

**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***

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**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](http://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 2026 and 2027. 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](http://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, in 2014 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 CAMPO region is growing rapidly, with both population and employment expected to double over the next 25 years. With a population forecast to reach 4.7 million by 2050, this growth will place further pressure on the region's transportation system, which already experiences significant peak-period congestion. Additionally, growth in the metropolitan areas directly to the north and south will put additional demands on major corridors including IH 35 as these cities become further linked with



the CAMPO region. Much of the growth occurring in CAMPO's six counties is taking place outside the service area of the region's largest transit provider, Capital Metro, challenging the ability to accommodate all of the new growth areas with expanded, high-capacity transit services. Roadways in the CAMPO area are also seeing increases in crashes and fatalities, and improvements to safety for all transportation modes is a priority for the region. To address ongoing challenges of growth, congestion, safety, and other issues, stakeholders and partner agencies are working to prioritize multimodal improvements to the transportation network. While these projects will provide additional capacity and enhanced safety, many of them including the IH 35 Capital Express project and Austin Light Rail Phase 1 may be under construction at the same time for several years. To ensure as little disruption as possible to the community with these concurrent projects, CAMPO is working with the Texas Department of Transportation, Capital Metro, the City of Austin, and others to enhance agency collaboration and communication with the public as the region undertakes the largest transportation projects in its history.

# **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; the task addresses employees time including vacation and sick hours; 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, , 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).

#### **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.

#### **1.1.4 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) <sup>1</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>2</sup>
1.1	CAMPO	2,376,429				2,376,429	
1.2	CAMPO	80,000				80,000	
1.3	CAMPO	27,000				27,000	
<b>Total</b>		<b>2,483,429</b>				<b>2,483,429</b>	

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

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

<sup>1</sup> 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.

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

<sup>3</sup> 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.

<sup>4</sup> 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**

Previous work completed in FY 2024 & 2025:

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.



## E. FUNDING SUMMARY

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

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

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

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

<sup>5</sup> 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.

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

<sup>7</sup> 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.

<sup>8</sup> 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**

Previous work completed in FY 2024 & 2025:

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: \$836,086 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) <sup>9</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>10</sup>
3.1	CAMPO	579,999				579,999	
3.2	CAMPO	250,000				250,000	
3.3	CAMPO			1,920,000		1,920,000	
<b>Total</b>		<b>829,999</b>		<b>1,920,000</b>		<b>2,749,999</b>	

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

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

<sup>9</sup> 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.

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

<sup>11</sup> 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.

<sup>12</sup> 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**

Previous work completed in FY 2024 & 2025:

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 monitors the 2.5% FHWA set-aside, per the Bipartisan Infrastructure Law §11206 and TxDOT policy, for safety planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. 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. An 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) <sup>13</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>14</sup>
4.1	CAMPO	415,775				415,775	346,555.02
4.2	CAMPO	50,000				50,000	
4.3	CAMPO			106,000		106,000	
4.4	OTHER AGENCIES			2,800,100	4,110,000	6,910,100	
<b>Total</b>		<b>465,775</b>		<b>2,906,100</b>	<b>4,110,000</b>	<b>7,481,875</b>	<b>346,555.02</b>

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>15</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>16</sup>
4.1	CAMPO	516,380				516,380	
4.2	CAMPO	50,000				50,000	
4.3	CAMPO			34,000		34,000	
4.4	OTHER AGENCIES						
<b>Total</b>		<b>566,380</b>		<b>34,000</b>		<b>600,380</b>	

<sup>13</sup> 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.

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

<sup>15</sup> 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.

<sup>16</sup> 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**

Previous work completed in FY 2024 & 2025:

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) <sup>17</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>18</sup>
<b>5.1</b>	CAMPO	163,633				163,633	
<b>5.2</b>	CAMPO	650,000		1,817,947	70,000	2,537,947	
<b>Total</b>		<b>813,633</b>		<b>1,817,947</b>	<b>70,000</b>	<b>2,701,580</b>	

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

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

<sup>17</sup> 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.

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

<sup>19</sup> 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.

<sup>20</sup> 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 <sup>21</sup>	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amt of 2.5% Safety/Complete Streets Set-Aside Funding <sup>22</sup>
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	829,999		1,920,000		2,749,999	
4.0	Metropolitan Transportation Plan	465,775		106,000		571,775	346,555.02
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	
<b>Total</b>		<b>4,833,813</b>		<b>6,644,047</b>	<b>4,180,000</b>	<b>15,657,860</b>	<b>346,555.02</b>

**Table 6b: Funding Summary - FY 2027**

UPWP Task	Description	TPF <sup>23</sup>	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amt of 2.5% Safety/Complete Streets Set-Aside Funding <sup>24</sup>
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		34,000		600,380	
4.0	MTP (Other Agencies)						
5.0	Special Studies	225,823				225,823	
<b>Total</b>		<b>3,977,054</b>		<b>1,954,000</b>		<b>5,931,054</b>	

<sup>21</sup> 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.

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

<sup>23</sup> 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.

<sup>24</sup> 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 2025and FY 2026	\$8,353,416
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	\$3,615,950*
<b>TOTAL TPF for FY 2026 and FY 2027</b>	<b>\$8,810,867</b>

\*Excess funds are saved for future efforts.



## 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

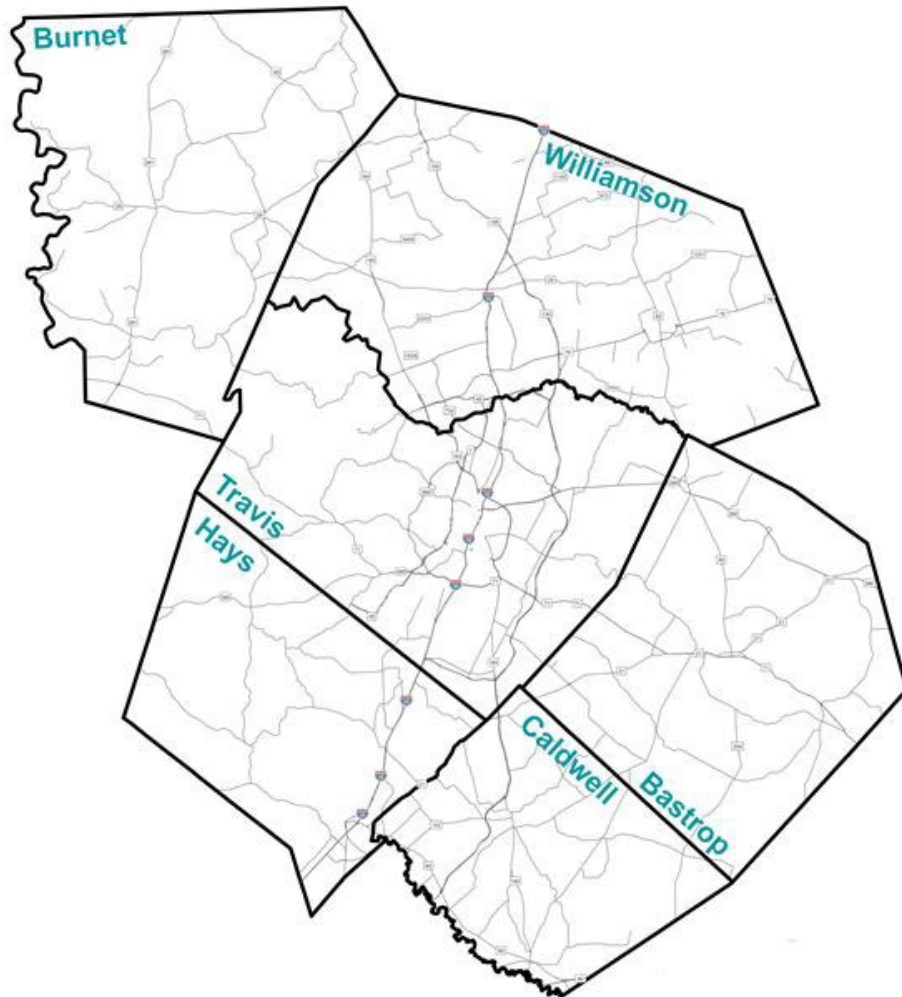
## MPO Staff

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

  
\_\_\_\_\_  
Date

Transportation Policy Board – Cynthia Long  
\_\_\_\_\_  
Name of MPO Policy Committee – Chair

Capital Area MPO  
\_\_\_\_\_  
Name of MPO

## 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.

 _____ <i>Commissioner / Cynthia Long / Williamson County</i>	 _____ Date
--	--

Transportation Policy Board – Cynthia Long

\_\_\_\_\_  
*Name of MPO Policy Committee – Chair*

Capital Area MPO

\_\_\_\_\_  
*Name of MPO*

## APPENDIX E

### Certification of Contract and Procurement Procedures Compliance

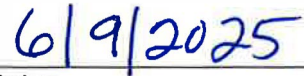
I, Commissioner Cynthia Long,

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



Date

Transportation Policy Board – Cynthia Long

Name of MPO Policy Committee – Chair

Capital Area MPO

Name of MPO

Attest:



Name

Finance and Administration Manager

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



Date

Transportation Policy Board – Cynthia Long

Name of MPO Policy Committee – Chair

Capital Area MPO

Name of MPO

**Attest:**



Name

Finance and Administration Manager

Title