted to CAMPO through the RTP project call; and other regional plans, studies, processes, reviews, and analyses that inform the 2050 RTP.

Project sponsors were provided their draft lists of financially constrained and illustrative projects in late November / early December 2024 and given the opportunity to adjust their remaining local funding capacity (if applicable). In February, TxDOT reviewed on-system local agency project listings to provide a final determination of concurrence. CAMPO received member-agency staff comments on the RTP and constrained projects list from Austin, CapMetro, CARTS, Cedar Park, Georgetown, Hutto, Pflugerville, Travis County, TxDOT, and Williamson County and have responded to comments and incorporated feedback, as appropriate. The second round of public comment for the Draft 2050 RTP opened in February and closed on April 15. Updates to the constrained project list compared to the public comment draft are listed in Attachment A. The constrained and illustrative projects are listed individually in draft final RTP Appendix A and an interactive web map is available at the following link: <https://campotexas.maps.arcgis.com/apps/instant/portfolio/index.html?appid=7cd2c7c7da0b4f239b0c85f34f5bff5c>

SUPPORTING DOCUMENTS

Attachment A – *Updates to Draft Constrained Project List*

Attachment B – *Draft Constrained Project List Prioritization Scores*

Attachment C – *Draft Final 2050 Regional Transportation Plan with Appendices* – [Download Link](#)

Attachment D – *Resolution 2025-5-8*

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	Update
51-00001-00	TxDOT		Travis	FM 685 (Dessau Rd)	Wells branch	CR 138		Conduct Corridor Study	Study	2025	Pflugerville requests removal - Local study already complete. TxDOT agrees to remove.
61-00031-00	City of Georgetown		Williamson	Southwest Bypass	SH 29	Leander Road		Widen from 2-lane undivided 4-lane divided	\$ 56,000,000	2045	Duplicate with Williamson County project listing 61-00139-00 - Georgetown requests to remove 61-00031-00
61-00083-00	TxDOT		Williamson	RM 1431	Anderson Mill Rd	Bagdad Rd		Widen 4-lane to 6-lane divided with raised median	\$ 59,560,000	2045	Duplicate with Cedar Park project 61-00184-00 - TxDOT requests to remove 61-00083-00
61-00084-00	TxDOT		Williamson	RM 2243	E of SW Bypass	Norwood Dr		Widen 2-lane with center turn lane to 4-lane divided with pedestrian improvements	\$ 18,183,160	2026	Duplicate with Georgetown project 61-00191-00 in TIP - TxDOT requests to remove 61-00084-00.
41-00052-00	TxDOT		Hays	Robert S. Light	FM 1626	IH 35		Widen a 2 ln roadway to a four-lane roadway	\$ 22,380,000	2035	Duplicate with Hays County project 41-00101-00 - TxDOT requests to remove 41-00052-00
61-00244-00	Williamson County		Williamson	SH 195			Sun City Boulevard	Add Overpass	\$ 23,000,000	2030	TxDOT request removal - does not have TxDOT concurrence
51-00097-00	Travis County		Travis	Blake-Manor Rd	FM 973	Taylor Ln		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	\$ 17,400,000	2030	Travis County requests removal - Project is constructed
51-00117-00	Travis County		Travis	Blake-Manor Rd	Taylor Lane	Burleson-Manor Rd		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	\$ 16,951,250	2030	Travis County requests removal - Project is constructed
51-00491-00	Travis County		Travis	Arterial A	US 290 E	FM 734		Construct new 4-lane divided roadway with bike and pedestrian accommodations	\$ 33,247,500	2030	Locally funded project to be added to constrained list
51-00113-00	Travis County		Travis	Connector between FM 973 and Blake Manor Rd	FM 973	Blake Manor Rd		Construct new 4-lane divided with bike lanes and sidewalks	\$ 8,500,000	2030	Locally funded project to be added to constrained list
51-00103-00	Travis County		Travis	Harold Green Rd / Tesla Rd	SH 130	Austin Colony Blvd		Construct new 2-lane divided with bike lanes and sidewalks	\$ 12,776,207	2030	Locally funded project to be added to constrained list
51-00150-00	Travis County		Travis	Main St	Sunfield Pkwy	Turnersville Rd		Build new 2-lane divided with bike and pedestrian accommodations.	\$ 13,820,000	2030	Locally funded project to be added to constrained list
51-00130-00	Travis County		Travis	Pflugerville East Rd (Cameron Rd) (Phase 1)	Weiss Ln	Fuchs Grove Rd		Upgrade existing 2-lane and construct new to a 4-lane divided with bike lanes and sidewalks	\$ 38,788,750	2030	Locally funded project to be added to constrained list
51-00490-00	Travis County		Travis	Ross Rd	Pearce Ln	Heine Farm Rd		Widen 2-lane undivided to 2-lane divided roadway with bike and pedestrian accommodations	\$ 6,191,625	2030	Locally funded project to be added to constrained list
51-00171-00	Travis County	City of Austin	Travis	Ross Rd	SH 71	Pearce Ln		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	\$ 18,820,000	2030	Locally funded project to be added to constrained list
71-00020-00	Travis County		Travis, Williamson	Rowe Ln	SH 130 NB frontage	Hodde Ln		Widen existing 2-lane undivided roadway to a 2-lane divided roadway (SAFE 2 cross section) with bike and pedestrian accommodations	\$ 31,031,002	2030	Locally funded project to be added to constrained list
51-00106-00	Travis County		Travis	South Pleasant Valley Rd	1,000' North of River Plantation	SH 45		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	\$ 42,633,939	2030	Locally funded project to be added to constrained list

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	Update
51-00110-00	Travis County		Travis	Thaxton Rd	McKinney Falls Pkwy	Sassman Rd		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	\$ 7,931,088	2030	Locally funded project to be added to constrained list
51-00111-00	Travis County		Travis	Wells Branch Pkwy	Killingsworth Ln	Cameron Rd		Construct new 4-lane divided with bike lanes and sidewalks	\$ 20,163,961	2030	Locally funded project to be added to constrained list
71-00024-00	TxDOT		Travis, Williamson	FM 973	US 79	US 290		Widen existing 2-lane roadway to a 4-lane freeway with 2-lane frontage roads	\$ 533,289,345	2033	TxDOT requests splitting into four project segments - will maintain same total cost, scope, and limits
51-00209-00	TxDOT		Travis	SH 71	Blanco County Line	Silvermine Dr		Widen from 4-lane undivided to 6-lane divided	\$ 942,530,000	2035	TxDOT requests moving project from constrained to illustrative list - project not currently under active development
41-00122-00	TxDOT		Hays, Travis	RM 1826	SH 45	RM 150		RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED	\$ 349,240,000	2045	Project to be added to constrained list from the illustrative list - removal of duplicates and transfer of 51-00209-00 to illustrative list provides additional fiscal capacity to prioritize
61-00226-00	TxDOT	Williamson County	Williamson	SH 29	Southwest Bypass	Butler Farms Blvd		Widen 5-Lane undivided to 4-Lane divided freeway with 3-Lane frontage roads each direction.	\$ 705,000,000	2040	Project to be added to constrained list from the illustrative list - removal of duplicates and transfer of 51-00209-00 to illustrative list provides additional fiscal capacity to prioritize
61-00123-00	Williamson County		Williamson	Hutto Arterial	Chandler Road	US 79		Construct new 2-lane with a continuous left turn lane	\$ 49,000,000	2034	Locally funded project to be added to constrained list
61-00189-00	Williamson County		Williamson	Hutto Arterial	Chandler Road	US 79		Widen 2-lane undivided to 6-lane divided	\$ 106,000,000	2042	Locally funded project to be added to constrained list
61-00124-00	Williamson County		Williamson	Hutto Arterial	US 79	FM 1660		Construct new 2-lane with a continuous left turn lane	\$ 83,000,000	2038	Locally funded project to be added to constrained list
61-00195-00	Williamson County		Williamson	Hutto Arterial	US 79	FM 1660		Widen 2-lane undivided to 6-lane divided	\$ 89,000,000	2046	Locally funded project to be added to constrained list

MPO ID	Project Type	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	Prioritization Score (0 to 100)
52-00040-00	Active	CapMetro		Travis	Various				Bikeshare Infrastructure for Stations	\$ 10,000,000	2025	95
12-00001-00	Active	City of Bastrop		Bastrop	Old Iron Bridge Rehabilitation			Old Iron Bridge parallel to SH150 across the Colorado River	Rehabilitation of the Old Iron Bridge to provide bike/ped connectivity and a recreation location	\$ 12,350,000	2030	89
42-00007-00	Active	City of Buda		Hays	FM 1626 Shared Use Path	State Highway 45	RM 967		Install new greenway to establish 12' wide concrete trail connectivity along FM 1626 connecting the existing shared use path along SH 45 to the intersection of FM 1626 and RM 967.	\$ 4,000,000	2030	83
62-00006-00	Active	City of Cedar Park		Williamson	Red Line Trail	South city limit	North city limit		Design and construct 10-foot shared-use path within CapMetro right-of-way	\$ 25,000,000	2030	80
62-00007-00	Active	City of Georgetown		Williamson	Austin Avenue Pedestrian and Bicycle Bridges	2nd St	Morrow St		Rehabilitate / Reconstruct existing Bridges	\$ 18,000,000	2030	71
52-00041-00	Active	City of Lakeway		Travis	Lakeway Blvd Shared-Use Path	Flamingo Blvd	RM 620		Lakeway Blvd Shared-Use Path Connectivity & Upgrades	\$ 3,800,000	2031	81
72-00001-00	Active	City of Leander		Williamson, Travis	Sidewalks			1/2 mile radius from Leander public schools	Establish a Safe Routes to School Program, which should include strategic placement of crossing guards and crosswalks, community education and outreach, and infrastructure projects. Address critical gaps in sidewalks and shared-use paths on both sides of every roadway within a half-mile of a school (6' minimum for local roads and 10' minimum for arterial roads).	\$ 29,586,800	2032	78
62-00009-00	Active	City of Leander		Williamson	US 183			Metro Dr	Pedestrian bridge creating an east-west crossing over US 183 at Metro Dr that creates a grade separation between pedestrians, US 183, and railroad	\$ 4,450,000	2035	86
42-00008-00	Active	City of San Marcos		Hays	Purgatory Creek Trail	Wonder World Drive	San Marcos River (within the city of San Marcos) at Children's Park and Bicentennial Park	Purgatory Creek	The project consists of Purgatory Channel improvements including the construction of Trail, Trailheads, and Pedestrian Bridges located along Purgatory Creek from Wonder World Drive to the San Marcos River, within the City of San Marcos.	\$ 65,191,392	2030	100
42-00001-00	Active	City of San Marcos		Hays	SL 82/University Dr	CM Allen Pkwy	Guadalupe St.		Retrofit of 4-lane undivided arterial to 2-lane undivided with continuous left turn lane and off-street shared path	\$ 2,500,000	2030	74
51-00497-00	Active	Travis County		Travis	Onion Creek Greenway	McKinney Falls State Park	Colorado River Confluence	Onion Creek	Install new greenway to establish 12' wide concrete trail connectivity through Onion Creek corridor.	\$ 37,500,000	2030	85
41-00123-00	Active	TxDOT		Hays	SH 123	IH 35	De Zavalla Dr		Construct Sidewalks	\$ 1,807,694	2027	77
54-00002-00	ITS	City of Austin		Travis	City of Austin Signals/ATMS Improvements	Various	Various		This project will design and construct citywide traffic signals and Advance Traffic Management System improvements.	\$ 26,600,000	2030	100
55-00100-00	ITS	University of Texas at Austin	TxDOT	Travis	Texas SMARTTrack			UT Austin Pickle Research Campus	Closed and open course testing track for technology assessment, technology advancement, and testing	\$ 18,000,000	2030	83
11-00041-00	Roadway	Bastrop County		Bastrop	Lentz Main St, New Facility, Sand Hills Rd	FM 20	Red Rock Ranch Rd		Upgrade existing 2-lane undivided facilities to 2-lane divided facilities with continuous left turn lanes and buffered bike lanes and construct a new facility connecting Lentz Main St to Sand Hills Rd.	\$ 48,500,000	2035	56
51-00009-00	Roadway	City of Austin		Travis	BURNET RD	MOPAC SVRD	MCNEIL RD		Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements.	\$ 75,900,000	2030	78

Note: Projects in the TIP and projects expected to be funded with 100% local funds do not receive a prioritization score for the Regional Transportation Plan.

MPO ID	Project Type	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	Prioritization Score (0 to 100)
51-00016-00	Roadway	City of Austin		Travis	E MARTIN LUTHER KING JR BLVD (FM 969)	AIRPORT BLVD	US 183		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 27,400,000	2030	72
51-00223-00	Roadway	City of Austin		Travis	MENCHACA RD (FM 2304)	STASSNEY LN	RAVENS CROFT DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 108,100,000	2030	62
51-00236-00	Roadway	City of Austin		Travis	N LAMAR BLVD	W GUADALUPE ST	W RIVERSIDE DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 41,700,000	2030	80
51-00085-00	Roadway	City of Bee Cave		Travis	Hamilton Pool Road Connector	FM 3238 (Hamilton Pool Road) approx. 2,300 ft. S of SH 71	RM 2244	SH 71	New roadway connection between 3238 (HPR) and RM 2244	\$ 7,000,000	2030	61
61-00012-00	Roadway	City of Cedar Park		Williamson	New Hope Drive	RM1431	Lakeline Blvd		Widen from 2 to 4-lane divided	\$ 12,000,000	2030	66
61-00184-00	Roadway	City of Cedar Park	Williamson County	Williamson	RM 1431 (Whitestone Boulevard)	Bagdad Road	Williamson/Travis County line		Widen 4-lane undivided with continuous left turn lane to 6-lane divided	\$ 19,340,000	2030	60
61-00011-00	Roadway	City of Cedar Park		Williamson	Ronald Reagan Boulevard	South of RM1431	North Cedar Park City limit		Widen from 4 to 6-lane arterial roadway divided with SUP	\$ 30,000,000	2030	71
61-00035-00	Roadway	City of Georgetown		Williamson	SE Inner Loop	FM 1460	SH 29		Widen from 2-lanes to 4-lanes divided. Limited Access	\$ 65,000,000	2030	63
61-00025-00	Roadway	City of Georgetown	TxDOT	Williamson	SH 29	Haven Lane	Patriot Way		Widen from 4 undivided to 5-lanes divided arterial with pedestrian improvements, signal and intersection improvements.	\$ 45,500,000	2030	70
61-00023-00	Roadway	City of Georgetown		Williamson	Williams Drive	IH 35	Jim Hogg Drive		Widen from 4 undivided to 5-lanes divided arterial with pedestrian improvements, signal and intersection improvements and safety lighting	\$ 25,576,600	2030	75
41-00015-00	Roadway	City of Kyle		Hays	Kyle Parkway	IH 35 at FM 1626	SH 21		Construct 4 lane facility & Reconstruction and widen to 4 lane facility	\$ 102,800,000	2035	73
61-00217-00	Roadway	City of Leander		Williamson	Bagdad Road	Kettering Drive	CR 281		Section to widen existing four-lane divided with TWLTL to a six-lane divided facility with raised median and shared use paths and section to widen existing two-lane undivided facility to a six-lane divided facility with raised median and shared use paths.	\$ 134,800,000	2030	75
61-00216-00	Roadway	City of Leander		Williamson	Crystal Falls Parkway	Ronald Reagan Blvd	CR 175		New location six-lane divided facility with raised median and shared use paths. This includes approximately 1030 LF of a new bridge structure.	\$ 49,832,836	2030	64
61-00215-00	Roadway	City of Leander		Williamson	San Gabriel Parkway East	183A	Ronald Reagan Blvd		Section of new location four-lane divided facility with raised median and shared use paths and section to widen existing two-lane undivided facility to a four-lane divided facility with raised median and shared use paths.	\$ 41,790,000	2030	58
61-00222-00	Roadway	City of Leander		Williamson	US 183	183A	Osage Dr		This corridor project includes improvements at intersections, in terms of turn lane capacity, crossing improvements, and ADA updates	\$ 30,030,000	2030	62
41-00047-00	Roadway	City of San Marcos		Hays	River Ridge Pkwy	Lime Kiln Rd	I-35		Construct new 4-lane divided boulevard with pedestrian/bicycle facilities	\$ 73,700,000	2035	81
41-00022-00	Roadway	City of San Marcos		Hays	SH 123	Broadway Street	Wonder World Drive/RM 12		Reconstruct 4-lane undivided with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	\$ 56,100,000	2030	88
41-00021-00	Roadway	City of San Marcos		Hays	SH 123	IH 35	Broadway Street		Reconstruct from 4-lane undivided to 4-lane boulevard with pedestrian/bicycle improvements	\$ 35,900,000	2030	89

Note: Projects in the TIP and projects expected to be funded with 100% local funds do not receive a prioritization score for the Regional Transportation Plan.

MPO ID	Project Type	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	Prioritization Score (0 to 100)
41-00039-00	Roadway	City of San Marcos		Hays	SH 80	Old Bastrop Highway	East of FM 110		Reconstruct 4-lane with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	\$ 79,000,000	2030	64
41-00038-00	Roadway	City of San Marcos		Hays	SH 80 (Hopkins Street)	Guadalupe Street	CM Allen		Retrofit 4-lane to 4-lane with on-street parking and pedestrian/bicycle improvements	\$ 17,000,000	2030	70
41-00036-00	Roadway	City of San Marcos		Hays	SL 82 (Guadalupe Street)	University Drive	IH 35		For University to Grove Street segment, retrofit to 2-lane one-way street with on-street parking including pedestrian/bicycle improvements. For section from Grove Street to IH 35 segment, reconstruct 4-lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	\$ 11,600,000	2030	70
41-00093-00	Roadway	Hays County		Hays	FM 2001 East Interim	Graef Road	Southeast of SH 21		Construct one lane in each direction with shoulders and turn lanes on new alignment	\$ 41,671,000	2030	50
51-00155-00	Roadway	Travis County		Travis	Decker Lake Rd	FM 3177	FM 973		Widen 2-lane undivided to 4-lane divided Upgrade existing 2-lane divided and construct new to a 4-lane divided with bike and pedestrian accommodations	\$ 41,670,000	2033	77
51-00121-00	Roadway	Travis County		Travis	Dessau Rd	Wells Branch Pkwy	Howard Ln		Widen 4-lane divided to a 6-lane divided with bike and pedestrian accommodation	\$ 17,260,000	2034	79
51-00124-00	Roadway	Travis County		Travis	Harold Green Rd / Tesla Rd	Austin Colony Blvd	Burleson Manor Rd		Construct new 2-lane divided with bike lanes and sidewalks	\$ 70,560,000	2033	75
51-00159-00	Roadway	Travis County		Travis	McNeil Dr/Howard Ln	Parmer Ln (FM 734)	MoPac North		Widen 4-lane undivided to 6-lane divided with bike and pedestrian accommodations	\$ 30,290,000	2032	82
71-00023-00	Roadway	TxDOT		Bastrop, Travis	FM 1100	US 290	SH 95 North		RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED ROADWAY WITH CLTL	\$ 152,827,788	2035	74
31-02001-00	Roadway	TxDOT		Caldwell	FM 2001	SH 21	US 183		Widen from 2-lane undivided to 4-lane divided	\$ 284,218,002	2040	59
41-00147-00	Roadway	TxDOT		Hays	FM 2001	Sun Bright Blvd	SH 21		REALIGN AND WIDEN TO 4-LANE DIVIDED ROADWAY BY ADDING TWO LANES AND SHOULDERS	\$ 131,271,181	2040	70
31-00200-00	Roadway	TxDOT		Caldwell	FM 2720	Old Spanish trail	SH 142		widen from 2-lane undivided to 4-lane undivided with shoulders, add cable barrier	\$ 44,931,658	2029	66
31-00200-01	Roadway	TxDOT		Caldwell	FM 2720	SH 21	Old Spanish trail		widen from 2-lane undivided to 4-lane undivided with shoulders, add cable barrier	\$ 1,868,342	2029	54
31-02004-00	Roadway	TxDOT		Caldwell	FM 2720			SH 130	CONSTRUCT INTERCHANGE	\$ 148,985,740	2029	60
51-00178-00	Roadway	TxDOT		Travis	FM 734 (Parmer Lane)	IH 35	US 290		Widen 4-lane divided to 6-lane divided	\$ 523,066,305	2030	78
51-00179-00	Roadway	TxDOT		Bastrop	FM 812	Travis County Line	SH 21		Realign and widen 2-lane unvided to 4-lane divided	\$ 59,360,000	2031	78
51-00509-01	Roadway	TxDOT		Travis	FM 812	US 183	Bastrop County Line		Realign and widen 2-lane unvided to 4-lane divided	\$ 72,688,000	2031	78
11-00008-00	Roadway	TxDOT		Bastrop	FM 969	SH 71	FM 1209		Widen 2-lane undivided to 6-lane	\$ 211,548,087	2035	66
51-00181-00	Roadway	TxDOT		Travis	FM 973	FM 969	US 290		Realign and widen 2-lane undivided to 6-lane divided	\$ 539,480,000	2035	77
71-00024-00	Roadway	TxDOT		Williamson	FM 973	US 79	Samsung Highway		Widen existing 2-lane roadway to a 6-lane divided highway	\$ 151,964,285	2033	79
71-00024-01	Roadway	TxDOT		Williamson	FM 973	Samsung Highway	FM 1660		Widen existing 2-lane roadway to a 4-lane freeway with 2-lane frontage roads	\$ 20,000,000	2033	79
71-00024-02	Roadway	TxDOT		Williamson	FM 973	FM 1660	Williamson County Line/Travis County Line		Widen existing 2-lane roadway to a 4-lane freeway with 2-lane frontage roads	\$ 8,378,632	2033	79
71-00024-03	Roadway	TxDOT		Travis	FM 973	Williamson County Line/Travis County Line	US 290		Widen existing 2-lane roadway to a 4-lane freeway with 2-lane frontage roads	\$ 352,946,428	2033	79

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41-00120-00	Roadway	TxDOT		Hays	IH 35	N SH 123	S of Posey Rd		Operational, intersection, main lane and frontage road improvements	\$ 604,474,481	2035	86
61-00136-00	Roadway	TxDOT		Williamson	IH 35			Inner Loop	Bridge Replacement and Intersection Improvement	\$ 106,430,000	2028	69
61-00220-00	Roadway	TxDOT		Williamson	IH 35	SH 45N	RM 1431		ADD NB & SB NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE RD & FREIGHT MOVEMENTS, AND ADD AUX LANES	\$ 1,881,600,000	2035	87
61-00221-00	Roadway	TxDOT		Williamson	IH 35	RM 1431	SH 29		ADD NB & SB NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE RD & FREIGHT MOVEMENTS, AND ADD AUX LANES	\$ 1,221,920,000	2035	84
41-00051-00	Roadway	TxDOT		Hays	RM 12	Fitzhugh Rd	RM 150 W		WIDEN FROM 2-LANE DIVIDED TO 4-LANE Divided	\$ 182,705,885	2030	72
51-00193-00	Roadway	TxDOT		Travis	RM 1431	Lohman Ford Rd/Lago Vista	Trails End		Reconstruct 4-lane undivided to 4-lane divided	\$ 104,085,505	2045	68
41-00122-00	Roadway	TxDOT		Hays, Travis	RM 1826	SH 45	RM 150		RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED	\$ 349,240,000	2045	70
51-00194-00	Roadway	TxDOT		Travis	RM 1826	US 290	SH 45		RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED ROADWAY WITH BIKE AND PEDESTRIAN PATH	\$ 70,000,000	2033	73
51-00196-00	Roadway	TxDOT		Travis	RM 2244	Walsh Tarlton	Montebello		Widen 4-lane undivided to 4-lane with continuous left turn lane and shoulders	\$ 16,764,087	2040	68
51-00199-00	Roadway	TxDOT		Travis	RM 620	SH 71	Aria Dr/Cavalier Dr		Widen from 4 to 6-lane divided	\$ 73,024,000	2029	73
51-00200-00	Roadway	TxDOT		Travis	RM 620	Aria Dr/Cavalier Dr	Hudson Bend Rd		Widen from 4 to 6-lane divided	\$ 126,560,000	2029	70
51-00204-00	Roadway	TxDOT		Travis	RM 620	RM 2222	Hudson Bend Rd		Widen 4-lane undivided to 6-lane divided	\$ 204,093,322	2035	72
51-00530-00	Roadway	TxDOT		Travis	RM 620	N of Foundation Rd	N of Hatch Rd		Reconstruct intersection to add overpass at Anderson Mill Road	\$ 87,360,000	2029	66
51-00205-00	Roadway	TxDOT		Travis	SH 130	SH 71	SH 45 SE		Widen from 4 to 6-lanes (3 lanes in each direction)	\$ 252,533,767	2030	76
51-00205-01	Roadway	TxDOT		Travis	SH 130	Gattis School Rd	RM 685		Widen from 4 to 6 lanes (3 lanes in each direction)	\$ 48,076,923	2026	83
61-00086-01	Roadway	TxDOT		Williamson	SH 130	IH 35	Gattis School Rd		Widen from 4 to 6 lanes (3 lanes in each direction)	\$ 231,481,481	2026	83
61-00224-00	Roadway	TxDOT		Williamson	SH 130			CR 138/GATTIS SCHOOL RD	INTERSECTION IMPROVEMENTS	\$ 49,661,913	2028	70
21-00012-00	Roadway	TxDOT		Burnet	SH 29	Summit Ridge Rd	CR 252		Widen from 4-lane undivided to 4-lane with continuous left turn lane	\$ 163,348,024	2030	75
61-00226-00	Roadway	TxDOT	Williamson County	Williamson	SH 29	Southwest Bypass	Butler Farms Blvd		Widen 5-Lane undivided to 4-Lane divided freeway with 3-Lane frontage roads each direction.	\$ 705,000,000	2040	77
11-00011-00	Roadway	TxDOT		Bastrop	SH 71	CR 206 (Colorado Circle)	SH 21		Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads	\$ 69,965,910	2030	72
51-00006-00	Roadway	TxDOT		Travis	SH 71	SH 130	Ross Rd		Complete Frontage Rds, Bridges over Onion Creek	\$ 54,374,312	2035	79
51-00211-00	Roadway	TxDOT		Travis	SH 71	Patton Ave	Spirit of Texas Dr.		Construct westbound frontage road	\$ 125,127,337	2035	79
71-00012-00	Roadway	TxDOT		Burnet	SH 71	FM 2147	US 281		Widen 2-lane undivided to 4-lane with continuous left turn lane	\$ 283,498,999	2030	65
51-00540-00	Roadway	TxDOT		Travis	SL 1	Williamson Creek	Davis Rd		EXTEND SB AUX LANE	\$ 9,183,046	2030	73
51-00213-00	Roadway	TxDOT		Travis	SL 360			Spicewood Springs Road	Grade separate intersection	\$ 69,440,000	2029	74
51-00216-00	Roadway	TxDOT		Travis	SL 360	RM 2244	MoPac Expressway		Add continuous frontage roads and grade separations	\$ 311,611,230	2035	73

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51-00217-00	Roadway	TxDOT		Travis	SL 360			Lakewood Drive	Grade Separate Intersection	\$ 67,872,000	2029	74
51-00192-00	Roadway	TxDOT		Travis	US 183	0.46 Miles South of Thompson Ln		0.07 Miles SW of Airport Commerce Dr	Construct 1-Lane southbound frontage road along US 183 that merges with US 183S-71W Direct Connector	\$ 15,592,657	2033	71
51-00220-00	Roadway	TxDOT		Travis	US 183	SH 71		SH 130	Reconstruct existing 4-lane roadway to a 6-lane divided roadway with 3-lane urban frontage roads	\$ 171,000,000	2031	87
71-00028-00	Roadway	TxDOT		Burnet, Williamson	US 183	Lampasas County Line		SH 29	Reconstruct existing 4-lane to 4-lane divided-rural depressed median	\$ 654,397,860	2035	78
21-00014-00	Roadway	TxDOT		Burnet	US 281	1.5 MI N of SH 71		2.00 MI S of SH 71	Reconstruct interchange, Modified Cloverleaf w/DC	\$ 226,240,000	2030	54
21-00016-00	Roadway	TxDOT		Burnet	US 281	Park Rd 4		RM 1855	Widen 4-lane undivided to 4-lane with continuous left turn lane	\$ 31,398,825	2034	68
71-00015-00	Roadway	TxDOT		Hays, Travis	US 290	RM 1826		RM 12	Widen from 4-lane to 6-lane divided, add frontage road 4 to 6	\$ 600,000,000	2040	74
61-00092-00	Roadway	TxDOT		Williamson	US 79	IH 35		East of FM 1460	ADD ONE LANE IN EACH DIRECTION	\$ 61,308,799	2030	79
61-00248-00	Roadway	Williamson County		Williamson	Connector between SH 45 and Merriltown Drive	SH 45		WILLIAMSON COUNTY LINE	CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS	\$ 30,029,563	2030	71
61-00154-00	Roadway	Williamson County		Williamson	RONALD REAGAN BOULEVARD	SUN CITY BLVD.		IH 35	WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED	\$ 89,000,000	2030	64
61-00175-00	Roadway	Williamson County		Williamson	SH 130	US 79		LIMMER LOOP	CONSTRUCT NEW 2-LANE FRONTAGE ROAD IN EACH DIRECTION	\$ 22,700,000	2030	74
55-00001-00	TDM	City of Austin		Travis	TDM Climate Pollution Reduction Grant	Various		Various	The TDM program will implement solutions that move trips to off-peak hours or shift drive-alone trips to other forms such as public transit, walking, biking, teleworking, carpooling, and vanpooling.	\$ 47,850,000	2030	100
53-00040-00	Transit	Austin Transit Partnership		Travis	Austin Light Rail Phase I (Guadalupe / 3rd St. / Trinity / S. Congress / Riverside Dr.)	Guadalupe @ 38th St.		Riverside Dr. @ Yellow Jacket and S. Congress @ Oltorf	9.8 mile Light Rail system with 15 stations	\$ 7,100,000,000	2027	100
53-00024-00	Transit	CapMetro		Travis	Additional Park & Ride facilities				Additional Park & Ride facilities to either expand existing facilities or new facilities to serve new routes or new areas that do not currently have a Park & Ride	\$ 45,000,000	2025	79
53-00035-00	Transit	CapMetro		Travis, Bastrop	Capital Metro Track	Colony Park		Manor	Extension of new commuter rail line (Green Line) from Colony Park to Manor. Approximately 5 miles of existing freight track would be upgraded to passenger service with 2-3 additional stations (total of 8-10 including existing Downtown, Plaza Saltillo and initial Colony Park segment). There is potential for park & rides along the line. 2 new vehicles are purchased for service.	\$ 330,000,000	2034	75
53-00011-00	Transit	CapMetro		Travis	Capital Metro Track	Downtown Station		Leander Station	The first phase of Red Line improvements provides additional track to help improve operational flexibility. Includes 1 additional station added along the line.	\$ 61,000,000	2025	82

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53-00013-00	Transit	CapMetro		Travis	Capital Metro Track	Downtown Station	Leander Station		The second phase of the Red Line improvements adds double-tracking as necessary to support expanded operations and increased frequency. Station platforms are extended to increase passenger carrying capacity. 4 new trains are added to the fleet and a maintenance facility.	\$ 369,000,000	2031	92
53-00034-00	Transit	CapMetro		Travis	Capital Metro Track	Downtown Station	Colony Park		New commuter rail line (Green Line) from Downtown Austin to Colony Park. Approximately 8 miles of existing freight track would be upgraded to passenger service with 4-5 additional stations (total of 6-7 including existing Downtown and Plaza Saltillo). There is potential for park & rides along the line. 5 new vehicles are purchased for service and a facility to support rail operations.	\$ 555,000,000	2034	80
53-00033-00	Transit	CapMetro		Travis	Capital Metro Track			Airport Blvd/S Lamar Blvd	Airport Blvd. and North Lamar Blvd. Red Line/Freight Rail Grade Separation. Project includes double-tracking between Guadalupe Street and Morrow Street, station platforms under North Lamar Blvd. and utility improvements.	\$ 300,000,000	2030	85
73-00005-00	Transit	CapMetro		Travis	Exposition center bus rapid Transit	Republic Square	Expo Center		Capital support for Express route from Lockhart and Easton Park to downtown Austin	\$ 1,000,000	2045	79
53-00025-00	Transit	CapMetro		Travis	Fare Collection Upgrades				Upgrades and installation of improved fare collection infrastructure and database to manage fare collection for Capital Metro services.	\$ 30,000,000	2030	60
73-00006-00	Transit	CapMetro		Travis, Hays	IH 35	San Marcos CARTS facility	Downtown Austin		Capital for Express route from San Marcos and Buda to Southpark Meadows and downtown Austin	\$ 1,000,000	2035	77
73-00001-00	Transit	CapMetro		Travis, Williamson	IH 35, SH 45, MoPac	CARTS Georgetown	Downtown Austin		Capital for Express route from Georgetown and Round Rock to Howard Station and downtown Austin	\$ 1,000,000	2038	87
53-00007-00	Transit	CapMetro		Travis	Menchaca Rd, Ben White Blvd, S Lamar Blvd, 5th/6th St	Slaughter Ln	Guadalupe St		Manchaca BRT Light (Rapid) line from south Austin to Republic Square. This line would mainly follow Manchaca Road and S. Lamar Blvd and have 11 stops along the line including the activity centers of Westgate, S Lamar, Seaholm, & Downtown Austin. There would be 2 park & rides along the line at Slaughter and Westgate Transit Center.	\$ 15,400,000	2030	82
53-00014-00	Transit	CapMetro		Travis	MoPac	Circle C	Downtown Austin		Capital support for Express route from South Mopac to downtown Austin	\$ 1,000,000	2040	76
53-00023-00	Transit	CapMetro		Travis	Neighborhood Circulators				A fleet of neighborhood circulators to expand access to Capital Metro services in order enhance the coverage of our system into areas that are more difficult to reach with existing fleet.	\$ 2,300,000	2025	88
53-00019-00	Transit	CapMetro		Travis	New Bus Yard				New bus yard for storage and maintenance of fleet to handle expanded fleet and provide additional electrification opportunities.	\$ 230,000,000	2030	63
53-00030-00	Transit	CapMetro		Travis	North Base Demand Response			10805 Cameron Road, Austin, TX 78754	North Base Demand Response: Development of 25 acres for new Demand Reponse operations and maintenance facility; includes administration, storage and maintenance for ~220 transit vehicles, service island, and a new central parts warehouse for the agency. Project includes a community room for public use.	\$ 120,000,000	2025	50
53-00016-00	Transit	CapMetro		Travis	RM 2222	RM 620	Downtown Austin		Capital support for Express route from Four Points and downtown Austin	\$ 1,000,000	2045	65

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73-00002-00	Transit	CapMetro		Travis, Williamson	SH 130, SH 45, MoPac	Hutto	Downtown Austin		Capital support for Express route from Hutto and Pflugerville to downtown Austin	\$ 1,000,000	2040	76
73-00004-00	Transit	CapMetro		Travis, Bastrop	SH 71	Bastrop	Downtown Austin		Capital support for Express route from Bastrop and Del Valle to Downtown Austin	\$ 1,000,000	2045	79
53-00031-00	Transit	CapMetro		Travis	South Base Demand Response			5315 Ben White Blvd., Austin, TX 78741	South Base Demand Response: Redevelopment of ~11.5 acres for new Demand Reponse operations and maintenance facility; includes administration, storage and maintenance for ~165 transit vehicles, and service island. May also include facilities for CapMetro's expanding MetroBike transit service.	\$ 111,000,000	2027	50
53-00022-00	Transit	CapMetro		Travis	Upgrade of Stations and bus Stops				Upgrade of stations and bus stops into mobility hubs with improved amenities such as (but not limited to): bike share program, ADA improvements, real time display, etc.	\$ 35,000,000	2025	90
53-00008-00	Transit	CapMetro		Travis	US 290 Service Rd, S Lamar Blvd, 5th/6th St	Convict Hill Rd	Guadalupe St		Oak Hill BRT Light (Rapid) line from Oak Hill to Republic Square. This line would mainly follow US 290 service road and S. Lamar Blvd and have 12 stops along the line including the activity centers of Oak Hill, Sunset Valley, S Lamar, Seaholm & Downtown Austin. There would be 1 park & ride on the line at Oak Hill (shared with Oak Hill Express route).	\$ 12,100,000	2030	82
73-00003-00	Transit	CapMetro		Travis, Bastrop	US 290, IH 35	Elgin	Downtown Austin		Capital support for Express route from Elgin and Manor to downtown	\$ 1,000,000	2040	87
53-00015-00	Transit	CapMetro		Travis	US 290, MoPac	Oak Hill	Downtown Austin		Capital support for Express route from Oak Hill to downtown Austin	\$ 1,000,000	2040	77
53-00036-00	Transit	CapMetro		Travis	Various				Equitable Transit Oriented Development at CapMetro owned properties to include transit facilities as well as mixed-use development.	\$ 30,000,000	2030	65
53-00032-00	Transit	CapMetro		Travis	Various				Upgrades and rehabilitation to existing maintenance facilities to provide for Zero and Low emissions infrastructure, such as microgrid, meters and other power infrastructure.	\$ 50,000,000	2035	55
43-00009-00	Transit	CARTS		Hays	Belterra Microtransit Service			Belterra	Belterra Microtransit Service	\$ 250,000	2030	75
53-00027-00	Transit	CARTS		Travis	Briarcliff/Spicewo od Microtransit Service			Briarcliff/Spicew ood	Briarcliff/Spicewood Microtransit Service	\$ 250,000	2030	69
33-00005-00	Transit	CARTS		Caldwell, Hays	Burnet-Marble Falls-Scott & White Hospital Connector Service	City of Burnet	Baylor Scott & White Hospital		Burnet-Marble Falls-Scott & White Hospital Connector Service	\$ 250,000	2030	80
13-00005-00	Transit	CARTS		Bastrop	CARTS Bastrop Transit Station Relocation			City of Bastrop	Construction of new Bastrop Intermodal Facility with park-and-ride facility	\$ 3,000,000	2040	71
23-00005-00	Transit	CARTS		Burnet	CARTS Burnet Intermodal Station			City of Burnet	Construction of new Burnet Intermodal Station with park-and-ride facility	\$ 3,000,000	2030	74
43-00005-00	Transit	CARTS		Hays	CARTS Dripping Springs Intermodal Station			City of Dripping Springs	Construction of new Dripping Springs Intermodal Station with park-and-ride facility	\$ 3,000,000	2035	73

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63-00002-00	Transit	CARTS		Williamson	CARTS Jarrell Intermodal Station			City of Jarrell	Construction of new Jarrell Intermodal Station with park-and-ride facility	\$ 3,000,000	2040	77
33-00003-00	Transit	CARTS		Caldwell	CARTS Lockhart Intermodal Station			City of Lockhart	Construction of new Lockhart Intermodal Station with park-and-ride facility	\$ 3,000,000	2030	79
33-00004-00	Transit	CARTS		Caldwell	CARTS Luling Intermodal Station			City of Luling	Construction of new Luling Intermodal Station with park-and-ride facility	\$ 3,000,000	2035	77
23-00004-00	Transit	CARTS		Burnet	CARTS Marble Falls Transit Station Relocation			City of Marble Falls	Construction of new Marble Falls Intermodal Facility with park-and-ride facility	\$ 3,000,000	2035	69
43-00010-00	Transit	CARTS		Hays	CARTS San Marcos Station Rehabilitation			City of San Marcos	CARTS San Marcos Station Rehabilitation	\$ 2,000,000	2030	73
73-00017-00	Transit	CARTS		Williamson, Hays, Bastrop	CARTS System	Various	Various	Various	Increased Interurban Coach service	\$ 1,500,000	2025	70
73-00021-00	Transit	CARTS		Bastrop, Burnet, Caldwell, Hays, Travis, Williamson	CARTS System	Various	Various	Various	Rural Vanpool Program	\$ 500,000	2025	65
73-00020-00	Transit	CARTS		Bastrop, Burnet, Caldwell, Hays, Travis, Williamson	CARTS System	Various	Various	Various	Electric Vehicles for Rural Fleet	\$ 5,000,000	2030	45
74-00001-00	Transit	CARTS		Bastrop, Burnet, Caldwell, Hays, Travis, Williamson	CARTS System	Various	Various	Various	Upgrade digital network for data and voice system-wide and Smart Bus Transit Technology	\$ 2,000,000	2030	40
63-00003-00	Transit	CARTS		Williamson	CARTS Taylor Transit Station			City of Taylor	CARTS Taylor Transit Station improvements. Construction of new Amtrak rail platform.	\$ 500,000	2030	73
43-00006-00	Transit	CARTS		Hays	CARTS Wimberley/Woodcreek Intermodal Station			Woodcreek / Wimberley	Construction of new Wimberley Intermodal Station with park-and-ride facility	\$ 3,000,000	2035	74
13-00002-00	Transit	CARTS		Bastrop	City of Bastrop Microtransit Service			City of Bastrop	City of Bastrop Microtransit Service (Expanded)	\$ 500,000	2025	71
23-00001-00	Transit	CARTS		Burnet	City of Burnet Microtransit Service			City of Burnet	City of Burnet Microtransit Service	\$ 250,000	2030	74
43-00003-00	Transit	CARTS		Hays	City of Dripping Springs Microtransit Service			City of Dripping Springs	City of Dripping Springs Microtransit Service	\$ 250,000	2030	73

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73-00015-00	Transit	CARTS		Bastrop, Travis	City of Elgin Microtransit Service			City of Elgin	City of Elgin Microtransit Service	\$ 500,000	2025	72
33-00001-00	Transit	CARTS		Caldwell	City of Lockhart Microtransit Service			City of Lockhart	City of Lockhart Microtransit Service (Expanded)	\$ 500,000	2025	69
33-00002-00	Transit	CARTS		Caldwell	City of Luling Microtransit Service			City of Luling	City of Luling Microtransit Service	\$ 250,000	2030	77
23-00003-00	Transit	CARTS		Burnet	City of Marble Falls Microtransit Service			City of Marble Falls	City of Marble Falls Microtransit Service	\$ 500,000	2025	70
23-00014-00	Transit	CARTS		Burnet	City of Marble Falls/Cottonwood Shores Expanded Microtransit Service			City of Marble Falls/Cottonwood Shores	City of Marble Falls/Cottonwood Shores Expanded Microtransit Service	\$ 125,000	2030	70
23-00013-00	Transit	CARTS		Burnet	City of Marble Falls/Granite Shoals Expanded Microtransit Service			City of Marble Falls/Granite Shoals	City of Marble Falls/Granite Shoals Expanded Microtransit Service	\$ 125,000	2030	70
13-00003-00	Transit	CARTS		Bastrop	City of Smithville Microtransit Service			City of Smithville	City of Smithville Microtransit Service	\$ 250,000	2030	77
63-00001-00	Transit	CARTS		Williamson	City of Taylor Microtransit Service			City of Taylor	City of Taylor Microtransit Service (Expanded to Samsung)	\$ 500,000	2025	68
53-00039-00	Transit	CARTS		Travis	Del Valle Microtransit Service			Del Valle	Del Valle Microtransit Service	\$ 250,000	2030	74
73-00019-00	Transit	CARTS		Hays, Travis	Dripping Springs- Belterra-Austin Connector Service	Dripping Springs	Austin		Dripping Springs-Belterra-Austin Connector Service	\$ 250,000	2030	85
43-00008-00	Transit	CARTS		Hays	Drippings Springs- Driftwood Connector Service	Dripping Springs	Driftwood		Drippings Springs-Driftwood Connector Service	\$ 125,000	2030	73
13-00011-00	Transit	CARTS		Bastrop	Elgin-Bastrop Connector Bus Service	Elgin	Bastrop		Elgin-Bastrop Connector Bus Service	\$ 100,000	2030	76
63-00006-00	Transit	CARTS		Williamson	Florence-Jarrell Connector Service	Florence	Jarrell		Florence-Jarrell Connector Service	\$ 125,000	2030	68
53-00038-00	Transit	CARTS		Travis	Hornsby Bend Microtransit Service			Hornsby Bend	Hornsby Bend Microtransit Service	\$ 250,000	2030	71

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63-00007-00	Transit	CARTS		Williamson	Jarrell-Georgetown Connector Service	Jarrell	Georgetown		Jarrell-Georgetown Connector Service	\$ 125,000	2030	73
73-00014-00	Transit	CARTS		Williamson, Travis	Jarrell-Tech Ridge Express Bus Service	Downtown Jarrell	Capital Metro Tech Ridge Transit Center		Jarrell-Tech Ridge Express Bus Service	\$ 1,400,000	2025	80
33-00006-00	Transit	CARTS		Caldwell	Lockhart-Luling Connector Service	Lockhart	Luling		Lockhart-Luling Connector Service	\$ 125,000	2030	74
23-00012-00	Transit	CARTS		Burnet	North Bastrop Microtransit Service			North Bastrop County	North Bastrop Microtransit Service	\$ 250,000	2025	76
73-00016-00	Transit	CARTS		Williamson, Travis, Hays, Comal,Guada lupe, Bexar	Super Regional Intercity Bus Service	Jarrell	San Antonio		Super Regional Intercity Bus Service	\$ 5,000,000	2025	80
73-00013-00	Transit	CARTS		Williamson, Travis	Taylor-Hutto- Round Rock-Tech Ridge Express Bus Service	CARTS Taylor Transit Center	Capital Metro Tech Ridge Transit Center		Taylor-Hutto-Round Rock-Tech Ridge Express Bus Service	\$ 1,400,000	2025	79
13-00004-00	Transit	CARTS		Bastrop	Tucker Hill Lane Park-and-Ride expansion		Tucker Hill Lane Park-and-Ride facility		Expansion of existing park-and-ride facility	\$ 1,500,000	2030	73
43-00004-00	Transit	CARTS		Hays	Woodcreek/Wimb erley Microtransit Service		Woodcreek / Wimberley		Woodcreek/Wimberley Microtransit Service	\$ 250,000	2025	74

Note: Projects in the TIP and projects expected to be funded with 100% local funds do not receive a prioritization score for the Regional Transportation Plan.



RESOLUTION 2025-5-8

Acknowledging Transportation Policy Board Adoption of the CAMPO 2050 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 long-range Metropolitan Transportation Plan covering a time period of at least 20 years; and is required to adopt a new long range plan every five years; and

WHEREAS, CAMPO adopted the *CAMPO 2045 Regional Transportation Plan* on May 4, 2020; and

WHEREAS, CAMPO is required to adopt a new long-range plan by May 31, 2025; and

WHEREAS, CAMPO developed the *2050 Regional Transportation Plan* to comply with the Infrastructure Investment and Jobs Act and all other federal and state regulations and requirements; and

WHEREAS, CAMPO worked in conjunction with local governments, transportation agencies, the Technical Advisory Committee and the Transportation Policy Board in developing the draft final *2050 Regional Transportation Plan*; and

WHEREAS, CAMPO conducted numerous public involvement activities to receive input from a diverse group of stakeholders over the past five years for CAMPO-led regional and subregional plans and studies and for the *2050 Regional Transportation Plan* across the six-county region in compliance with the *CAMPO Public Participation Plan*; and

WHEREAS, the final draft *2050 Regional Transportation Plan* identifies priority mobility and safety projects across Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties; and

WHEREAS, the CAMPO Technical Advisory Committee met on April 28, 2025 and voted to recommend Board adoption of the final draft *2050 Regional Transportation Plan*;

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to adopt the draft final *CAMPO 2050 Regional Transportation Plan* as the final *CAMPO 2050 Regional Transportation Plan*; and

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

THEREFORE 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 approve the *CAMPO 2050 Regional Transportation Plan* was made on May 12, 2025, by _____, duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of May 2025.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: May 12, 2025
Continued From: April 14, 2025
Action Requested: Action

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 9
Subject: Discussion and Appropriate Action on Federal Transit Administration (FTA) Section 5310 Project Call

RECOMMENDATION

Staff and the Technical Advisory Committee recommend the Transportation Policy Board approve the Federal Transit Administration (FTA) Section 5310 funding award recommendation as provided in Resolution 2025-5-9.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) manages the competitive project selection process for awarding federal funding through the Section 5310 Program for the Austin Urbanized Area. CAMPO received nine applications for the 2026-2027 Project Call. Staff, in coordination with Capital Metro program administrators, reviewed the sponsor and activity eligibility, readiness, and budget submissions. Upon completion of the review, it was determined that all submissions met the program criteria, therefore staff moved forward with the scoring and ranking process to ensure that all projects meet the goals and objectives of the 5310 program, Regionally Coordinated Transportation Plan, and ultimately enhance the mobility of seniors and persons with disabilities. Results of the scoring process are included in the draft recommendation for TPB consideration.

FINANCIAL IMPACT

This project call will potentially allocate up to \$6,025,115 funding to eligible projects with no less than \$3,508,096 (55% minimum program requirement) to be allocated to traditional capital projects and no more than \$2,517,019 (45% maximum program requirement) to be allocated for other eligible projects and operating expenses. Funding is obligated to projects in order of earliest annual apportionment to ensure that funding is not at risk of potential lapse or loss to the region.

BACKGROUND AND DISCUSSION

The FTA Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

SUPPORTING DOCUMENTS

Attachment A – Project Funding Recommendation

Attachment B – Resolution 2025-5-9

FTA 5310 Subrecipient Award Recommendation							
Sponsor	Project	Traditional	Other (Capital)	Other (Operating)	Total	Score	Award
Drive a Senior (Chariot)	Vehicle Purchase, Maintenance, and Operations	\$432,000	-	\$642,733	\$1,074,733	85	\$1,074,733
CARTS	Vehicle Purchase	\$1,020,000*	-	-	\$1,020,000	78	\$1,020,000
Faith in Action	Vehicle Purchase, Maintenance, and Operations	\$121,928	-	\$164,800	\$286,728	75	\$286,728
CapMetro	Office of Mobility Management	\$160,000	-	-	\$160,000	73	\$160,000
AGE of Central Texas	Vehicle Purchase, Maintenance, and Operations	\$262,116*	-	\$96,540*	\$358,655	71	\$358,655
Bluebonnet Trails	Third Party Contracted Services	\$445,790*	-	-	\$445,790	69	\$445,790
City of Buda	Scheduling Software	-	\$52,609*	\$94,218	\$146,827	65	\$146,827
City of Austin (PARD)	Senior Program Operations	-	\$112,258	\$641,058	\$753,316	62	\$753,316
Mary Lee Foundation	Vehicle Purchase, Maintenance, and Operations	\$78,400	-	-	\$78,400	59	\$78,400
Total		\$2,520,234	\$164,866	\$1,639,349	\$4,324,449		\$4,324,449

Funding amounts above represent the federal share and do not include the required local match. Traditional and Other (Capital) funding awards require a 20 percent cost share, Other (Operational) funding requires a 50 percent cost share.

*Transportation Development Credits (TDC) have been requested for these funding awards to be presented for approval consideration in a separate action.

Summary			
	Traditional	Operational	Total
Total Requested	\$2,520,234	\$1,804,215	\$4,324,449
Maximum Available	\$3,508,096	\$2,517,019	\$6,025,115
Total Recommended	\$2,520,234	\$1,804,215	\$4,324,449
Rollover	\$987,862	\$712,804	\$1,700,666

Full Award

Partial Award

No Award



Resolution 2025-5-9

Acknowledging the Transportation Policy Board's Approval of the Recommendation for Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310) Funding

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 Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program is intended to enhance mobility for seniors and person with disabilities by providing funds for programs to serve the special needs of transit-dependent populations; and

WHEREAS, the Capital Metropolitan Transportation Authority (Capital Metro) serves as the designated recipient of FTA Section 5310 Funds in the Austin Urbanized Area and serves as the program administrator; and

WHEREAS, sub-recipients of the 5310 funds are selected by the Capital Area Metropolitan Planning Organization (CAMPO) through a competitive process; and

WHEREAS, CAMPO issued a project call to allocate up to \$6,025,115 in FTA Section 5310 funding in which 9 sponsors submitted applications; and

WHEREAS, the project applications were evaluated, scored and ranked according to the approved process and criteria with the resulting recommendation for funding compiled in the attached recommendation table; and

WHEREAS, the results of the process and have led to the recommendation of \$4,324,449 in funding awards as listed in the attached recommendation table; and

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Board hereby votes to award \$4,324,449 in funding awards to the project sponsors as listed in the recommendation table as reflected in this 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 votes to award \$4,324,449 in funding awards to the project sponsors as listed in the recommendation table as reflected in this resolution was made on May 12, 2025 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of May 2025.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT



Date: May 12, 2025
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 10
Subject: Discussion and Appropriate Action on Transportation Development Credits (TDCs)

RECOMMENDATION

Staff recommends the Transportation Policy Board approve the Transportation Development Credits as listed in Resolution 2025-5-10.

PURPOSE AND EXECUTIVE SUMMARY

Several regional transit providers and sub-recipients of FTA 5310 program funding have submitted requests for Transportation Development Credits (TDC). Upon review of the applications, it has been determined that the requests meet the policy, eligibility, and Maintenance of Effort (MOE) requirements as required by state and federal regulations. Note that the attached recommendation is developed based on the preceding FTA 5310 award recommendation approval. Any changes to that information will be reflected in the final documentation.

FINANCIAL IMPACT

This item would award 633,193 TDCs to local sponsors to match several FTA 5310 and FTA 5339 funding awards. The \$633,193 in non-federal local funding will be utilized concurrently on secondary projects in the region, fulfilling the federally mandated MOE requirement. With approval of the 633,193 TDCs, CAMPO's remaining balance will be 789,302,958.

BACKGROUND AND DISCUSSION

TDCs are a federal financing tool that permits the non-federal share of a project's cost to be met through the application of TDCs. TDCs do not provide additional federal funding. The TDCs only remove the requirement for the sponsor to provide a local match on the federally funded project. The project sponsor must meet the MOE requirement by utilizing the intended local match funding on a separate transportation project or activity that also supports the program goals and requirements outlined in the TDC policy.

SUPPORTING DOCUMENTS

Attachment A – Transportation Development Credit Recommendation

Attachment B – Resolution 2025-5-10

Transportation Development Credit (TDC) Recommendation (May 12, 2025)						
Sponsor	Primary Project	Federal Program	Federal Funding	Local Match/MOE	Secondary Project	TDC Award
CARTS	Vehicle Purchase	FTA 5310	\$1,020,000	\$255,000	Transportation Operations	255,000
AGE of Central Texas	Vehicle Purchase, Maintenance, and Operations	FTA 5310	\$358,655	\$162,068	Additional Operational Improvements	162,068
Bluebonnet Trails	Third Party Contracted Services	FTA 5310	\$445,790	\$111,928	Transportation Coordination Activities	111,928
City of Buda	Scheduling Software	FTA 5310	\$52,609	\$13,152	Transportation Operations	13,152
City of San Marcos	Rolling Stock	FTA 5339	\$112,344	\$28,086	Bus Route Infrastructure Improvements	28,086
City of San Marcos	Rolling Stock	FTA 5339	\$115,746	\$32,338	Bus Route Infrastructure Improvements	32,338
City of San Marcos	Rolling Stock	FTA 5339	\$122,481	\$30,621	Bus Route Infrastructure Improvements	30,621
Total			\$2,227,625	\$633,193		633,193

Sponsors are required to demonstrate Maintenance of Effort (MOE) per 23 U.S.C. 120(2) which ensures that the use of Transportation Development Credits (TDCs) does not reduce or replace local match funding. MOE is documented through the TDC application process to confirm that local funding is both available and being concurrently invested in the transportation system through a secondary project.

Transportation Development Credits (TDC) are not funding and do not change the awarded federal funding amount. TDCs only change the reimbursement rate.

Draft



Resolution 2025-5-10

Acknowledging the Transportation Policy Board's Award of Transportation Development Credits

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, recipients of federal funding have applied for 633,193 Transportation Development Credits (TDC) to serve as the local match for their individual funding awards; and

WHEREAS, it has been determined that the requests meet the policy, eligibility, and maintenance of effort (MOE) requirements as required by state and federal regulations; and

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Board hereby votes to award 633,193 Transportation Development Credits reflected in the attached list and this 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 approve 633,193 Transportation Development Credits to as reflected was made on May 12, 2025 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of May 2025.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: May 12, 2025
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 11
Subject: Discussion on 2026-2029 Call for Projects for Transportation Alternatives Set- Aside (TASA) and Carbon Reduction Program (CRP) Funding

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) issued a Call for Projects requesting applications for transportation projects that serve the six-county CAMPO region. This competitive project call will select projects for Transportation Alternative Set-Aside and Carbon Reduction Program funding.

CAMPO received 31 applications from 14 project sponsors. These applications were subject to an extensive readiness assessment process which concluded with individual project readiness assessment reports and project sponsor debriefings. Of the 30 projects submitted, 11 projects were determined to be sufficiently ready for federal funding and to be evaluated through the benefit evaluation process which is currently underway. Staff will provide an in-depth review and analysis of the readiness assessment process, outcomes, and sponsor feedback for discussion.

Upon conclusion of the evaluation process, a recommendation will be developed and brought back to the Technical Advisory Committee (TAC) for review and recommendation to the Transportation Policy Board. As a financial item, the TAC will be asked to make a recommendation on the technical process utilized for the project call and not the individual financial results and recommendation.

FINANCIAL IMPACT

Projects selected by the Transportation Policy Board will be programmed with federal program funding currently apportioned to the region or forecast to be apportioned in future fiscal years. The funding amounts available for this project call are based on a financial forecast developed from the current federal authorization and most recently available information from the Federal Management Information System (FMIS), TxDOT's Financial Reports, and other state and federal financial resources.

BACKGROUND AND DISCUSSION

The Transportation Policy Board is responsible for directly allocating TASA, CRP, and Surface Transportation Block Grant (STBG) funding for transportation projects in the six-county capital region. These funds are administered through a competitive, performance-based project selection process.

SUPPORTING DOCUMENTS

None.



Date: May 12, 2025
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance and Administration Manager
Agenda Item: 12
Subject: Presentation of Draft FY 2026 and 2027 Unified Planning Work Program (UPWP)

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to provide a briefing on the Draft Fiscal Years (FY) 2026 and 2027 Unified Planning Work Program (UPWP) (Attachment A).

FINANCIAL IMPACT

The budget for the FY 2026 and 2027 UPWP is based on anticipated FHWA PL-112/Section 5303 funds. In FY 2024 and 2025, CAMPO received a total of \$8,115,707 of PL-112/Section 5303 funds. CAMPO has programmed these funds, along with other funds, among the five main tasks identified in the UPWP.

BACKGROUND AND DISCUSSION

The UPWP is the federally-required document that identifies work tasks to be completed in the CAMPO region. The UPWP is adopted every two years and may be amended if CAMPO planning programs change.

The document is divided into five main task areas:

- Task 1 - Administration
- Task 2 - Data Development and Maintenance
- Task 3 - Short Range Planning
- Task 4 - Metropolitan Transportation Plan
- Task 5 - Special Studies

SUPPORTING DOCUMENTS

Attachment A – Draft FY 2026 and 2027 Unified Planning Work Program

FY 2026 and FY 2027

UNIFIED PLANNING WORK PROGRAM (UPWP)

Capital Area MPO

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

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 (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 [or Metropolitan Planning, Section 104(d)] 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.

This UPWP complies with federal and state requirements, is true and correct, and is approved by:

Adopted by the Transportation Policy Board: June 9, 2025

Federal Approval:

Capital Area MPO - 8303 N MoPac Expy., Suite A210 - Austin, TX 78759 - www.campotexas.org

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EXECUTIVE SUMMARY

The Unified Planning Work Program (UPWP) is a federally-required document which details the planning priorities and activities to be undertaken by the Capital Area Metropolitan Planning Organization (CAMPO) over a biennial period. CAMPO is the designated Metropolitan Planning Organization (MPO) for the six-county Capital Area in Central Texas covering the following counties: Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson. This UPWP documents CAMPO's planning activities for Fiscal Years 2026 and 2027, beginning on October 1, 2025. The MPO's tasks identified in the UPWP are organized into the following categories:

Task 1: Administration and Management

Task 2: Data Development and Maintenance

Task 3: Short Range Planning

Task 4: Metropolitan Transportation Plan

Task 5: Special Studies

Activities detailed in Task 1 include the overall administration of the agency; the development of required reporting documents such as the Annual Performance and Expenditure Report; and the implementation of the MPO's Public Participation Plan. Task 2 includes the development of demographic forecasts for the Regional Transportation Plan; development and maintenance of a travel demand model; and participating in environmental analyses for multimodal corridor studies. Task 3 focuses on the maintenance of the Transportation Improvement Program; calls for projects to provide funding to local and regional sponsors; and performance measure monitoring and reporting. Task 4 covers the development and maintenance of the long-range Regional Transportation Plan; the Coordinated Public Transit – Health and Human Services Transportation Plan; and safety planning efforts. Task 5 includes CAMPO's Project Readiness multimodal corridor studies program; the Interchange Bottleneck Study; and subarea transportation plans. Both Task 4 and Task 5 also include priority programs or studies led by partner agencies including the City of Austin, the Capital Metropolitan Transportation Authority, the City of San Marcos, and Travis County.

The goals that guide the subtasks detailed in the UPWP are: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Funding for the programs and activities in the UPWP come from federal, state, and local sources. Local funds come from the cities, counties, and transportation authorities in the CAMPO region, and state funds are administered through the Texas Department of Transportation (TxDOT). Federal funds include Transportation Planning Funds, made up of Federal Highway Administration PL-112 funds and Federal Transit Administration Section 5303 funds, Surface Transportation Program funds, and Surface Transportation Block Grants. The total funding from all sources and covering all expenditures including subtasks administered by other agencies in the CAMPO region is \$15,335,860 for FY 2026 and \$6,003,054 for FY 2027.

INTRODUCTION

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

A. PURPOSE

The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FYs 2024 and 2025. This activity is required under federal law defining the responsibilities of Metropolitan Planning Organizations (MPO). The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the six-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.

B. DEFINITION OF AREA

The CAMPO planning area includes all of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties (**Appendix B**) and the cities and villages in each of the six counties (a comprehensive list of these jurisdictions can be found at www.campotexas.org). By federal definition, CAMPO's planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

During the 2010 census, a very small portion of Guadalupe County was included as a part of the newly urbanized area of San Marcos. San Marcos intends to remain part of CAMPO. Therefore, an agreement was developed between CAMPO and the Alamo Area MPO (AAMPO) regarding the roles and responsibilities of each MPO concerning this portion of Guadalupe County. CAMPO agrees that staff will meet as needed to review progress of planning efforts to discuss key findings from program activities and to discuss the scope, plans, and implementation of activities. To help ensure continuity of federal and state funds, CAMPO agrees to abide by the methodology and process used to allocate funds to the respective MPOs. CAMPO agrees to abide by the methodology and process currently used to allocate federal transportation planning funds to the respective MPOs. CAMPO agrees to work with the AAMPO to identify the need for corridor projects that cross the CAMPO and AAMPO planning area boundary.

C. ORGANIZATION

The Transportation Policy Board (**Appendix A**), develops regional transportation policy, allocates state and federal funding to implement the short- and long-range transportation plans for CAMPO. The

Policy Board consists of 21 elected and appointed county, city, Texas Department of Transportation (TxDOT) and CapMetro officials.

Other committees, task forces or study groups may be formed from time-to-time throughout the year as necessary.

CAMPO currently operates with various professional staff positions. The professional staff covers the tasks listed in the UPWP. Depending on the budget and/or work tasks to be completed, CAMPO may employ a varying number of consultants, interns, permanent, or temporary personnel.

Functional Responsibilities of Planning Agencies

For the transportation planning process to function properly, the agencies involved must work together cooperatively. The Transportation Policy Board (TPB), the Texas Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA), Capital Metropolitan Transportation Authority (CapMetro), Capital Area Rural Transportation System (CARTS) and the local governments within the planning area are responsible for carrying out the urban transportation planning process consistent with local agreements. This process includes planning for roadways, bicycling facilities, pedestrian facilities, freight movement, passenger rail, and transit.

The following descriptions of functional responsibilities for each agency are not intended to limit the participation of any agency or local government in the study. Rather, they are brief descriptions of primary responsibilities.

Metropolitan Planning Organization - The MPO, in cooperation with CTRMA, mass transit operators, planning agencies and local governments:

- 1) Is responsible for carrying out and maintaining the urban transportation planning process to include:
 - a. Cooperative decision-making, principally, by elected officials of local governments.
 - b. Unified Planning Work Program (UPWP),
 - c. Transportation Improvement Program (TIP),
 - d. Metropolitan Transportation Plan (MTP), and
 - e. Congestion Management Process (CMP).
- 2) Executes contracts and/or agreements necessary to carry out the work outlined in the UPWP.
- 3) Develops and maintains transportation databases and analytical tools.

MPO staff have the following general responsibilities:

- 1) Provide staff support to the Transportation Policy Board (TPB), the Technical Advisory Committee (TAC), and committees of the Policy Board and TAC.

- 2) Review and report on items on the agenda(s) for the TPB, TAC, and appropriate committees.
- 3) Coordinate and perform the planning and data collection activities contained in the UPWP.
- 4) Prepare and submit an annual budget outlined in the UPWP for approval.
- 5) Receive and review all bills from consultants that the MPO has contracted with to perform work outlined in the UPWP.
- 6) Submit requests for reimbursement to the appropriate federal and/or state agencies for work performed according to the UPWP.
- 7) Prepare and submit grant applications for federal/other assistance in transportation planning, and related fields, as appropriate.
- 8) Prepare and submit the annual performance and expenditure report and annual project listing.
- 9) Coordinate the activities for the development and maintenance of the Unified Planning Work Program, the long-range Metropolitan Transportation Plan and the Transportation Improvement Program.
- 10) Refine and maintain a process for engaging the public in the transportation planning process; and
- 11) Perform any other administrative duties as required by the Transportation Policy Board; and,
- 12) Ensure compliance with Title VI Civil Rights and other federal requirements related to CAMPO's operations, activities and programs.

Texas Department of Transportation

The Texas Department of Transportation (TxDOT), within the realm of transportation planning, has the following varied responsibilities for the CAMPO planning area:

- Highway planning.
- Participating in and leading agency in appropriate transportation studies and environmental documents.
- Review of all FTA Section 5307, 5310 and Section 5311 capital grant applications that may involve state funding: and

In addition, TxDOT maintains certain transportation database files and forecasting models, and coordinates its planning efforts with the MPO through the UPWP.

Capital Area Rural Transportation System (CARTS)

CARTS is the rural public transportation provider for this region and has primary responsibility for rural transit planning and operations in the study area.

Capital Metropolitan Transportation Authority (CapMetro)

CapMetro is a provider of public transportation in the region. CapMetro has a primary responsibility for conducting various short and long-range transit studies, maintaining all transit data, and is responsible for transit planning and operation in the urban portion of the study area.

Counties

Williamson County acts as our fiscal agent and provides support for human resources, benefits, accounting, and information technology.

The Counties of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson have the primary responsibility for the planning of all roads outside incorporated areas that are not on the State system. The counties also perform analyses on the state system in cooperation with the TxDOT – Austin District. The County coordinates its planning with TxDOT and incorporated areas in extraterritorial jurisdictional areas.

Cities

All jurisdiction cities in our planning area have the responsibility for the planning of all off-system roads within their incorporated area, and some have negotiated agreements with TxDOT to plan for roads on the state system as well in cooperation with TxDOT.

Public/Public and Public/Private Partnerships

The CAMPO region continues partnerships with local governments and transportation agencies and has actively pursued various partnerships with entities established to advance planning for and improve the area's transportation infrastructure).

D. NON-MPO INVOLVEMENT

Consultants have been and will continue to be used on an as-needed basis in CAMPO's transportation programs and planning processes. In the past, CAMPO has used private sector consultants for a variety of services ranging from legal services to corridor studies to improvements to the regional travel demand model. The use of consultants will continue as needed.

E. PLANNING ISSUES AND EMPHASIS

The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2026 and 2027. The Planning Emphasis Areas are:

1. ~~Tackling the Climate Crisis—Transition to a Clean Energy, Resilient Future: CAMPO is developing a Carbon Reduction Program as outlined in the Infrastructure Investment and Jobs Act (IIJA). This program will seek to reduce transportation emissions through the development of carbon reduction strategies and by providing funding for projects designed to reduce transportation emissions. The CAMPO plan will provide emission reduction strategies, guide the selection of projects for the program funding, and set the foundation for a regional air quality program for the six county region. Additionally, CAMPO is developing a Transportation Demand Management (TDM) Program to implement the agency's 2019 Regional Transportation Demand Management Plan. The TDM Program focuses on commuter behavior choices, technology, and options provided by employers and government entities, rather than focusing on infrastructure solutions to transportation congestion. Stewardship of environmental resources through measures that reduce, minimize, or avoid negative impacts to the environment are also included in project selection criteria for CAMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) and will continue to be used in the amendments and updates to those documents.~~
2. ~~Equity and Justice 40 in Transportation Planning—CAMPO's Public Participation Plan (PPP) was developed to ensure that all citizens have an equal opportunity to participate in the CAMPO decision-making process. CAMPO deliberately plans inclusive, diverse public participation programs as part of its transportation planning process. CAMPO's program engages with public and private transportation employees and stakeholders, freight interests, bicycle and pedestrian stakeholders, and stakeholders with and representing those with disabilities. These public participation programs also include communication and outreach methods specifically tailored to audiences and stakeholders. The PPP's strategies include but are not limited to using visualizations and clear, concise, non-technical language to describe proposed changes; seeking out low-income and minority environmental justice households and vulnerable populations who may face challenges accessing employment and other services; and holding public open houses at convenient times and locations while also offering virtual opportunities for input. Additionally, project selection criteria for CAMPO's TIP and RTP include equity considerations, with performance measures focusing on traditionally underserved populations, including low-income, minority, seniors, persons with disabilities, zero-car households, and limited-English proficiency households.~~
3. Complete Streets - CAMPO conducts studies in cooperation with local cities to develop transportation plans incorporating the concepts of complete street designs. These studies aim to create safe, convenient, and connected transportation networks that provide walkable and bikeable neighborhoods with access to jobs, homes, and amenities. CAMPO studies identify local concerns including but not limited to speed management, sidewalk connectivity, perceived lack of safety, access management, and limited transit access or coordination. Depending on the scope of the study, future land use may also be a consideration including the identification of catalytic redevelopment sites and compatible uses. The outcomes of these studies include implementation strategies that can be used by local governments, the Texas Department of Transportation, local transit agencies, and

private developers. Another aim of these studies is to identify potential projects for inclusion in the long-range Regional Transportation Plan. CAMPO will continue conducting these studies, partnering with local agencies to develop tailored projects including complete street recommendations.

4. Public Involvement - The CAMPO Public Participation Plan, adopted in 2019, includes provisions for virtual public involvement. This includes the development of an online open house for public involvement opportunities, created specifically for individual studies or routine activities including TIP and RTP updates. The online open houses include all of the information that would be found at an in-person meeting as well as ways for the public to submit comments. Additionally, online surveys are included for projects and online maps allow the public to see information related to proposed transportation project corridors. The meetings of CAMPO's Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) are also streamed live and archived both on CAMPO's website and the agency's YouTube channel. The experience of public involvement through the Covid pandemic showed the utility of all these virtual involvement methods and CAMPO will continue to expand the use of these methods while ensuring that those in the region who do not have high-speed internet or cell phones are still able to provide feedback.
5. Strategic Highway Network (STRANET)/U.S. Department of Defense (DOD) Coordination – CAMPO will coordinate with the U.S. Department of Defense on the eight STRANET corridors within the region in the development of recommendations for the long-range Regional Transportation Plan and for corridor and area studies. Although there are no U.S. Department of Defense installations within the CAMPO region apart from the Army Futures Command, there are significant bases in the MPO regions immediately to the north and south of this region, with transportation through the CAMPO area. This includes Fort Cavazos in the Killeen-Temple Metropolitan Planning Organization area and Randolph Air Force Base, Fort Sam Houston, and Lackland Air Force Base in the Alamo Area Metropolitan Planning Organization area. We will continue our coordination with these partner MPO organizations and include outreach to the Department of Defense.
6. Federal Land Management Agency (FMLA) Coordination – CAMPO will coordinate with federal resource agencies in the development of transportation plans and recommendations in the region. The preservation of the natural environment is a priority in the CAMPO region, which is reflected in the local and state agency coordination with federal land management areas including the San Marcos Aquatic Resources Center and the Balcones Canyonlands National Wildlife Refuge. This coordination supports the stewardship element of CAMPO's project selection process, which awards points to projects that demonstrate designs which avoid, minimize, and mitigate negative impacts to water quality, air quality, and natural habitat.
7. Planning and Environment Linkage (PEL) – CAMPO will continue to conduct Planning and Environmental Linkages (PEL) studies across the region. Primarily this will be conducted under the Project Readiness Program. This CAMPO-led program has identified 9 corridors for study across all six MPO counties. These corridors were identified based on the connectivity they provide between activity centers in the region, higher-than average

crash rates, and their identification in transit studies, freight routes, and active transportation plans. All corridors are on the TxDOT system, and CAMPO is working closely with TxDOT to advance these studies. The Project Readiness Program will range from feasibility analyses to NEPA studies depending on the identified needs of each corridor. CAMPO is also working closely with the cities, counties, and transit agencies along the corridors and will conduct full public involvement efforts as well. This partnership will allow the results of the Project Readiness Program to seamlessly move into further environmental, design, and implementation stages.

8. Data in Transportation Planning – CAMPO has established a Data and Operations program area in order to coordinate the MPO’s role in data sharing and management. CAMPO has developed a series of data dashboards now available on the agency’s website to serve as analysis tools and community resources for the MPO region. Currently there are five data dashboards on CAMPO’s website including: American Community Survey (ACS) 2017-2019, ACS 2020 and Beyond, Performance Metrics, TxDOT Crash Records Information System, and Roadway Inventory. These dashboards are customizable and present a tremendous amount of data in comprehensible, graphical ways. CAMPO will continue making presentations on the availability of these dashboards and continue working with our partner agencies to provide more data on the dashboards which may be useful in regional transportation planning efforts

CAMPO will work cooperatively with TxDOT, CARTS and Capital Metropolitan Transportation Authority (CapMetro) to define performance measures that emphasize these seven federal goals:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To accomplish, on a continuing basis, the plans and programs necessary to administer federal transportation planning requirements and maintain the transportation planning process in and for the Capital Area MPO's planning area.

B. EXPECTED PRODUCTS

Certified transportation planning process

FY 2025 & FY 2026 Single Audit

Unified Planning Work Program (FYs 2026 & 2027) and amendments

Development of Unified Planning Work Program (FYs 2028 & 2029)

FY 2025 & 2026 Annual Project Listing

FY 2025 & 2026 Annual Performance and Expenditure Report

New equipment and computer hardware/software

C. PREVIOUS WORK

Performed general administrative functions

FY 2024 & 2025 Unified Planning Work Program and amendments

FY 2023 & 2024 Annual Project Listing

FY 2023 & 2024 Annual Performance and Expenditure Report

FY 2023 & 2024 Single Audit

Updated Public Participation Plan

Updated Title VI Plan

Coordinated transportation planning and implementation activities with other agencies and organizations

Conducted a public involvement process compliant with federal and state regulations

Provided support for all meetings of the transportation planning process

Implemented policies to maintain the transportation planning process

Provided staff with access to courses, conferences, workshops and seminars

Statistics and Metrics Dashboard

D. SUBTASKS

Subtask 1.1 – MPO Staff Support for Task 1

The primary activities which will take place under MPO Staff Work include the following:

1.1.1 Program Administration:

This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the transportation planning process; maintenance of the FY 2026 & 2027 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2028 & 2029 Unified Planning Work Program, sponsoring and conducting meetings including providing support to policy and advisory bodies; coordinating and working with other agencies and organizations involved in planning, programming and implementation of transportation projects.

1.1.2 Public Participation:

This activity supports the implementation of the MPO's Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on vulnerable populations and the development/review processes of the Transportation Improvement Program, Metropolitan Transportation Plan and other planning products; develop and use of questionnaires, online surveys, newsletters and other participation techniques; and provide bilingual materials and translations as appropriate.

1.1.3 Title VI Civil Rights:

This activity supports monitoring and evaluating Title VI guidance and requirements, developing and implementing documents and procedures to ensure CAMPO's plans, programs and activities comply with Title VI guidance and requirements, collecting and analyzing data related to protected classes plus vulnerable populations such as, low income, limited English proficiency, seniors, and other populations vulnerable to potential disproportional adverse impacts from the planned transportation system and transportation projects, identifying possible strategies to minimize, avoid or mitigate potential disproportional adverse impacts on vulnerable populations, maintaining, coordinating efforts to develop the Regional Toll Network Analysis that evaluates the impacts of the regional toll network on the community (see Task 2.0), implementing the CAMPO Limited English Proficiency Plan and updating that plan as needed.

1.1.4 Travel and Training:

This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences,

courses, seminars, and workshops (AMPO, APA, ESRI, TransCad, TxDOT, TRB, UT at Austin, CNU, TEMPO, Planning Conference, Planning Forum, etc.). CAMPO will seek prior approval from TxDOT for Out-of-State travel.

1.1.5 Equipment/Office Space & Computer Hardware/Software:

This activity is for the upgrade/addition of equipment/office space and computer hardware or software to ensure program efficiency. A description of equipment purchases in excess of \$10,000 will be submitted to the Texas Department of Transportation and the Federal Administration Highway for approval prior to acquisition. The MPO understands that split costs are not allowed.

Responsible Agency: CAMPO

Funding Requirement: \$4,917,964 PL

Product(s): Certified transportation planning process; updated or new documents and reports; new equipment and/or computer hardware/software; APL; APER

Subtask 1.2 – Legal Services – Consultant Work

1.2.1 Legal Services:

This activity is for legal services that are necessary for planning purposes. Ongoing contract.

Responsible Agency: CAMPO

Funding Requirement: \$160,000 PL

Product(s): Legal opinion(s) and counsel, as necessary and appropriate, with prior approval from TxDOT and FHWA

Subtask 1.3 – Audit Services – Consultant Work

1.3.1 Audit Services:

This activity is for audit services that are necessary to comply with the Single Audit Act. Ongoing contract.

Responsible Agency: CAMPO

Funding Requirement: \$56,000 PL

Product(s): Single Audit Report, financial statements

E. FUNDING SUMMARY

Table 1a: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²
1.1	CAMPO	2,376,429				2,376,429	
1.2	CAMPO	80,000				80,000	
1.3	CAMPO	27,000				27,000	
Total		2,483,429				2,483,429	

Table 1b: Task 1 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ³	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁴
1.1	CAMPO	2,541,535				2,541,535	
1.2	CAMPO	80,000				80,000	
1.3	CAMPO	27,000				27,000	
Total		2,650,535				2,650,535	

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

Provide updated information, demographic data and analysis to support the Metropolitan Planning Organization's planning efforts.

B. EXPECTED PRODUCTS

Series of technical reports documenting the ongoing GIS data updates on traffic counts and mapping

Transportation related air quality data collection and analysis, air quality planning and outreach products

2050 Plan related performance measures

Demographic forecasts and travel demand model for the 2055 Plan updates

Interactive Web Viewer updates

UrbanSim (Demographic Allocation Tool)

Development 2055 Travel Demand Model

C. PREVIOUS WORK

Updated demographic forecasts and travel demand model for the 2045 Plan

2045 Plan related performance measures

Development 2050 Travel Demand Model

UrbanSim (Demographic Allocation Tool)

D. SUBTASKS

Subtask 2.1 – MPO Staff Support for Task 2

The primary activities which will take place under MPO Staff Work include the following:

2.1.1 General Administration:

This subtask allows for administrative activities related to data development and maintenance including procurement, contract management and appropriate review/processing of monthly

billings for work related to Task 2, as well as conducting the activities in subtasks 2.1.2, 2.1.3, 2.1.4, and 2.1.5 and developing related performance measures.

2.1.2 General GIS:

Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting CAMPO programs; maintenance of the demographic and modeling databases of the 2050 Plan; develop and maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; develop technical memoranda documenting work completed.

2.1.3 Demographic Forecasting:

Run UrbanSim for producing demographic forecasts for 2055 Plan and TIP amendments. Specific activities will include production and review of demographic forecasts to be used for the required 2055 Plan. Develop the datasets for running the Allocation Tool for the 2055 Plan.

2.1.4 Travel Demand Modeling:

Run CAMPO's FTA-compliant and time-of-day model. Specific activities will include coordination with TxDOT on development of the new 2025 base year model, performing model runs for the amendments of the 2050 Plan, 2025-2028 TIP and the development of the 2055 Plan; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities.

2.1.5 Environmental Analysis:

This subtask includes facilitating planning and environmental linkages by participating in NEPA related studies and Planning and Environmental Linkages (PEL) studies, monitoring and evaluating the effect of CAMPO plans and programs on the environment, identifying potential mitigation activities and locations where they might occur, coordinating outreach with resource agencies and working groups, developing and updating GIS analyses using GISST, and other relevant data. CAMPO is participating in NEPA related studies to facilitate the proper integration of planning outcomes in the environmental process.

Responsible Agency: CAMPO

Funding Requirement: \$469,196 PL

Product(s): Technical memoranda, final reports, PEL and NEPA related reports and analyses.

Subtask 2.2 – GIS, Demographic Forecast, & Travel Demand – MPO Staff/Consultant Work

2.2.1 Demographic Forecast and Travel Demand Modeling Projects for 2055 Plan:

Conduct activities related to the travel demand model in support of development of the 2055 Plan. It is noted that the demographic forecasting and travel demand modeling procedures applied in the CAMPO area are integrated. Conduct activities related to the production of the regional employment and population profiles for inclusion in the CAMPO travel demand model and the 2050 toll analysis. Ongoing contract.

Responsible Agency: CAMPO

Funding Requirement: \$50,000 PL

Product(s): Interactive Web Viewer, UrbanSim, Development 2055 Travel Demand Model, Model files for development of the 2050 RTA, draft and final 2050 RTA document.

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E. FUNDING SUMMARY

Table 2a: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁵	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁶
2.1	CAMPO	240,977				240,977	
2.2	CAMPO						
Total		240,977				240,977	

Table 2b: Task 2 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁷	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁸
2.1	CAMPO	278,219				278,219	
2.2	CAMPO						
Total		278,219				278,219	

⁵ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

⁶ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

⁷ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

⁸ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

Conduct short-range transportation and transportation-related planning activities with short-term planning and implementation focus, including the development and administration of the Transportation Improvement Program.

B. EXPECTED PRODUCTS

Maintenance of 2025-2028 Transportation Improvement Program

Development and maintenance of 2027-2030 Transportation Improvement Program

10 Year Plan

Annual Listing of Obligated Projects (ALOP)

Performance Measure Report

Project Progress Report

2026-2029 Call for Projects -TASA/CRP

2028-2031 Call for Projects - STBG

Congestion Management Process (CMP)

C. PREVIOUS WORK

2025-2028 Transportation Improvement Program

Project Tracking

10 Year Plan

Annual List of Obligated Projects

Performance Measure Report

Project Progress Report

Congestion Management Process (CMP)

D. SUBTASKS

Subtask 3.1 – MPO Staff Work for Task 3.0

3.1.1 General Administration:

This subtask allows for MPO staff support for administrative activities related to short range planning, including the development and management of agency contracts; procurement, development, and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3.

3.1.2 General Activities:

Specific activities will include, but are not limited to, maintenance of the FY 2025-2028 Transportation Improvement Program, and the development of the FY 2027-2030 Transportation Improvement Program, along with related performance measures.

3.1.3 Public Participation:

This subtask includes MPO staff participation in public outreach activities including video production, developing website information, writing newsletter articles, developing other printed materials, and public meeting facilitation as needed.

3.1.4 Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) and Operations Planning:

This subtask covers activities related to conducting the CMP, ITS and Operations Planning. Specific activities include, but are not limited to, developing, updating, refining, and implementing the CMP, incorporating congestion analysis results into the regional planning process, and incorporating ITS, systems management and operations into the planning process.

3.1.5 Transportation Improvement Program:

The four-year Transportation Improvement Program (TIP) lists surface transportation projects that are funded with federal dollars and are consistent with the long-range plan developed for the area. The TIP may also include non-federally funded projects that are regionally significant. The TIP development process includes public involvement activities and opportunities for public review and comment on all aspects of the program. TIP management includes the administration of project funding calls.

Responsible Agency: CAMPO

Funding Requirement: \$586,096 PL

Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2023-2026 TIP amendments, 2025-2028 TIP, Congestion Management Process (CMP) Plan

Subtask 3.2 – Congestion Management – Consultant Work

3.2.1 Congestion Management Process Data Collection and Analysis:

This subtask provides support for the CMP through congestion data collection and analysis.

Responsible Agency: CAMPO

Funding Requirement: \$250,000 PL

Product(s): Congestion data and analysis, data in GIS format

Subtask 3.3 – Regional Transportation Demand Management Program– Consultant Work

3.3.1 Regional Transportation Demand Management Program:

The Regional Transportation Demand Management (TDM) Program will provide TDM services throughout the region with the goal of reducing congestion without adding capacity on the region's roadway network. Contract ongoing.

Responsible Agency: CAMPO

Funding Requirement: \$3,840,000 STP 768,000 TDCs

Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos

E. FUNDING SUMMARY

Table 3a: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁰
3.1	CAMPO	329,999				329,999	
3.2	CAMPO	250,000				250,000	
3.3	CAMPO			1,920,000		1,920,000	
Total		579,999		1,920,000		2,499,999	

Table 3b: Task 3 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹²
3.1	CAMPO	256,097				256,097	
3.2	CAMPO						
3.3	CAMPO			1,920,000		1,920,000	
Total		256,097		1,920,000		2,176,097	

⁹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

¹⁰ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

¹¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

¹² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

To develop, maintain and update a multi-modal Regional Transportation Plan for the CAMPO planning area for a 25-year horizon that meets federal requirements and regional goals.

B. EXPECTED PRODUCTS

Maintenance of the 2050 Regional Transportation Plan

Update and implementation of Coordinated Public Transit – Health and Human Services Transportation Plan

Maintenance of Regional Active Transportation Plan

Regional State of Safety Report

C. PREVIOUS WORK

2050 Regional Transportation Plan

2045 Regional Transportation Plan Amendments

Regional Active Transportation Plan

Regional Bicycle and Pedestrian Facility Inventory

Coordinated Public Transit – Health and Human Services Transportation Plan Update

Regional Traffic Safety Plan

Regional State of Safety Report

D. SUBTASKS

Subtask 4.1 – MPO Staff Work for Task 4.0

4.1.1 General Administration:

This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Tasks 4.1, 4.2, and 4.3, review and processing of monthly billings for work related to Tasks 4.1, 4.2, and 4.3, conduct access management, safety, sub-regional traffic

management, and other related corridor studies, participation in study oversight committee meetings, amending and maintaining the CAMPO 2050 Regional Transportation Plan and supporting materials and cooperatively developing related performance measures.

4.1.2 Public Participation:

This subtask includes MPO staff participation in public outreach activities including video production, developing website information, newsletter articles, other printed materials, and public meeting facilitation as needed.

4.1.3 Regional Public Transportation Coordination:

This subtask allows for MPO staff support for regional public transportation coordination including coordinating the Regional Transit Coordination Committee (RTCC) and associated activities, and implementing, maintaining and amending the Capital Area Coordinated Transit – Health and Human Services Transportation Plan, as needed.

4.1.4 Bicycle and Pedestrian Planning:

This subtask includes conducting planning activities related to bicycle and pedestrian facilities and updating the regional bicycle and pedestrian facility inventory.

4.1.5 Safety Planning:

This subtask includes access management and corridor studies for the region, crash data hot spot analyses for regional and local governments, coordinating the regional safety coalition and its safety emphasis area team's associated activities, including, but not limited to, regional workshops, Safety Summits, data analyses, and updating and maintaining the safety analysis tool. This subtask also includes maintenance and implementation tasks associated with the Regional Safety Action Plan.

Responsible Agency: CAMPO

Funding Requirement: \$932,155 PL

Product(s): Planning documents, data sets, contract procurement materials and billing packages, and networks

Subtask 4.2 – 2050 Metropolitan Transportation Plan

4.2.1 2050 Metropolitan Transportation Plan

Maintenance of the 2050 Regional Transportation Plan and associated data products, including regular amendments and out of cycle amendments, as directed.

Responsible Agency: CAMPO

Funding Requirement: \$100,000 PL

Product(s): Meeting materials, technical report(s), plan documents

Subtask 4.3 – Regional Transit Coordination - Related MPO Staff Work

4.3.1 Regional Transit Coordination

This subtask provides support for regional public transportation coordination including the Regional Transit Coordination Committee and associated activities, implementing, maintaining and updating the Capital Area Coordinated Transit-Health and Human Services Transportation Plan. A update of the Coordinated Transit-Health and Human Services Transportation Plan is expected to be completed by the end of 2026.

Responsible Agency: CAMPO

Funding Requirement: \$140,000 FTA 5304

Product(s): Reports, memos, agendas

Subtask 4.4 – Planning Studies – Other agencies in the CAMPO region (MPO Staff Work is not applicable)

4.4.1 Capturing Transit Value for Community Development: Pilot Sites for TOD Implementation with an Equity Lens

The Capital Metropolitan Transportation Authority received funding to plan for a pilot TOD site at the North Lamar Transit Center. The plan would enhance economic and community development by creating mixed-use development, increasing affordable housing, supporting bicycle and pedestrian access, and bringing essential services to the area.

Responsible Agency: CapMetro

Funding Requirement: \$900,000 FTA and \$500,000 Local Funds

4.4.2 Capital Metro Training Academy – Staff Recruitment and Retention Plan for Service Restoration Post COVID-19

Funding would support planning and implementation efforts to define a training program that will improve the recruitment and retention of frontline staff.

Responsible Agency: CapMetro

Funding Requirement: \$780,100 FTA Funds

4.4.3 Connecting Austin Equitably Mobility Study

The study, Our Future 35: Connecting Austin Equitably Mobility Study, focuses on 8 miles of 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

4.4.4 Collaborative Northeast District Plan

The Collaborative Northeast District Plan aims to create a data-driven and community-led strategy focused on equitable analysis, design, implementation, and evaluation. This plan is a joint effort between the City of Austin and Travis County, guided by resolutions from both entities. Both parties will dedicate staff time and resources to achieve collaborative deliverables, including forming a cross-jurisdictional Working Group, summarizing existing conditions, engaging the community, and developing an implementation strategy. The implementation strategy will focus on addressing identified infrastructure, housing, economic development, and social service gaps in the Northeast District. It will guide the prioritization and funding of short-, medium-, and long-term projects, including improvements to roads, sidewalks, transit, broadband, utilities, affordable housing, fresh food access, and community amenities.

Responsible Agency: City of Austin and Travis County

Funding Requirement: \$2.08 million Local Funds

4.4.5 Conventional Passenger Rail Service Feasibility Study (Austin to San Antonio)

The Feasibility Study will provide recommendations on the best approach for implementing an efficient passenger rail system between Austin and San Antonio.

Responsible Agency: Travis County

Funding Requirement: \$500,000 Local Funds

4.4.6 City of San Marcos Transportation Master Plan

2018 Transportation Master Plan update.

Responsible Agency: City of San Marcos

Funding Requirement: \$750,000 Local Funds

E. FUNDING SUMMARY

Table 4a: Task 4 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹³	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁴
4.1	CAMPO	415,775				415,775	73,574
4.2	CAMPO	50,000				50,000	
4.3	CAMPO			34,000		34,000	
4.4	OTHER AGENCIES			2,800,100	4,110,000	6,910,100	
Total		465,775		2,834,100	4,110,000	7,409,875	73,574

Table 4b: Task 4 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹⁵	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁶
4.1	CAMPO	516,380				516,380	73,574
4.2	CAMPO	50,000				50,000	
4.3	CAMPO			106,000		106,000	
4.4	OTHER AGENCIES						
Total		566,380		106,000		672,380	73,574

¹³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

¹⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

¹⁵ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

¹⁶ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

V. TASK 5 - SPECIAL STUDIES

A. OBJECTIVE

To conduct special studies of transportation facilities and/or corridors and transportation-related topics and to implement specialized studies. Includes the assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

B. EXPECTED PRODUCTS

Continued analysis of corridors in the region

Marathon Road and Garrison Road Connectivity Study

Interchange Bottleneck Study

Project Readiness for Regional Corridor Improvement Projects

Regional Carbon Reduction Plan

C. PREVIOUS WORK

Austin Avenue Corridor Study

Northeast Burnet County Corridor Study

FM 1626/RM 967 Intersection

Freight Study

SL 150/Chestnut Street Corridor Study

Austin Avenue Corridor Study

Regional Safety Action Plan

D. SUBTASKS

Subtask 5.1 – MPO Staff Work for Task 5.0

5.1.1 General Activities:

This subtask allows for MPO staff support for activities related to special transportation planning studies in Subtask 5.1 and 5.2. Specific activities will include participating in special studies. MOU/MOA or other similar documents will be developed to address specific written provision for cooperatively developing and sharing information related to transportation performance data; selection of performance targets; reporting performance targets; reporting and tracking progress.

Responsible Agency: CAMPO

Funding Requirement: \$389,456 PL

Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos

Subtask 5.2 Special Studies (undertaken by CAMPO and/or Consultant(s))

5.2.1 Marathon Road and Garrison Road Connectivity Study

Corridor and connectivity analysis in the City of Buda and Hays County, examining connectivity between the future Marathon Road corridor and Garrison Road. Contract TBD.

Responsible Agency: CAMPO and City of Buda

Funding Requirement: \$280,000 STBG and \$70,000 Local Funds

5.2.2 Interchange Bottleneck Study

The Interchange Bottleneck Study will evaluate major interchanges throughout CAMPO's six-county region. Currently, most freeway-to-freeway interchanges in the CAMPO region lack full connectivity through direct-connect ramps and drivers must use frontage road intersections to make connections between many highways. The Bottleneck Study will evaluate these interchanges to identify where improvements between highways may be needed, including additional direct-connect ramps. The Study will also evaluate connections between high-volume principle arterial roadways to identify bottlenecks where intersection or interchange improvements may be needed. Contract ongoing.

Responsible Agency: CAMPO

Funding Requirement: \$150,000 STBG and 37,500 TDCs

5.2.3 Project Readiness for Regional Corridor Improvement Projects

Multimodal corridor studies to advance recommendations for inclusion in CAMPO's long-range Regional Transportation Plan (RTP) and for future funding consideration in CAMPO's Transportation Improvement Program (TIP). Contract ongoing.

Responsible Agency: CAMPO

Funding Requirement: \$800,000 State Funds

5.2.4 Regional Carbon Reduction Plan

Develop a comprehensive, data-driven, and practical transportation emission reduction plan that will evaluate emissions related to transportation and provide a regional implementation strategy that will contribute to their reduction. Contract ongoing.

Responsible Agency: CAMPO

Funding Requirement: \$587,947 STP and 146,987 TDCs

5.2.5 Regional Truck Parking Plan

This plan will identify areas of deficiency in truck parking availability in the region and identify ways to address those challenges. Contract TBD.

Responsible Agency: CAMPO

Funding Requirement: \$650,000 PL

E. FUNDING SUMMARY

Table 5a: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹⁷	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁸
5.1	CAMPO	163,633				163,633	
5.2	CAMPO	650,000		1,817,947	70,000	2,537,947	
Total		813,633		1,817,947	70,000	2,701,580	

Table 5b: Task 5 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹⁹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²⁰
5.1	CAMPO	225,823				225,823	
5.2	CAMPO						
Total		225,823				225,823	

¹⁷ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

¹⁸ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

¹⁹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

²⁰ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

BUDGET SUMMARY

Table 6a: Funding Summary - FY 2026

UPWP Task	Description	TPF ²¹	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amt of 2.5% Safety/Complete Streets Set-Aside Funding ²²
1.0	Administration – Management	2,483,429				2,483,429	
2.0	Data Development and Maintenance	240,977				240,977	
3.0	Short Range Planning	579,999		1,920,000		2,499,999	
4.0	Metropolitan Transportation Plan	465,775		34,000		499,775	73,574
4.0	MTP (Other Agencies)			2,800,100	4,110,000	6,910,100	
5.0	Special Studies	813,633		1,817,947	70,000	2,701,580	
Total		4,583,813		6,572,047	4,180,000	15,335,860	73,574

Table 6b: Funding Summary - FY 2027

UPWP Task	Description	TPF ²³	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amt of 2.5% Safety/Complete Streets Set-Aside Funding ²⁴
1.0	Administration – Management	2,650,535				2,650,535	
2.0	Data Development and Maintenance	278,219				278,219	
3.0	Short Range Planning	256,097		1,920,000		2,176,097	
4.0	Metropolitan Transportation Plan	566,380		106,000		672,380	73,574
4.0	MTP (Other Agencies)						
5.0	Special Studies	225,823				225,823	
Total		3,977,054		2,026,000		6,003,054	73,574

²¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

²² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

²³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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 work hours, they are not reflected in the funding tables.

²⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Combined TPF Allocations (WO 1 and WO 2) for FY 2024
and FY 2025

\$8,115,707

Estimated Unexpended TPF Carryover (WO 3) from
Previous FYs

\$3,615,950

TOTAL TPF for FY 2026 and FY 2027

\$8,560,867

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APPENDIX A

Transportation Policy Board Membership

Member	Position	Municipality/Agency
Cynthia Long, Chair	County Commissioner	Williamson County
Rudy Metayer, Vice Chair	Council Member	City of Pflugerville
Clara Beckett	County Commissioner	Bastrop County
Joe Don Dockery	County Commissioner	Burnet County
Edward Theriot	County Commissioner	Caldwell County
Debbie Ingalsbe	County Commissioner	Hays County
Andy Brown	County Judge	Travis County
Ann Howard	County Commissioner	Travis County
Amy Patillo	County Representative	Travis County
Jeff Travillion	County Commissioner	Travis County
Vanessa Fuentes	Mayor Pro Tem/Council Member	City of Austin
Krista Laine	Council Member	City of Austin
Zohaib "Zo" Qadri	Council Member	City of Austin
Mike Siegel	Council Member	City of Austin
Jim Penniman-Morin	City Mayor	City of Cedar Park
Josh Schroeder	City Mayor	City of Georgetown
Travis Mitchell	City Mayor	City of Kyle
Christine Delisle	City Mayor	City of Leander
Craig Morgan	City Mayor	City of Round Rock
Jane Hughson	City Mayor	City of San Marcos
Matt Harris	Agency Representative	CapMetro
Tucker Ferguson, P.E.	District Engineer	TxDOT Austin District

Technical Advisory Committee (TAC) Membership

Member	Municipality/Agency
Emily Barron, Chair	City of Pflugerville
Aimee Robertson	Bastrop County
Kennedy Higgins	Bastrop County, Smaller Cities
Greg Haley	Burnet County
Russell Sander	Burnet County, Smaller Cities
Ed Theriot	Caldwell County
Vacant	Caldwell County, Smaller Cities
Jennifer Moczygemba	Hays County
Angela Kennedy	Hays County, Smaller Cities
Charlie Watts	Williamson County
Cathy Stephens	Travis County, Smaller Cities
Bob Daigh	Williamson County
Matthew Rector	Williamson County, Smaller Cities
Cole Kitten	City of Austin
Erica Leak	City of Austin
Richard Mendoza	City of Austin
Randall Skinner	City of Cedar Park
Lua Saluone	City of Georgetown
Lu Zhang	City of Kyle
Ann Weis	City of Leander
Brian Kuhn	City of Round Rock
Shaun Condor	City of San Marcos
Sharmila Mukherjee	CapMetro
Dave Marsh	CARTS
Mike Sexton	CTRMA
Heather Ashley-Nguyen	TxDOT

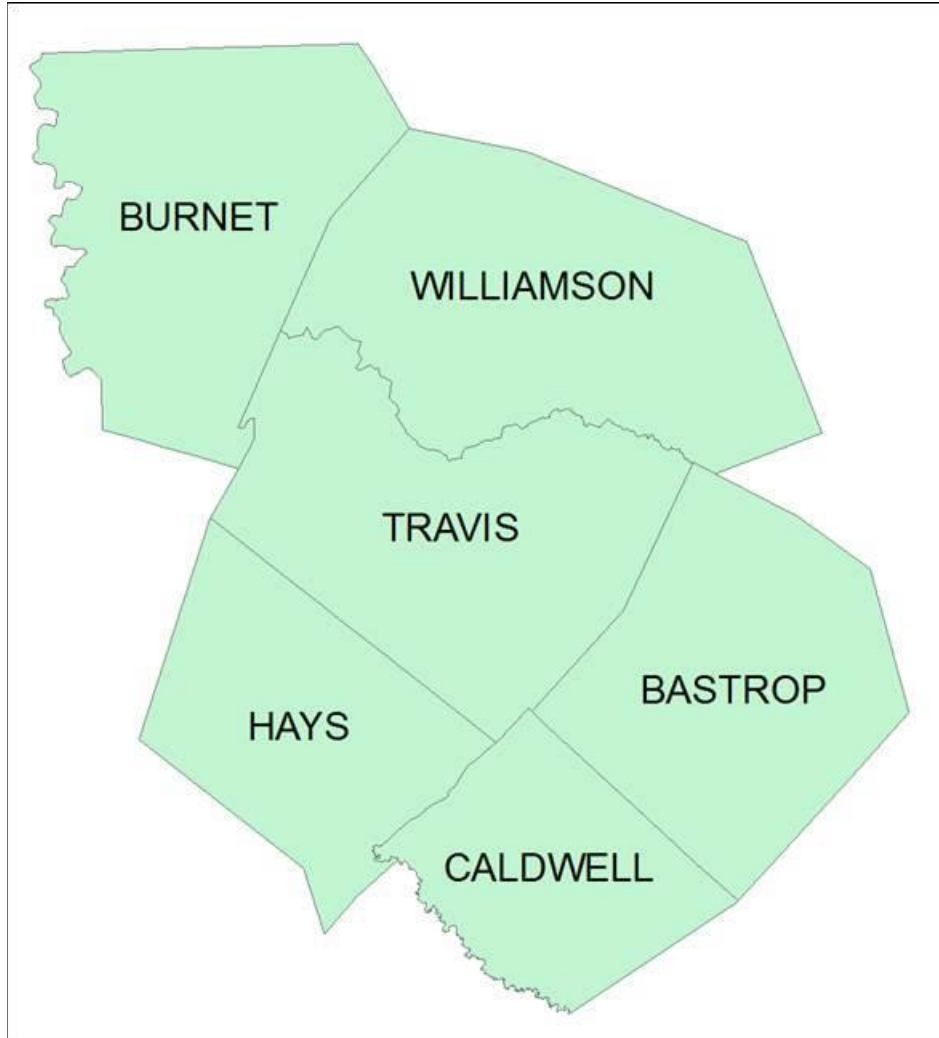
MPO Staff

Staff	Role
Ashby Johnson	Executive Director
Chad McKeown	Deputy Executive Director
Ryan Collins	Short Range Planning Manager
Theresa Hernandez	Finance and Administration Manager
Taylor Hunter	Regional Data Planner
Lena Krajicek	GIS and Data Analyst
Greg Lancaster	Travel Model Manager
William Lisska	Regional Planning Manager
Doise Miers	Community Outreach Manager
Kimberly Petty	Executive Assistant
Nicholas Samuel	Senior Regional Planner
Simone Serhan	Regional Planner
Nirav Ved	Data & Operations Manager

APPENDIX B

Metropolitan Planning Area Boundary Map

(Texas Transportation Commission Minute Order #113554, April 25, 2013)



APPENDIX C

Debarment Certification

(Negotiated Contracts)

(1) The Capital Area **MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

Commissioner Cynthia Long, Williamson County

Title of elected official / Name / Entity or Agency

Transportation Policy Board - Chair

Name of MPO Policy Committee – Chair

Capital Area MPO

Name of MPO

Date

APPENDIX D

Lobbying Certification

The undersigned certifies to the best of their knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Commissioner Cynthia Long, Williamson County

Title of elected official / Name / Entity or Agency

Transportation Policy Board - Chair

Name of MPO Policy Committee – Chair

Capital Area MPO

Name of MPO

Date

APPENDIX E

Certification of Contract and Procurement Procedures Compliance

I, Commissioner Cynthia Long,

a duly authorized officer/representative of Capital Area MPO

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Commissioner Cynthia Long, Williamson County

Title of elected official / Name / Entity or Agency

Date

Transportation Policy Board - Chair

Name of MPO Policy Committee – Chair

Capital Area MPO

Name of MPO

Attest:

Name

Title

APPENDIX F

Certification of Internal Ethics and Compliance Program

I, Commissioner Cynthia Long

a duly authorized officer/representative of Capital Area MPO

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.

Commissioner Cynthia Long, Williamson County

Title of elected official / Name / Entity or Agency

Transportation Policy Board - Chair

Name of MPO Policy Committee – Chair

Capital Area MPO

Name of MPO

Date

Attest:

Name

Title

APPENDIX G

Amendment Summary

Capital Area MPO

FY 2026 (and 2027) UPWP Amendment Summary

(Optional)

Policy Board Action DATE	Federal Approval DATE	UPWP Amendment Resolution Number	UPWP Page #(s)	CIV Reporting- DBE Goal	UPWP Amendment Summary
6/xx/20XX	10/1/20XX	20XX.xx	pg. xx-xx	9/x/20XX	Amend FY 20XX funds to Task x.x Project Prioritization from \$xx,000 to \$xxx,000

APPENDIX H

Completed UPWP Checklist (Optional)

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