2050 TRANSPORTATION PLAN

CENTRAL TEXAS

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

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CONTENTS

CHAPTER 1: PURPOSE AND GOALS

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

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

PURPOSE OF THE RTP

The purpose of the RTP is to identify a long-range vision for transportation that coordinates regional transportation planning activities, prioritizes a comprehensive list of projects, activities, and programs, and develops a fiscal constraint analysis that estimates the region's capacity to fund projects in the Plan. The RTP is a blueprint for guiding transportation investments and directing federal, state, and local dollars toward projects that the community needs and values. The effort is a periodic, goals-based, regional discussion of transportation alternatives in the context of growth. The recommended project list shows the potential build out of the transportation network in 2050 and is used to align project development for regionally significant transportation infrastructure and programs. The 2050 RTP is based on current trends, development patterns, and growth rates.

Legislative Mandates

The historical framework for metropolitan transportation planning was developed from multiple federal transportation acts beginning in the 1970s. Each act has requirements that advance the formation and adoption of metropolitan transportation plans as primary tools for the improvement and efficiency of regional transportation systems for people and goods. Specifically, the Moving Ahead for Progress in the 21st Century Act, or MAP-21, which was adopted in 2012, outlines requirements for a performance-based approach to planning that metropolitan plans can explicitly define. The Fixing America's Surface Transportation Act, or FAST Act, which was adopted in 2015, went further by requiring planning for regional and interurban transportation and development with a focus on multimodal options. The Infrastructure Investment and Jobs Act (IIJA), adopted in 2021, aims to address America's infrastructure needs in the 2020s. It succeeded the FAST Act and provided extensive federal funding for various infrastructure projects. The IIJA includes comprehensive improvements to roads, bridges, public transit systems, railways, airports, ports, and more. The IIJA's comprehensive funding and strategic focus aim to enhance the nation's infrastructure and boost economic growth. Furthermore, the IIJA has reinforced several areas of focus that warrant continued consideration. These include limiting disproportionate burdens on historically marginalized groups and communities and promoting the use of transportation technology in metropolitan transportation planning.

At the state level, House Bill 20 (HB 20) requires performance-based transportation planning and programming that is used by the Texas Department of Transportation (TxDOT) to evaluate projects and programs in long-range plans. HB 20 also requires MPOs in the state to develop ten-year plans. The RTP is one of the primary tools for implementing the federal and state transportation planning requirements while also reflecting local goals and priorities.

CAMPO uses a comprehensive methodology that examines transportation, land use, and other planning factors in developing the RTP and the plans and studies which support it. As part of this methodology, CAMPO conducts regional, sub-regional, and corridor plans and studies in partnership with local governments to better understand regional needs at the local level and build bottom-up consensus on regional planning products. Additionally, CAMPO participates as a key stakeholder in many regional and statewide planning initiatives. Chapter 2 – Trends and Needs provides more detail into the studies completed as part of this effort.

CAMPO 2050 Plan Vision, Goals, and Objectives

The CAMPO RTP Program is built on locally adopted plans, goals, and objectives in the context of federal and state mandates for the regional, performance-based plan. The process for developing the 2050 RTP goals and objectives began with a review of the 2045 RTP. An extensive goals and objectives development process took place for that plan, involving a subcommittee of the TPB, with the intent to create a stable series of goals and objectives to steer the RTP program through multiple iterations of the long-range plan. The 2050 RTP began with these goals and objectives, and made strategic updates to align with:

FEDERAL PLANNING FACTORS

2021 PLANNING EMPHASIS AREAS

IIJA FOCUS AND FUNDING PRIORITY AREAS

The goals are broadly organized across the six elements of Safety, Mobility, Stewardship, Economy, Equity, and Innovation. The updated goals and objectives are illustrated in **Table 1**.

The Plan addresses the 2050 RTP goals and objectives through this vision, recommended policies, a fiscally constrained list of planned projects developed through a collaborative process, and an illustrative list of alternative projects.

To achieve the goals and objectives of the Plan, the organizing vision of the 2050 RTP is for the Plan to:

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

2050 Regional Transportation Plan Goals and Objectives

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

Table 1. 2050 RTP Goals and Objectives

Consistency with State and Federal Plans

CONNECTING TEXAS 2050 STATEWIDE LONG-RANGE TRANSPORTATION PLAN (LRTP)

The Connecting Texas 2050 Statewide LRTP includes six goals that advance TxDOT's mission and vision for transportation in the state. These goals are divided into performance and strategic goals. Performance goals are focused on specific tasks and include Safety, Preservation, and Mobility. Strategic goals are focused on the overall direction of the transportation network, and include Connectivity, Economic Vitality, and Stewardship. The goals and objectives for the CAMPO 2050 RTP directly incorporate these goals.

CORRELATION TO FEDERAL PLANNING FACTORS

Because the CAMPO 2050 RTP is a federally-required plan, a direct link is needed between the plan's goals and federal planning factors carried forward in IIJA, the most recent federal transportation planning legislation. The following table illustrates how each of the 2050 RTP goals addresses one or more of the federal planning factors (presented alphabetically).

Table 2. CAMPO 2050 RTP Goals Correlation to Federal Planning Factors

FEDERAL PLANNING FACTORS	CAMPO 2050 RTP GOALS					
	SAFETY	MOBILITY	STEWARDSHIP	ECONOMY	EQUITY	INNOVATION
Accessibility: Increase accessibility and mobility of people and freight.		✓		✓	✓	
Connectivity: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.		✓		✓	✓	✓
Economic Vitality: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	✓	✓	✓	✓		✓
Efficient Management: Promote efficient system management and operation.		✓	✓	✓		✓
Enhance Travel: Enhance travel and tourism.		✓		✓		✓
Environment: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	✓		✓		✓	
Preservation: Emphasize the preservation of the existing transportation system.			✓			✓
Resiliency: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.		✓	✓			✓
Safety: Increase the safety of the transportation system for motorized and non-motorized users.	✓	✓				✓
Security: Increase the security of the transportation system for motorized and non-motorized users.	✓	✓				✓

CHAPTER 2: TRENDS AND NEEDS

Understanding existing conditions is essential for developing an effective metropolitan transportation plan. By analyzing patterns and trends of population, employment, and land use, planners can establish baselines for future forecasts. Existing conditions analysis also enhances knowledge of how metropolitan activities impact the transportation system and vice versa, including how transportation choices affect important community concerns such as accessibility, economic vitality, safety, public health, air quality, housing affordability, and equity.

In this chapter, we examine the growth dynamics and implications for the Capital Area's transportation system through 2050. The region, which includes six counties, is expected to experience substantial population and employment growth, potentially doubling by mid-century. While Travis County will remain the most populous, significant growth will also occur in other counties, particularly Williamson County and Hays County.

Growth is likely to follow established development patterns that have traditionally favored expansion along major highways into suburban areas with automobile-centric development. To accommodate the region's growth and its increasing complexity of needs while focusing on safety, mobility, stewardship, economic development, equity, and innovation, communities must rethink conventional approaches and explore innovative solutions. This involves enhancing transportation system safety by reducing crashes, improving mobility through better connectivity, reliability, and travel choices, and fostering inter-agency coordination. Additionally, it is essential to prioritize stewardship by preserving systems, fiscal constraint, public health, and the natural environment, while also boosting economic development, promoting access to opportunities for all, and leveraging technology to create a flexible and responsive system.

The chapter is organized into eight sections, each focusing on a different topic:

POPULATION AND EMPLOYMENT: This section examines population and employment growth in the Capital Area, both of which are projected to double by 2050. It describes how activity patterns are shifting across the six-county region, with notable changes in Travis, Williamson, and Hays Counties, and considers the impacts on travel demand, remote work, housing supply, and land use patterns.

REGIONAL ACTIVITY CENTERS: This section explores the interaction between regional activity centers and the Capital Area's transportation system. It examines how concentrations of employment, population, and urban activity in emerging centers like the Domain and the US 183 North/Parmer Corridor shape travel demand and drive transportation investments.

MEGACITIES AND MEGAREGIONS: This section explores the influence of the emerging Texas Triangle megaregion—comprising Austin, Dallas-Fort Worth, Houston, and San Antonio—on the

transportation system. It examines how this interconnected region, linked by IH 45, IH 10, IH 35, and potential future multimodal connections, presents both challenges and opportunities.

EMERGING TECHNOLOGIES AND TRENDS: This section provides an overview of emerging technologies and trends that might impact – or are already impacting – the region's transportation system. The content divides into seven broad topics: passenger vehicles, public transportation, micromobility, freight trucking, freight rail, urban air mobility, smart infrastructure and big data. Each topic describes the relevant technologies or trends, their potential presence in the CAMPO region, and their possible impact on regional transportation. Additionally, the narrative suggests how transportation advancements could be integrated into the RTP.

TRANSPORTATION SYSTEM PERFORMANCE: This section examines the performance of the transportation system in the CAMPO region. The narrative includes insights from the region's travel demand model, including model results for multiple regional performance metrics. It also discusses current challenges with active transportation infrastructure, such as limited sidewalks and bike lanes, and outlines planned improvements to address network gaps and other deficiencies. Additionally, it discusses the region's public transportation system, including planned service expansions, as well as CAMPO's congestion management and travel demand management strategies aimed at reducing congestion and improving overall mobility.

ENVIRONMENTAL CONSIDERATIONS: This section explores the state of environmental protection, Title VI analysis, and public health within the CAMPO region. It describes how local communities are working to safeguard air quality, preserve cultural resources, and protect natural habitats. The narrative highlights ongoing compliance with Title VI and the supplemental analysis of social vulnerability, and how these efforts are integrated into regional planning. Additionally, it addresses the region's work in tracking air quality and improving public health by providing multimodal transportation options, particularly for vulnerable (vulnerable communities are defined in detail on p.63 in Ch. 5) and rural communities.

SAFETY CONSIDERATIONS: This section highlights CAMPO's focus on safety in planning and programming through a review of resources such as the Regional State of Safety Report.[1] It details how CAMPO supports TxDOT's Road to Zero initiative by identifying safety-focused projects and integrating safety criteria into the TIP and RTP. The narrative also addresses emergency evacuation and response needs, including the importance of accessibility for first responders. It reviews pedestrian and bicyclist safety, emphasizing the need for improved engineering, education, and enforcement due to high crash rates in urban areas (analyzed using CAMPO's Crash Data Dashboards).[2] Additionally, it examines regional crash patterns, highlighting specific safety focus areas and the disproportionate number of pedestrian and alcohol-related crashes.

UNCONSTRAINED NEEDS: This section documents findings and results from recent studies and plans to support CAMPO's RTP development process. These documents have provided a detailed analysis of system-wide improvements for multiple modes of transportation, as well as assessed the impact of regional projects at the local level. Additionally, they have identified a range of potential projects that are eligible for federal and state funding and have offered policy tools to help achieve regional mobility goals. It is important to note that these studies were not limited by financial constraints, and were intended to better understand transportation needs in relation to the region's financial capacity. Many of the projects identified in these studies have been submitted as potential candidates for the 2050 RTP, either as constrained or illustrative project listings. This section also includes an analysis of activity centers. This analysis determines the number of people and jobs that would have improved access through development patterns or additional mobility options outlined in CAMPO's unconstrained plans.

[1] CAMPO Regional State of Safety Report, 2019

[2] CAMPO: Crash Data Dashboards

POPULATION AND EMPLOYMENT

The Capital Area, like other metropolitan regions in Texas, is undergoing rapid growth. Since 1970, the population in the six-county area has roughly doubled every 20 years and is projected to double once more by 2050. Historically, population and employment have been centered in Travis County, but now communities to the north along the IH 35 corridor in Williamson County and to the south in Hays County are also seeing substantial increases **(Figure 1)** This surge in growth carries significant implications for transportation across the region.

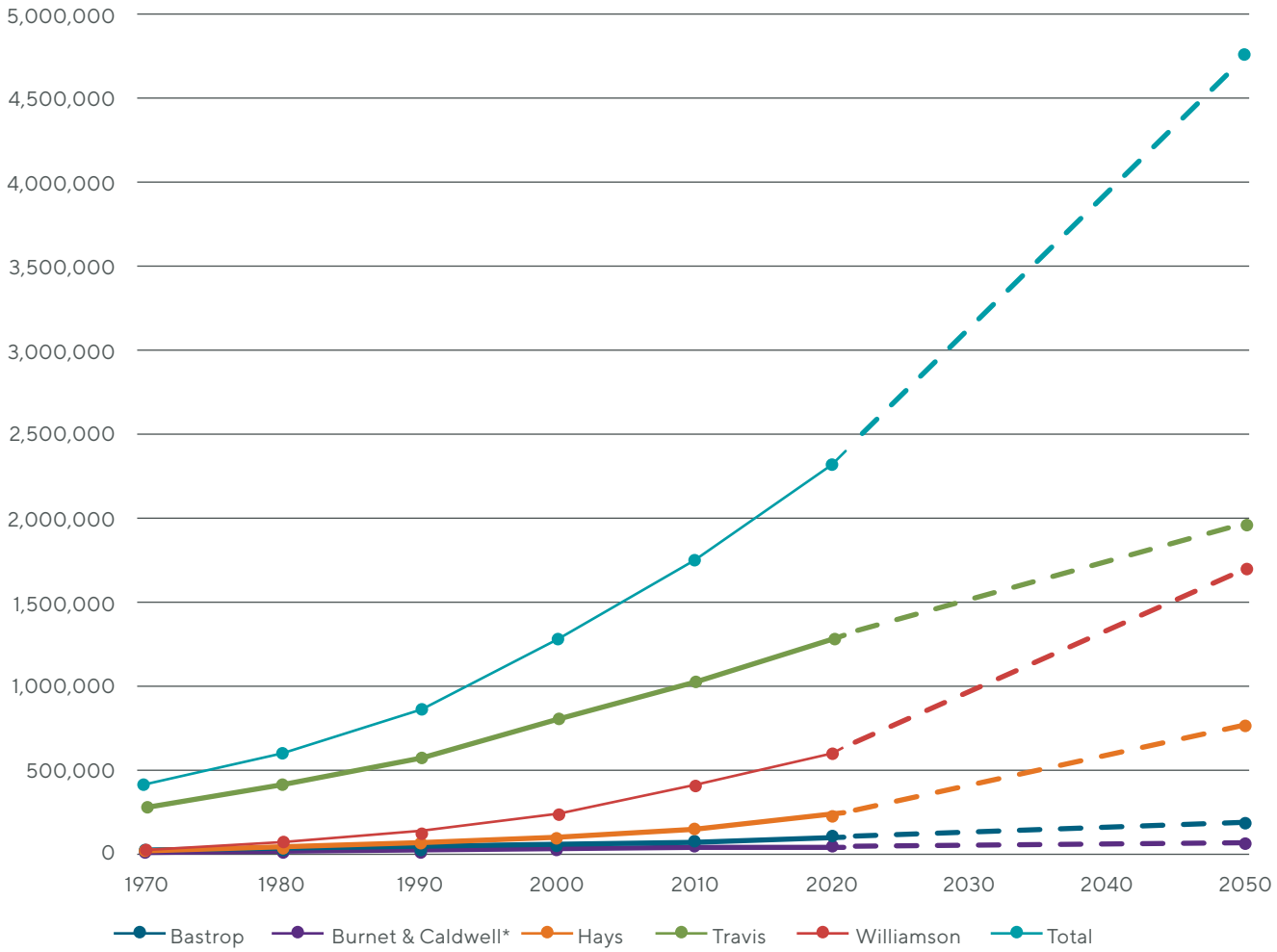


Figure 1. Historic and Projected Population in the Six-County CAMPO Region (Source: U.S. Census Bureau, Texas Demographic Center)

*Burnet and Caldwell County have very similar population growth and overlap in the chart.

2050 Population Forecast

CAMPO's long-range projections of population and employment growth in the Capital Area were updated for the 2050 RTP. These projections are used to project likely growth patterns to inform the transportation planning process. As seen in **Table 3**, the demographic forecast projects that the Capital Area's population will more than double to over 4.7 million residents by 2050. Travis County is expected to remain the most populous county with a projected population of almost 2 million people, with Williamson County not far

behind (1.7 million). However, growth in Travis County is slowing compared to Williamson, Hays, and Bastrop Counties, which have long had economically independent communities like Georgetown, San Marcos, and the City of Bastrop. These areas have been increasingly integrated into the economic fabric of the Greater Austin area, further enhancing their development and economic balance.

The regional transportation system plays a key role in where this growth occurs. Both households and businesses choose where to locate based on access to employment, housing, education, affordability, and other services. The real and perceived costs of travel and the accessibility of these opportunities affect the day-to-day transportation choices of each person.

COUNTY	2020	2025	2030	2050	ANNUAL GROWTH RATE
Bastrop	97,216	117,175	167,704	184,520	2.16%
Burnet	49,130	51,990	54,494	62,658	0.81%
Caldwell	45,883	49,772	58,412	69,133	1.38%
Hays	241,067	292,867	356,239	765,751	3.93%
Travis	1,290,188	1,416,887	1,539,244	1,978,903	1.44%
Williamson	609,017	720,688	857,312	1,699,283	3.48%
CAMPO Region	**2,332,501**	**2,649,379**	**3,033,405**	**4,760,248**	**2.41%**

Table 3. Forecasted Population Change (Source: Texas Demographic Center)

As seen in **Table 4**, the population distribution across the Capital Area is changing. Travis County, which contained two-thirds of the region's population in the 1990s, now represents roughly half of the Capital Area as Williamson County has grown substantially in the past 30 years. By 2050, Hays and Williamson Counties are projected to house over half of the region's population as their combined population will roughly triple. In contrast, Bastrop, Burnet, and Caldwell Counties will lose some of their share of the region's population, despite modest growth. These trends are illustrated in **Figure 2** on the following page, which shows how growth will be spread out along the IH 35 corridor .

COUNTY	1990	2020	2050
Bastrop	4%	4%	4%
Burnet	3%	2%	1%
Caldwell	3%	2%	1%
Hays	8%	10%	16%
Travis	66%	55%	42%
Williamson	16%	26%	36%

Table 4. Historic and Forecasted Population Share (Source: U.S. Census Bureau, Texas Demographic Center)

Growth will impact not only the largest cities in the Capital Area, but many of the smaller cities, towns, and rural communities across the six-county region. Regional development pressure and migration patterns will shape not only the transportation system, but housing, land use, and other resources in the communities surrounding Austin. Cities such as Bastrop and Lockhart are already making changes to their infrastructure and codes to accommodate population growth. These decisions will have important implications for the region's transportation systems, since development will guide where people live and work, thereby dictating their transportation needs.

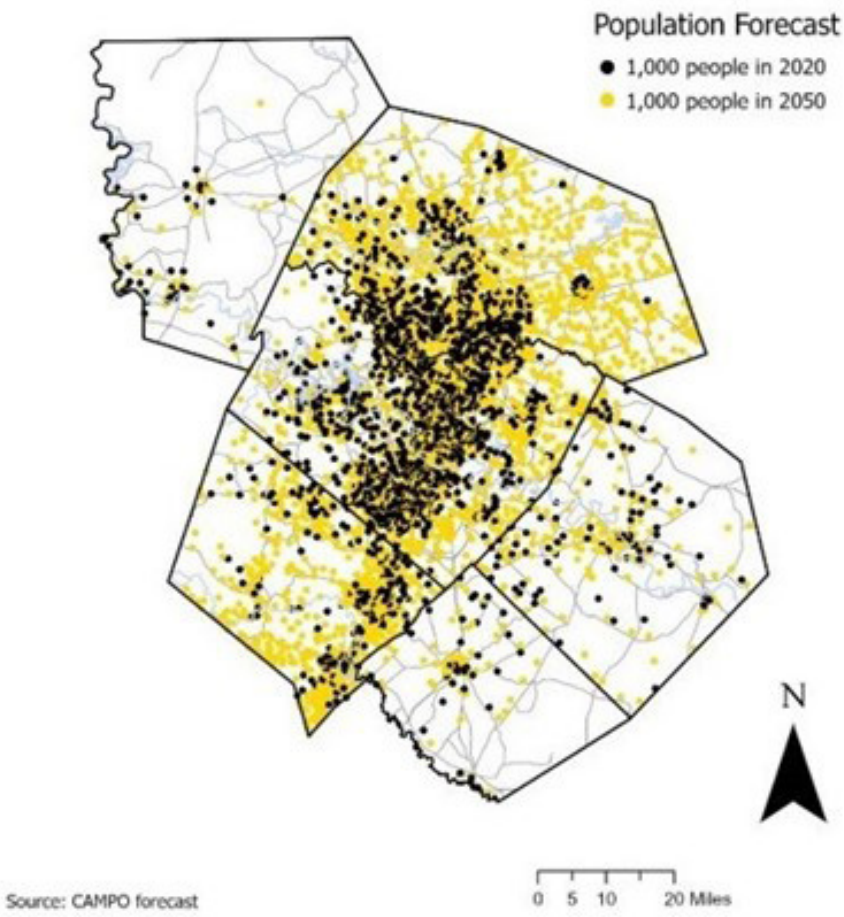


Figure 2. Forecasted Population Distribution (Source: Texas Demographic Center)

Population Growth

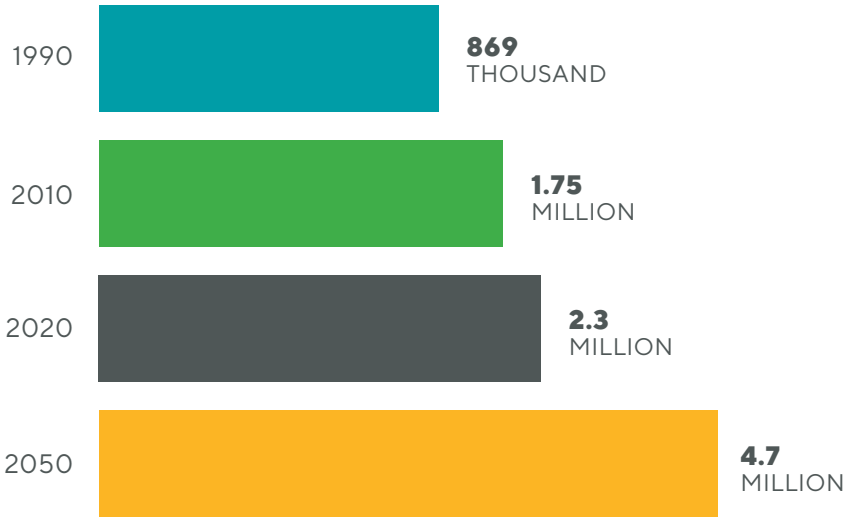


Figure 3. Population Growth in CAMPO area (Source: U.S. Census Bureau, Texas Demographic Center)

Perspective on Growth

The Austin-Round-Rock-San Marcos Metropolitan Statistical Area (MSA) is the 26th largest in the United States in 2023, according to estimates from the U.S. Census. The Capital Area's forecasted 2050 population estimate of around 4.7 million people is comparable to the present-day Phoenix-Mesa-Chandler, AZ Metro Area, which currently ranks 10th.

2050 Employment Forecast

The Capital Area continues to be an attractive place for businesses to grow. Growth in the regional economy has historically tracked with growth in the population, and this is expected to continue through 2050. As seen in **Table 5**, forecasters anticipate that employment will more than double across the entire region. While a large share of the region's jobs will remain in Travis County, both Hays and Williamson Counties will also see substantial growth.

Figure 4 shows how forecasted employment growth is distributed among the six counties in the Capital Area. Like the population growth pattern, suburban and exurban areas will experience the largest growth in employment. Growth will largely be concentrated along major highway corridors across the region, such as IH 35, US 183, SH 71, US 290, and US 79, but smaller cities and towns will experience growth as well.

This economic growth is expected to result in a sizable increase in travel demand as more residents need access to jobs and growing industries induce more freight and delivery trips. As the region's economy expands geographically, the number of trips will grow and the distance of trips may lengthen as workers and residents need to travel further to reach jobs, goods, and services.

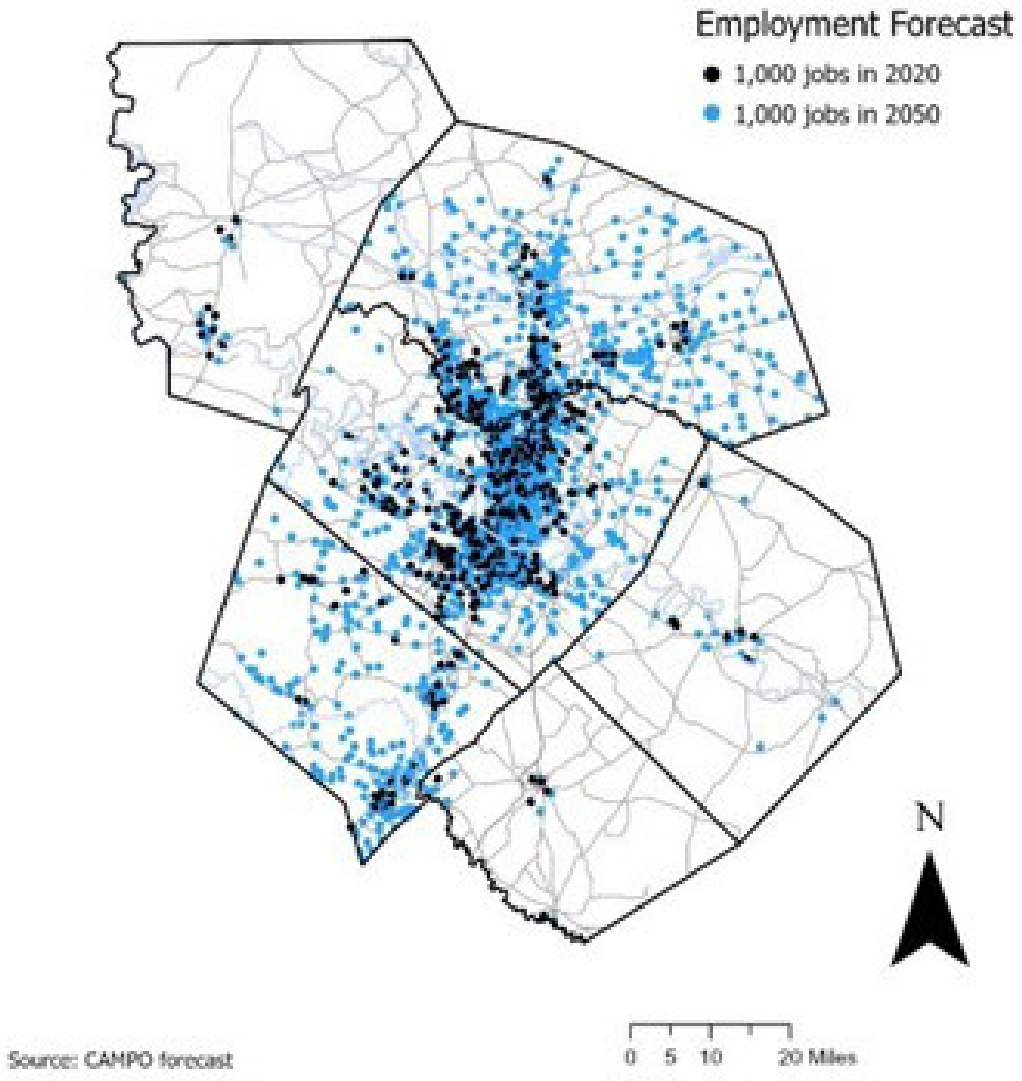


Figure 4. Forecasted Employment Distribution

While employment growth is expected to be concentrated in the urbanized Austin area, changing work practices – particularly the shift toward remote work – may uniquely impact rural communities across the rest of the Capital Area. Many rural communities across the country have experienced an influx of remote workers since the pandemic, as workers seek more space and other amenities that are unavailable within major cities. The Capital Area's rural communities, many of which are well-known for their historic and outdoor settings, will likely continue to see more remote workers move into them.

Furthermore, the rise of work-from-home (WFH) practices has drastically changed travel patterns in larger suburbs. This shift has led to less travel during peak hours, peak spreading, and an increase in non-work trips throughout the day. Suburban communities have thus experienced notable changes in their overall travel dynamics, as the reduced need for commuting has reshaped trip-making behavior. The reduction in home to work trips does not negate the need for road or transit improvements. The home-to-work trips not taken are often replaced by other non-work trips.

COUNTY	2020	2025	2030	2050	ANNUAL GROWTH RATE
Bastrop	18,801	22,010	24,887	39,315	2.49%
Burnet	17,595	18,000	18,900	22,600	0.84%
Caldwell	10,154	10,300	11,700	15,200	1.35%
Hays	66,985	98,242	120,498	264,376	4.68%
Travis	677,874	882,864	971,263	1,287,276	2.16%
Williamson	195,312	233,179	280,727	572,743	3.65%
CAMPO Region	**986,721**	**1,264,595**	**1,427,975**	**2,201,510**	**2.71%**

Table 5. Forecasted Employment Change (Source: Texas Demographic Center)

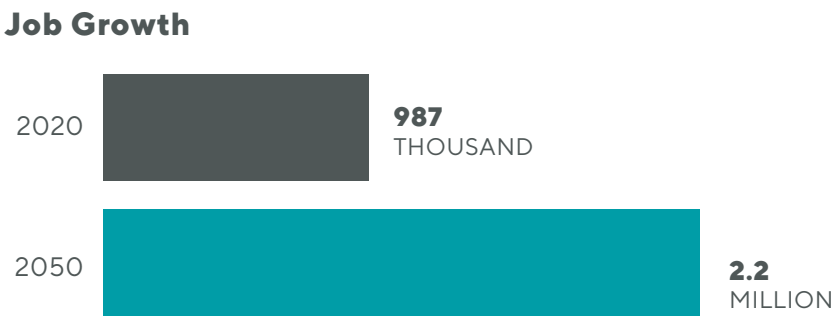


Figure 5. Job Growth in CAMPO area

Remote Workers

2023 data from the Census Bureau suggests that Austin is the #1 MSA for remote working by percentage of participating workforces, with roughly 25% of all workers working remote or in a hybrid arrangement.

The underlying travel survey for the development of the demand model was administered prior to the pandemic, so data about remote workers does not reflect current conditions. A travel survey for the 2055 model is under development however and will include several questions to better understand regional work-from-home patterns.

REGIONAL ACTIVITY CENTERS

The planning process for the 2050 RTP involved evaluating the impact of regional activity centers on the overall transportation system. Centers were identified by overlaying population and employment density with the existing street network to define areas that attract people to live, work, shop, and socialize. Since these centers typically generate higher travel demand than normal, transportation investments in these areas maximize the return on limited funding.

Activity centers were historically developed in a monocentric pattern where dense activity, particularly employment, was concentrated in a downtown core which was surrounded by residential neighborhoods. However, the development of an extensive roadway network, along with natural population growth, has led cities to become more polycentric with multiple activity centers located along major corridors. While downtown Austin still has a plurality of employment in the Capital Area, places such as the Domain, the US 183 North/Parmer Corridor, and other suburban centers have seen a rapid increase in employment and expect to see continued growth. These centers are identified in **Figure 6** below, as well as in Appendix R: Regional Activity Centers Analysis.

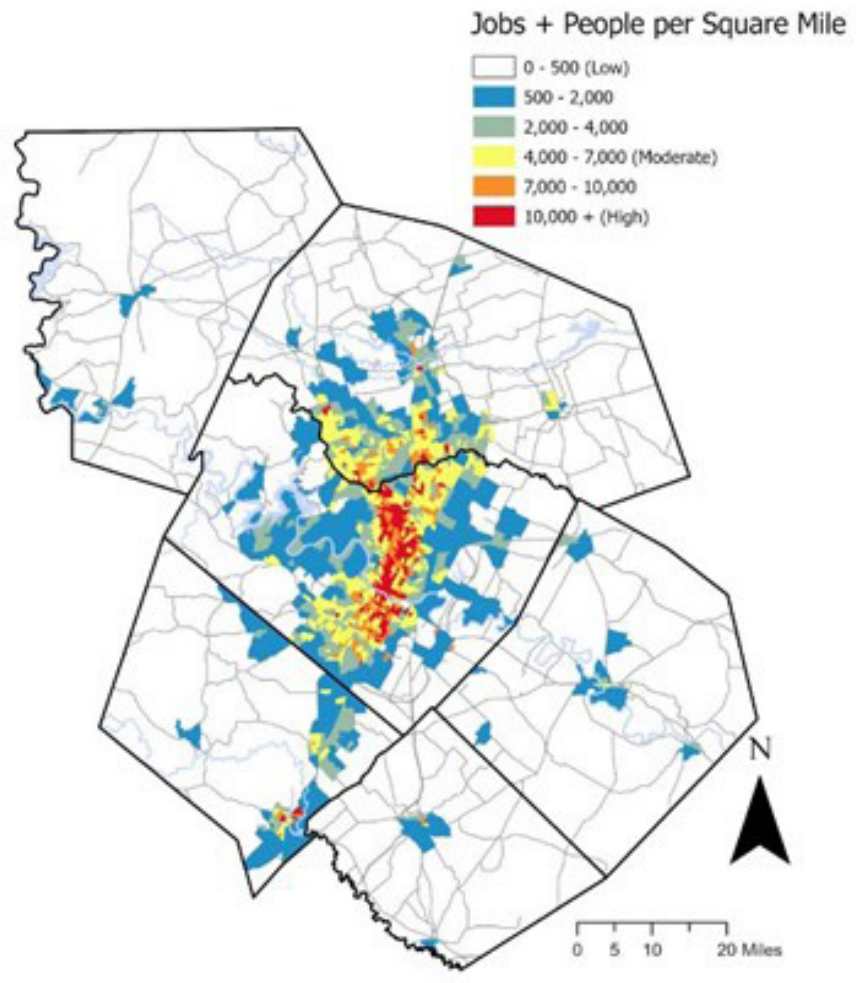


Figure 6. Activity Centers (Source: CAMPO Analysis)

Examples of Activity Centers and Corridors

LOW (BLUE)

- Rural towns like Burnet, Wimberley, and Luling
- Exurbs transitioning to suburbs like Liberty Hill
- Low-density institutional land used with large footprints, like Camp Swift

LOW-MEDIUM (GREEN)

- Smaller towns like Elgin, Marble Falls, and Smithville
- Suburban developments surrounding Manor and Lakeway

MEDIUM (YELLOW)

- Residential developments with supporting commercial areas like in parts of Cedar Park, Round Rock, Kyle, and Pflugerville
- Growing towns like Taylor and Bastrop

MEDIUM-HIGH (ORANGE)

- Neighborhoods outside of the CBD like south Austin and Crestview
- Denser residential development in Round Rock and Cedar Park

HIGH (RED)

- Central Austin, including the CBD, the State Complex, and UT-Austin
- Major neighborhood outside of Central Austin like North Burnet-Gateway and Domain
- Downtown San Marcos and Georgetown

Figure 7 illustrates the connection between land use and transportation through a multi-tier stratification of activity centers. CAMPO's analysis identified five classifications of centers and found that higher activity levels are not only located in the urban core, but in suburbs, smaller towns, and along major corridors. It provides a broader perspective of how population, employment, and street connectivity align and where one or more of these elements can be enhanced to improve the efficiency of the regional transportation system.

Figure 7. Illustrative Examples of Activity Center Types

MEGACITIES AND MEGAREGIONS

As Texas continues to experience significant population and employment growth in metropolitan areas across the state, the boundaries between distinct cities and regions are beginning to dissolve as megacities and megaregions begin to form.

Austin is increasingly linked to the San Antonio and Killeen-Temple metropolitan regions, which have populations of 2.7 million and 500,000, respectively [3], forming a **megacity**, defined as an extensive urban area with interconnected metropolitan regions. IH 35 acts as the primary regional connection and further growth and development is expected to continue along the corridor. While direct commuter trips between the city centers are still limited, a growing number of trips are being made between suburban or satellite communities on the edges of each region, which means that rural communities may experience the greatest impacts of increased regionalization in Central Texas.

Beyond the immediate Austin region is the Texas Triangle **megaregion**, one of 11 megaregions in the nation. Megaregions consist of multiple highly connected metropolitan areas that share infrastructure, economic, and environmental systems. The Texas Triangle includes the Austin, Dallas-Fort Worth, Houston, and San Antonio metropolitan areas and everything in between and is home to 29 million people, nearly 9% of the total population of the United States, as of 2020. It is growing faster than any other megaregion in the United States, and its population is projected to almost double (to approximately 60 million) by 2050. [4]

As the Texas Triangle grows, MPOs within its bounds must collaborate on regional planning and development, including interstates, passenger and freight rail, and air, to support increasing transportation needs. Despite being linked by three major interstates and a strong network of intercity flights, the region lacks reliable intercity transit options. The 2019 Capital-Alamo Connections Study offers recommendations to improve connectivity between the CAMPO and Alamo Area MPO regions, especially along IH 35. Inter-city bus services are currently being offered between Austin and San Antonio. High-speed passenger rail (HSR) is another exploration area, with projects like the Texas Central by Amtrak (Dallas-Houston) and service to the entire Texas Triangle under consideration. HSR could offer a fast, comfortable alternative to driving or flying, easing highway congestion and reducing emissions. Additionally, Travis County is studying the feasibility of conventional inter-city rail service between Austin and San Antonio.

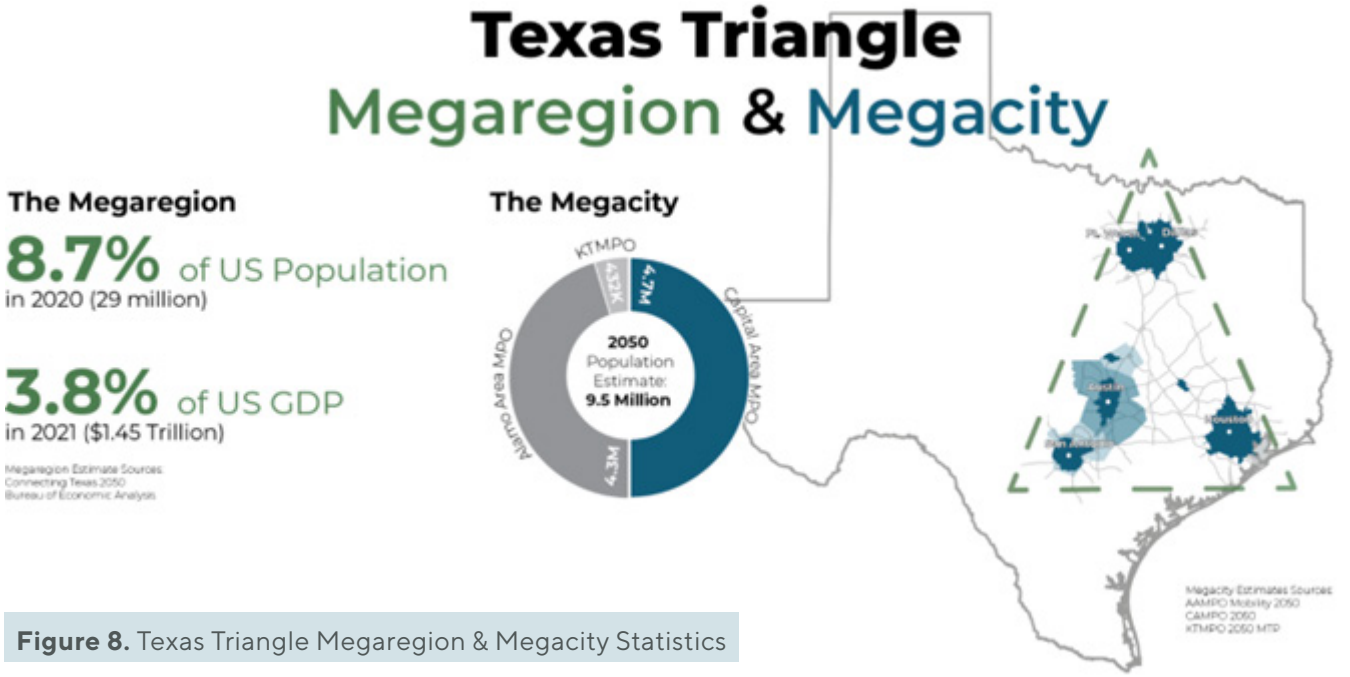


Figure 8. Texas Triangle Megaregion & Megacity Statistics

[3] Metropolitan Statistical Area Population Totals. U.S. Census Bureau.

[4] "The Texas Triangle: A Rising Megaregion Unlike All Others." Urban Edge.

EMERGING TECHNOLOGIES AND TRENDS

Passenger Vehicles

The automotive industry is evolving with the rise of hybrid and electric vehicles (EVs). Despite the CAMPO region's high EV adoption rate (highest out of any metropolitan area in the state[5]), limited range and charging infrastructure challenge further growth. To address this, TxDOT will invest $400 million from the Infrastructure Investment and Jobs Act (IIJA) to expand charging stations, enhancing EV adoption and their benefits of fuel efficiency and lower maintenance costs. Autonomous vehicles (AVs) are also advancing, with significant innovation happening in the CAMPO region, driven by local AV manufacturers and UT Austin's research. Texas supports AV development through statewide authorization and the Texas SMARTTrack project. While AVs promise improved traffic flow and safety, challenges like pedestrian safety, congestion, and security risks need to be addressed. These advancements will significantly impact long-range transportation planning by improving connectivity, reducing emissions, and optimizing traffic management, while also creating challenges for interactions between modes of transportation, security countermeasures, and the overall impact to congestion levels.

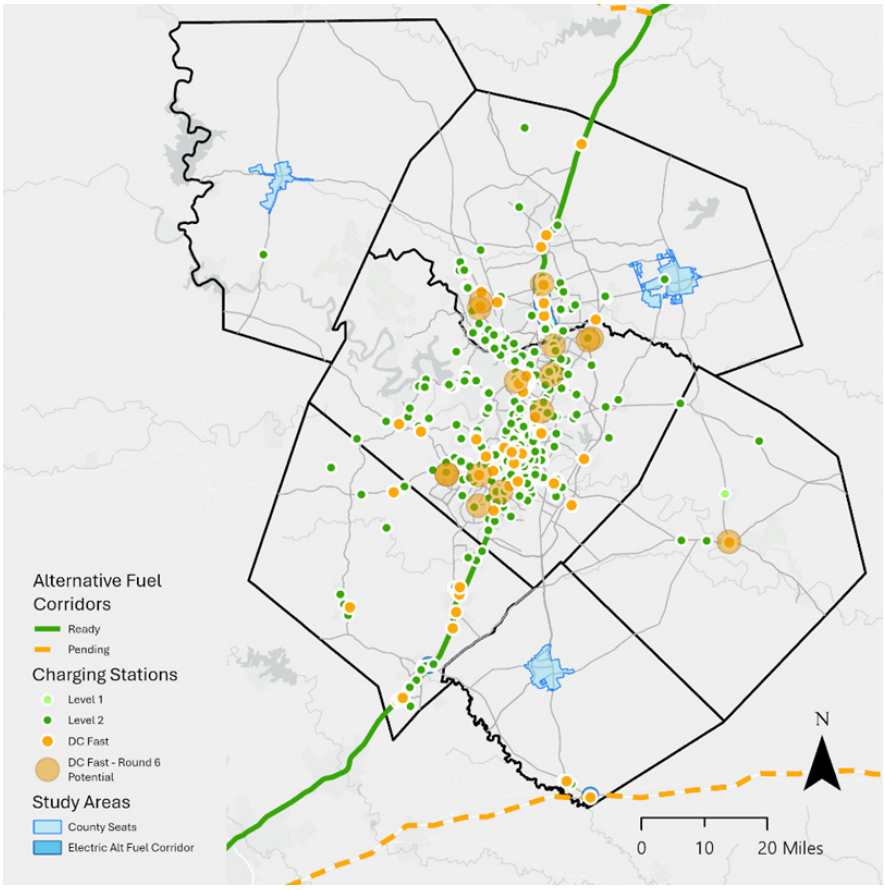


Figure 9. Existing and Proposed Electric Vehicle Charging Infrastructure

Integration of Innovative and Emerging Technologies in RTP Project Selection

Innovative and emerging technologies are considered for the RTP project selection/prioritization process. Projects are awarded points for the integration of innovative designs, technologies, and strategies that are demonstrated to improve other goals and objectives of the RTP (safety, mobility, stewardship, economy, and equity).

[5] State of Texas Department of Motor Vehicle (DMV) registration data

ASPECT	TRENDS	BENEFITS	CHALLENGES
Hybrid and Electric Vehicles (EVs)	High EV adoption rate in the CAMPO region	Enhanced fuel efficiency and lower maintenance costs	Addressing limited range and charging infrastructure challenges
	Supported by federal and state incentives	EV adoption contributes to reduced emissions	Effective utilization of $400 million IIJA investment for charging station expansion
Autonomous Vehicles (AVs)	Significant innovation in the CAMPO region	Improved traffic flow and safety	Ensuring pedestrian safety and managing congestion
	Backed by local AV manufacturers and UT Austin's research	AVs contribute to optimizing traffic management	Addressing security and privacy risks
	Supported by Texas statewide authorization and Texas SMARTTrack project	Enhanced connectivity through AV integration	Mitigating challenges in interactions between transportation modes and overall congestion levels

Table 6. Passenger Vehicles - Benefits, Impacts, and Considerations

Figure 10. Texas SMARTTrack

Texas SMARTTrack

Texas SMARTTrack is a three-tiered Safety, Mobility, and Autonomy, Research and Testing Track that is designed to be a safe and controlled proving ground to test emerging technologies. Research and testing on this site, located at the University of Texas's Pickle Research Center (PRC), will develop standards for smart, autonomous, and ordinary vehicles to communicate with transportation infrastructure; provide a clear path for private industry to deliver technologies to market through a certification program; and establish a standardized, collaborative vetting process for public and private sector organizations. Tier 1 will be a closed course facility within the PRC, while Tier 2 expands to roadways within the campus and is designed to carry out research and testing that does not pose a threat to the public. Tier 3 is on public roadways that make a loop consisting of SH 45 North, SH 130, SH 71, and MoPac.

Public Transportation

Public transportation providers and equipment manufacturers in the U.S. are exploring automation and emerging technologies to enhance transit services. These innovations, including driver assistance features and autonomous vehicles, aim to improve safety and efficiency. While automation is easier in restricted areas like dedicated bus lanes, mixed traffic automation presents greater challenges. Microtransit solutions and driverless shuttles, such as those piloted at Austin-Bergstrom International Airport, show promise. CapMetro is also considering automating bus yard operations. Additionally, agencies are adopting clean propulsion technologies to reduce emissions, with CapMetro planning to replace over half its fleet with electric buses. These advancements will impact long-range transportation planning by enhancing service efficiency, safety, and sustainability.

Figure 11. CapMetro Electric Bus. Source: CapMetro.

TRENDS	BENEFITS	CHALLENGES
Enhanced transit services through automation and emerging technologies	Improved safety and efficiency with driver assistance features and autonomous vehicles	Long-range transportation planning will need to integrate new technologies
Shift towards electric buses, impacting fleet management and infrastructure	Cleaner propulsion technologies reducing emissions	Challenges with automation in mixed traffic environments
Promising microtransit solutions and driverless shuttles improving accessibility	Increased efficiency in service delivery	Deployment of safety officers to address concerns about operator elimination
Replacement of a significant portion of the fleet with electric buses	Improved sustainability of transit services	Need for infrastructure adaptation to support electric buses Planning to integrate both automation technologies and clean propulsion systems effectively
		Vehicle range and maintenance of bus schedules.

Table 7. Public Transportation - Benefits, Impacts, and Considerations

Equity and Title VI Considerations for Emerging Transit Trends

Efforts to maximize efficiency in transit service could impact service to vulnerable communities. Trade-offs are inherent when ridership and revenue are prioritized or compared with system frequency and coverage. In planning and modifying transit service, agencies must ensure that major changes to their existing service do not violate Title VI of the 1964 Civil Rights Act, which prohibits discrimination based on race, ethnicity, and national origin (some agencies consider income as well).

Electric Rural Microtransit

In small communities like Bastrop, the U.S. Department of Energy is investing in projects that provide affordable and energy-efficient transportation options for residents. Since 2019, the Lone Star Clean Fuels Alliance and eCab have operated an on-demand shuttle service in downtown Bastrop.

Source: eCab

Micromobility

Micromobility options like electric bicycles and scooters have become popular in urban centers, addressing the first-mile/last-mile challenge and providing convenient transportation for short trips. Austin's CapMetro Bikeshare system and dockless e-scooter services are notable examples, enhancing mobility and offering alternatives to traditional vehicle ownership. Micromobility advancements require agencies to rethink urban street design and regulations to accommodate and integrate these emerging modes, ensuring safety and accessibility. These efforts will impact long-range transportation planning by improving connectivity, reducing congestion, and promoting sustainable transportation options.

What is the first-mile/ last-mile problem?

The first-mile/ last-mile problem highlights the gap between public transit options and a transit user's starting point or final destination. Unlike drivers who can often park close to their destinations, transit users must typically navigate a fixed network that doesn't always offer direct routes. Sometimes, a bus or rail stop might be a mile or more away from where the user needs to go. In these cases, micromobility solutions can bridge the gap, making the "first mile" or "last mile" of the journey more comfortable and efficient.

TRENDS	BENEFITS	CHALLENGES
Integration of micromobility options like electric bicycles and scooters into long-range transportation planning	Enhanced mobility through micromobility options like electric bicycles and scooters	Addressing safety and regulatory concerns with micromobility
Requirement to rethink and redesign urban streets to accommodate emerging micromobility modes	Effective solution for the first-mile/last-mile challenge Convenient transportation for short trips	Ensuring safety and accessibility in street design and regulations
Promotion of alternatives to traditional vehicle ownership	Improved connectivity and reduced congestion	Strategies for effective integration of micromobility into existing transportation infrastructure
	Promotion of sustainable transportation options	

Table 8. Micromobility - Benefits, Impacts, and Considerations

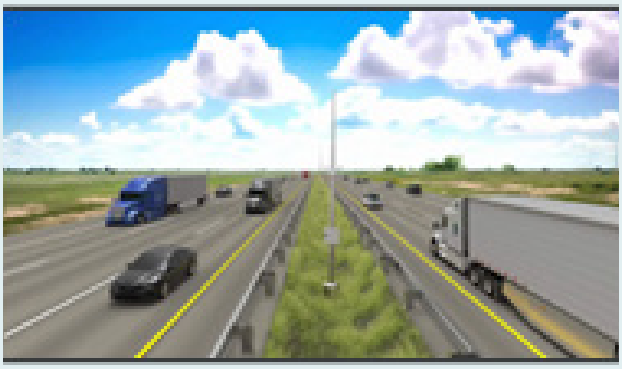
Freight Trucking & Rail

Advancements in trucking technology promise a cleaner, safer, and more efficient freight industry. Innovations like advanced safety systems and driverless technology aim to reduce shipping times, costs, and driver shortages while improving safety. However, increased truck usage could worsen highway congestion and wear. To mitigate this, freight-specific smart roads and alternative fuel trucks are being developed, though challenges remain with costs, infrastructure, and operational efficiency.

Automation and alternative fuels in trucking could impact long-range transportation planning by enhancing safety, reducing emissions, and influencing infrastructure design. Improvements in freight rail, including automated locomotives and autonomous electric railcars, offer potential efficiency gains, though they must navigate regulatory and compatibility issues. Overall, these technologies will shape planning efforts by optimizing freight operations and addressing environmental and safety concerns.

SH 130 Smart Freight Corridor

This 21-mile stretch of highway from Georgetown to Mustang Ridge will soon provide real-time data on traffic and road conditions to driverless semi-trucks. Since the system uses cameras and sensors on dedicated utility poles in the median, it could potentially become a low-cost way to facilitate the operation of connected and autonomous vehicles while avoiding maintenance issues caused by embedding hardware within the roadway.



Source: Cavnue

TRENDS	BENEFITS	CHALLENGES
Advancements in trucking technology to improve automation and alternative fuels	Cleaner, safer, and more efficient freight industry	Potential increase in highway congestion and wear due to more truck usage
Influence on infrastructure design to accommodate new technologies	Reduction in shipping times and costs	Cost, infrastructure, and operational efficiency challenges with freight-specific smart roads and alternative fuel trucks
Potential efficiency gains with automated locomotives and autonomous electric railcars	Mitigation of driver shortages	Regulatory and compatibility issues for improvements in freight rail
	Improved safety with advanced safety systems and driverless technology	Strategies to mitigate the negative impacts of increased truck usage
	Reduced emissions through alternative fuel trucks	Addressing environmental and safety concerns

Table 9. Freight Trucking & Rail - Benefits, Impacts, and Considerations

Urban Air Mobility

Urban air mobility (UAM) offers alternative transportation solutions with small aircraft like drones, vertical take-off and landing (VTOL) aircrafts, and helicopters for urban passenger and cargo transport. Although not yet tested in the CAMPO region, these technologies could provide faster, eco-friendly delivery options, especially to rural areas. However, concerns include noise pollution, impacts on avian species, privacy issues, and airspace congestion. While immediate planning may not be required, CAMPO should monitor UAM advancements for potential future integration. These developments could significantly impact long-range transportation planning by enhancing delivery efficiency and accessibility while addressing environmental challenges.

Drone Healthcare in Rural Texas

Texas Tech's Health Sciences Center is currently testing drone delivery of medical supplies in Presidio, which could improve health outcomes for rural Texans. While rural residents in the Capital Area may not be as far removed from healthcare options, the distance can still present challenges for both routine and emergency medical care.

Source: The Daily Yonder

TRENDS	BENEFITS	CHALLENGES
Adoption of alternative transportation solutions with urban air mobility (UAM) technologies	Faster and eco-friendly delivery options, potentially benefiting rural areas	Noise pollution and its effects on urban and rural communities
Changes in infrastructure and regulatory needs to integrate UAM technologies	Enhanced delivery efficiency and accessibility	Potential impacts on avian species and local wildlife
Enhancing accessibility to remote or underserved regions	Reduction in ground traffic congestion	Privacy issues associated with low-flying urban aircraft
	Improved delivery systems for both passenger and cargo transport	Airspace congestion and the need for effective air traffic management
		CAMPO's role in monitoring UAM advancements for potential future integration

Table 10. Urban Air Mobility - Benefits, Impacts, and Considerations

Remote Work

The COVID-19 pandemic greatly accelerated the adoption of telework and remotely provided services, proving that remote work at a large scale is possible. While many employees continue to work from home, a significant number of jobs still require in-person presence, and many employers prefer hybrid or partial remote work options. This shift has been facilitated by advances in internet access and technology, particularly in rural communities where broadband and satellite internet services have expanded opportunities for telework and telehealth. These changes are expected to continue in the coming decades and will have significant impacts on travel demand and patterns. Commute trip volumes may vary depending on the day of the week as more employees adopt hybrid schedules, and in-person services may be partially replaced by remote options. Remote work may also lead to changes in land use and demographics. The long-term implications of these changes on regional transportation are still uncertain.

Smart Infrastructure and Big Data

Advancements in information technology, such as big data, machine learning, and artificial intelligence, have the potential to greatly improve transportation efficiency and safety. These technologies can be integrated with traditional methods to create intelligent transportation systems (ITS) or "smart" infrastructure. In Texas, transportation authorities are already utilizing ITS for various purposes, including traffic monitoring, dynamic signage, and signal coordination.

CAMPO is taking steps to expand these capabilities in the region through the implementation of the Central Texas Traffic Management System and the update of the Regional ITS Architecture. Other examples include the City of Austin using monitoring systems to gather traffic data and alert drivers about crosswalk activity in advance, as well as using drones for bridge inspections to prevent traffic disruptions. This data can be further analyzed using computer vision and machine learning to create digital twins of physical structures and simulate real-world conditions.

Additionally, data analysis plays a crucial role in managing parking and transportation demand, with sensors and smart meters being used to monitor and direct parking demand and implement dynamic pricing. These technologies can supplement traditional transportation demand management efforts. The increasing availability of data and advancements in computing enable more accurate modeling of transportation systems, enhancing safety and efficiency. As connected and autonomous vehicles become more prevalent, planners can expect richer and more accurate data on driving behavior and travel demand. However, challenges and concerns accompany these technologies, including the need for substantial resources and investment, coverage gaps in data availability (only a portion of vehicles will be connected and able to share data), as well as vulnerabilities to cyberattacks and infrastructure failures. While these advancements offer great potential, it is important to approach them with caution and address any associated risks.

SYSTEM PERFORMANCE – PRESENT AND FUTURE

Travel Demand Model Insights

CAMPO uses a travel demand model to evaluate current and projected transportation demand in the Capital Area. The regional model is one tool used to evaluate the impacts of changes in transportation investments and is best utilized to compare scenarios at a high level across multiple jurisdictions. The baseline model results show the change from the 2020 base year and the 2050 horizon year. Baseline travel demand is calculated using the current transportation network and demographics for the region. Forecasted travel demand is calculated by incorporating transportation projects that are already programmed and under construction, as well as population and employment projections for 2050. The forecast assumes there are no other roadway improvements beyond those contained in the current Transportation Improvement Program (TIP) and locally funded improvements within the window of the TIP (2025-2028).

Residents of the Capital Area are well aware of the noticeable congestion levels they currently face. With various metrics on the rise, it's expected that congestion will only worsen in the future. As shown in **Table 11**, if the population doubles and no additional improvements are made other than those that are currently funded, the region can expect more than double the distances traveled. Additional model scenario results for the constrained and illustrative scenarios are detailed in Chapter 5's model results and Chapter 7's performance measures.

METRIC	2020	2050 NO-BUILD
Population	2,332,501	4,760,248
Employment	986,721	2,201,510
Network Centerline Mileage	5,492	5,624
Network Lane Mileage	13,334	13,748
Vehicle Miles Traveled (VMT)	61,478,060	123,688,743
Vehicle Hours Traveled (VHT)	1,493,419	9,079,651
VMT Per Person	26.36	26.00
VHT Per Person	0.64	1.91
Network Volume-to-Capacity	0.31	0.59

Table 11. Transportation Demand Model Baseline Forecasts

Major Projects Completed Since the 2045 RTP

Since the adoption of the 2045 Regional Transportation Plan (RTP) in May 2020, the Capital Area Metropolitan Planning Organization (CAMPO) region has seen several significant infrastructural improvements. These projects, undertaken by both state agencies and local municipalities, are key to enhancing mobility, safety, and accessibility. This summary provides an overview of the major roadway and transit projects completed in the region.

Roadway Projects

TXDOT AND CTRMA PROJECTS

- Texas Department of Transportation (TxDOT) and Central Texas Regional Mobility Authority (CTRMA) 183 Toll Road Completion: This project provided a limited-access, free-flow toll facility along the alignment of US 183, connecting US 290 and SH 71. It offers a significant reduction in congestion and travel times for commuters in the region.
- SH 130 Widening: Between SH 45 and SH 71, this widening project increased roadway capacity, supporting the increased flow of traffic and improving overall traffic conditions.
- SH 71 Overpass Constructions: Overpasses were constructed at Ross Road and Kellam Road, which aid in reducing traffic delays and improving safety by eliminating at-grade crossings.
- SH 71 Colorado River Bridge Improvements: Near downtown Bastrop, new frontage roads and access management improvements were made to this critical bridge crossing, enhancing connectivity and safety.
- RM 620 / RM 2222 Bypass: This bypass facilitates smoother connections between these two roadways, reducing congestion in the area.
- Innovative Intersection Improvements: New intersection configurations have been implemented at IH 35/Williams Drive and IH 35/Parmer Lane, aimed at improving traffic flow and safety at these busy intersections.
- FM 110 – Relief Route for San Marcos: East of IH 35, this relief route provides an alternative for through traffic, helping to alleviate congestion within San Marcos.

LOCAL AGENCY PROJECTS

- New Hope Drive Extension: The extension of New Hope Drive between Ronald Reagan Boulevard and Sam Bass Road improves connectivity and provides an additional east-west route in the region.
- Kenney Fort Boulevard: A new multi-lane arterial roadway between Old Settlers Boulevard and SH 45, Kenney Fort Boulevard enhances north-south travel capacity and access.
- City of Austin Vision Zero Program: As part of the Vision Zero initiative, the City of Austin has completed speed management improvements on more than 20 corridors and systemic safety upgrades at 20 intersections, aimed at reducing traffic fatalities and serious injuries.

Transit Projects

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY (CAPMETRO)

- Red Line Downtown Station Rebuild: The downtown station for the CapMetro Red Line has been rebuilt with double-track capacity, allowing for more efficient and frequent service. This project was funded pre-Project Connect.
- Double-Tracking for Red Line: Enhances the operational capacity of the Red Line and includes a new station serving the Q2 Stadium at McKalla Place.
- New Rapid Routes: Rapid Route 800 (Pleasant Valley Line) and Rapid Route 837 (Expo Center Line) began service in early 2025, improving transit options and connectivity within the city.
- On-Demand Pickup Service: New on-demand services have been introduced for areas including Decker, Dessau, South Menchaca, North Oak Hill, and Dove Springs to provide more flexible transit options.
- CapMetro's Service Expansion Policy and TDPs: This policy allows jurisdictions, including those with Transportation Development Plans (TDPs) like Travis County, to leverage FTA 5307 funding to provide transit services in areas outside CapMetro's service area but within the Census Urbanized Area.

CAPITAL AREA RURAL TRANSPORTATION SYSTEM (CARTS)

- CARTS Now On-Demand Service: This innovative service has been rolled out in Bastrop, Elgin, Lockhart, Marble Falls, and Taylor, offering on-demand transit options to these communities.
- Eastside Bus Plaza Opening: Located in East Austin, this new bus plaza facilitates transfers between CARTS, CapMetro, and intercity bus services, enhancing regional connectivity and transit efficiency.

Active Transportation Projects

- Trail extensions constructed by the City of Austin: new segments of the Austin to Manor Trail, Violet Crown Trail, and Northern Walnut Creek Trail.
- Brushy Creek North Fork Trail: new paved trail completed by Cedar Park connecting Brushy Creek Road to Whitestone Boulevard.
- Complete Street Projects: better accommodations and crossing improvements for active transportation modes on corridors throughout the region, including Congress Avenue, Springdale Road, and Stassney Lane in Austin; Hopkins Street in San Marcos; and Heatherwilde Boulevard in Pflugerville

These projects collectively represent substantial progress in achieving the transportation goals set forth in the 2045 RTP, addressing critical mobility, safety, and access improvements for the CAMPO region. With continued focus and investment, the region is well on its way to creating a more efficient and safer transportation network for residents and visitors alike.

Congestion Management

As the Capital Area grows in population, employment, tourism, and services, so does travel demand. With increased travel demand comes increased congestion, particularly along key corridors that are critical links for residents and visitors. **Figure 12** and **Figure 13** illustrate person-hours of delay per mile for passenger vehicles and trucks, respectively, on corridors across the Capital Area.

Major highways leading into Austin see the greatest passenger delay, particularly on segments of IH 35 in Hays and Williamson Counties leading into Travis County. While these segments have some of the greatest capacity in the region, they are also the most congested. During peak travel periods, drivers should expect their trips to take up to four times longer than in free-flow conditions. The Mopac Expressway exhibits high levels of congestion as well.

Similar findings are seen for truck delay, which is highest on IH 35 in Hays and Williamson Counties, as well as SH 130 which acts as a bypass around Austin. Many of these trips are local in nature, with a significant number of trips using IH 35 to only travel a handful of interchanges. Increased economic growth along the IH 35 corridor will likely exacerbate this by generating business-to-business trips. These patterns indicate a need for more arterial connections at the local level.

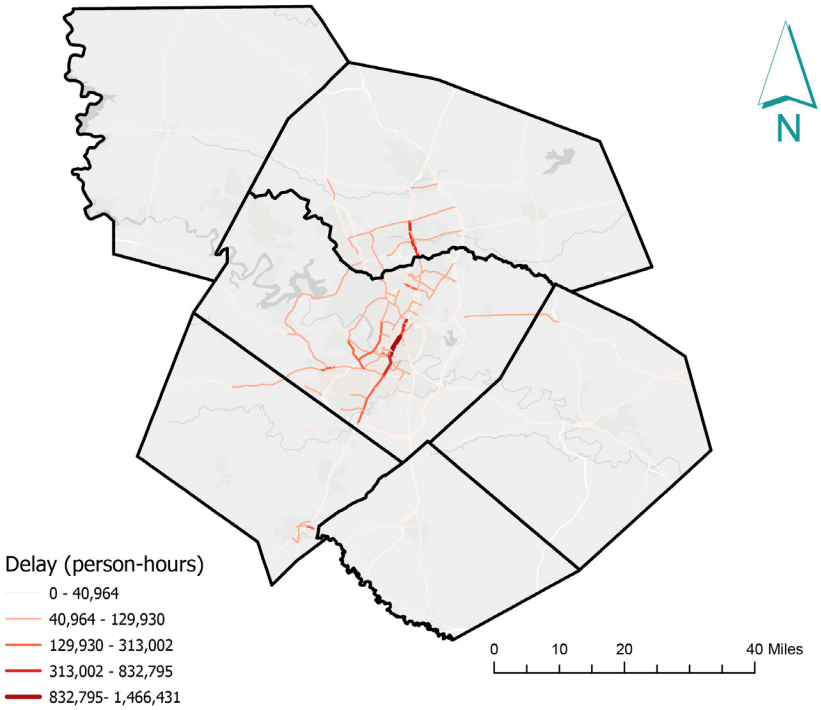


Figure 12. Delay (person-hours) (Source: CAMPO Analysis)

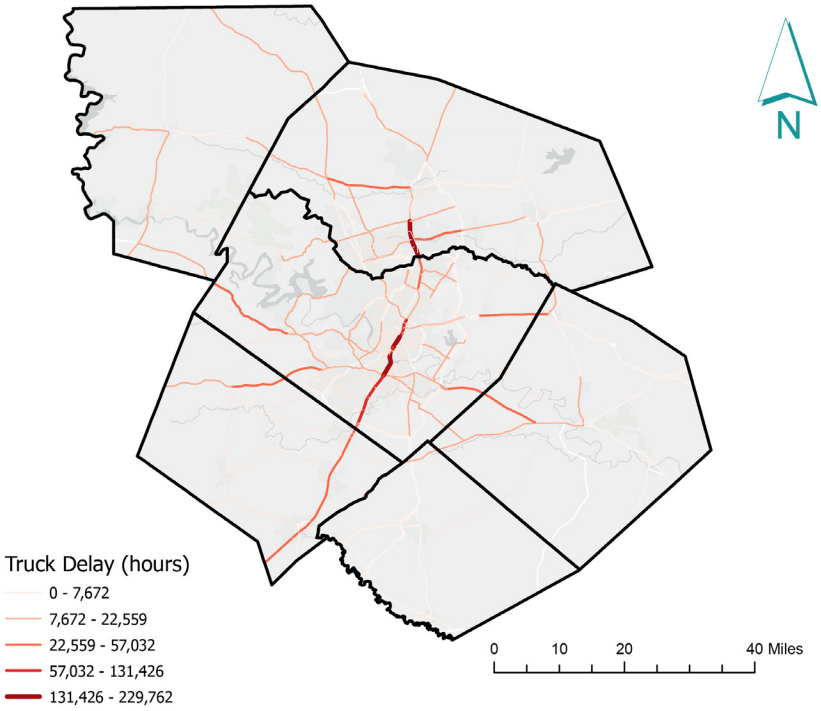


Figure 13. Truck Delay (hours) (Source: CAMPO Analysis)

Active Transportation

Despite the inherently local nature of walking and bicycling trips, active transportation plays a critical role in the region's transportation system for several reasons. These trips often replace vehicle trips, which reduces congestion on local and regional arterials, and they provide a critical connection to transit. Active transportation also promotes healthy lifestyles and provides mobility options for households with low vehicle ownership, which is particularly important for vulnerable populations.

Sidewalks and bicycling infrastructure is generally found within the central, urbanized areas of the CAMPO region with less consistent coverage in suburban and rural areas. Gaps in connectivity are typical across the long distances between jurisdictions, particularly smaller cities in the counties surrounding Travis.

Many agencies and organizations are actively working to improve network connectivity and safety for active transportation. Jurisdictions such as the Cities of Austin, Cedar Park and Georgetown and Travis County have initiated bond programs that emphasize active transportation projects. Additionally, many agencies have updated their road and street design standards to ensure that active transportation facilities are included in all new construction and reconstruction projects as well as new private developments. Non-profit organizations have emerged to advocate for large-scale, cross-jurisdictional active transportation, such as the Great Springs Project which seeks to

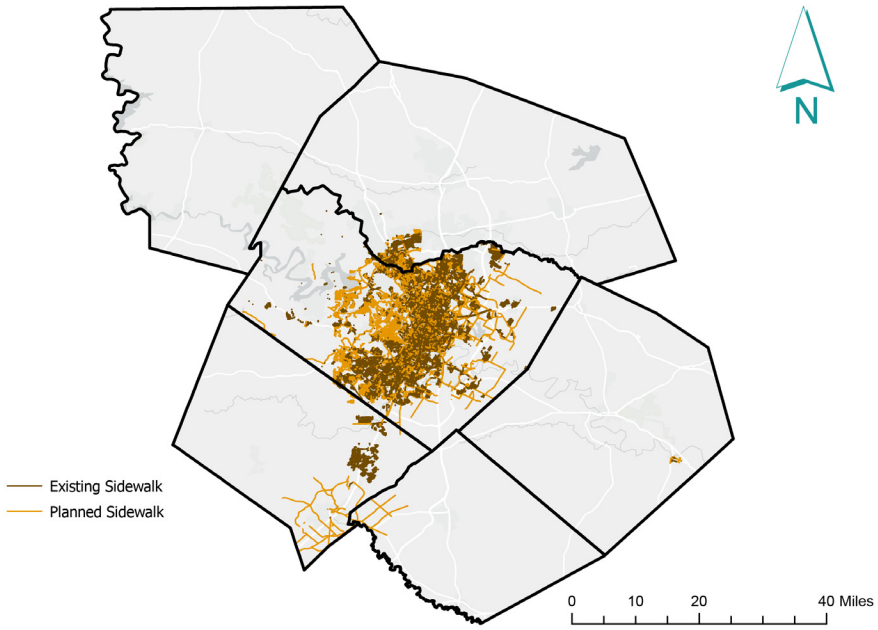


Figure 14. Existing and Planned Sidewalks

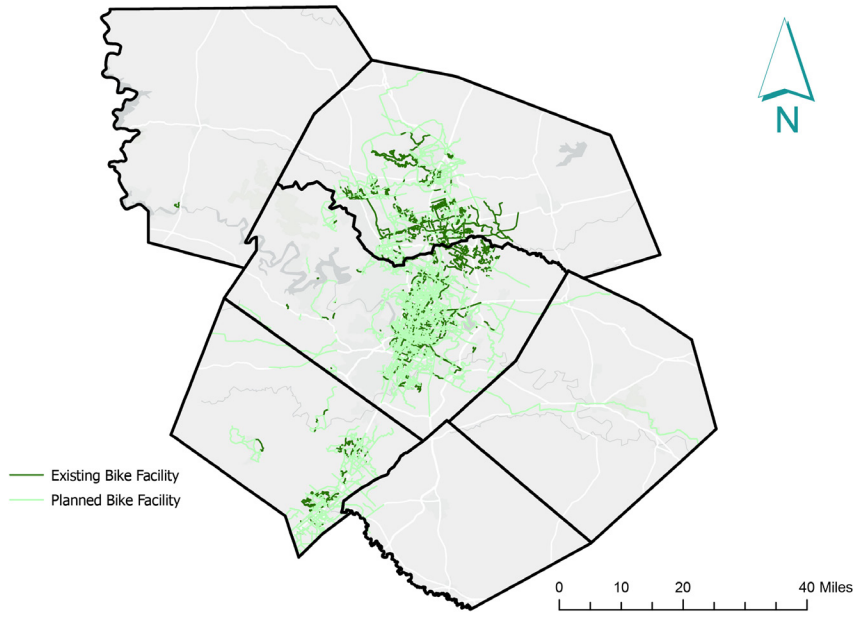


Figure 15. Existing and Planned Bicycle Facilities

*Some municipalities have not provided data on sidewalk or bicycle facilities. However, the Regional Active Transportation Plan has identified significant gaps in the region's existing infrastructure.

help local jurisdictions plan and implement a trail system between Barton Springs in Austin and central San Antonio.

CAMPO and its members are working to actively improve local and regional active transportation connectivity. Their efforts are supported and guided by the Capital Area's Regional Active Transportation Plan, which identified an unconstrained network and programmed local and regional projects.

In particular, the plan considers the distinct needs of different types of users and plans for them accordingly by identifying pedestrian-specific and bicyclist-specific projects. While multi-use facilities can be successful in certain circumstances, there are few one-size-fits-all solutions for active transportation. Pedestrians typically make shorter trips within neighborhood or downtown centers, while bicyclists are more likely to travel longer distances between centers. As a result, sidewalk coverage should be denser than bicycle facility coverage.

Pedestrians are especially vulnerable at intersections, which means that safe and comfortable crossings are critical. While bicyclists are vulnerable at intersections as well, they face the added challenge of navigating vehicle traffic along the entirety of the route, which means that protected facilities are preferred, where possible. Further, the increased popularity of electric bicycles and other electric micromobility options mean that bicyclists are traveling significantly faster than pedestrians, which increases conflicts on shared-use facilities.

TYPE	MILES
Existing Sidewalks	4,155
Locally Planned Sidewalks	2,459
Existing Bike Facilities	227
Locally Planned Bike Facilities	1,148

Table 12. Existing Active Transportation Infrastructure

Public Transportation

Transit plays an important role in both urban and rural parts of the Capital Area. The region's transit users are primarily concentrated in downtown Austin and the immediate surrounding areas, as seen in Figure 16. However, many residents outside of Austin use transit as well, including pockets of Williamson and Hays Counties near Leander and San Marcos. Many residents in rural communities across the region are considered transit dependent and utilize services such as Capital Area Rural Transportation System (CARTS) NOW, which provides on-demand services in several communities.

The Capital Metropolitan Transportation Authority, or CapMetro, provides extensive transit service throughout the greater Austin area, including local buses, express buses, bus rapid transit, commuter rail, microtransit, and a bikeshare program within central Austin to facilitate short trips and first-last mile connections. CapMetro serves the cities of Austin, Leander, Manor, Lago Vista, and other portions of Travis County. Additionally, Round Rock is a direct recipient of FTA 5307 funds and contracts with CapMetro to run their bus system. Outside of CapMetro's service area, CARTS is the primary transit provider, operating both regional fixed-route and on-demand service. Additionally, the City of San Marcos operates a fixed-route network within its city limits. Providers utilize technology to enhance connections between services, gather real time data on trip times, enhance demand strategies, and to reduce miles traveled throughout the region. CapMetro's Service Expansion Policy allows jurisdictions, including those with Transportation Development Plans (TDPs) like Travis County, to leverage FTA 5307 funding to provide transit services in areas outside

CapMetro's service area but within the Census Urbanized Area.

Municipalities in the region have taken a variety of approaches toward providing on-demand service for places where fixed-route buses are not feasible. As previously mentioned, CARTS provides their NOW on-demand service to several rural communities, including Bastrop, Elgin, Lockhart, Marble Falls, and Taylor. In and around Austin, CapMetro operates their Pickup on-demand service in almost a dozen different zones. Other cities have taken alternative approaches. Since 2020, Kyle has partnered with Uber to provide low-cost, subsidized trips through their ride-hailing app.

Looking forward, both CapMetro and CARTS are planning significant service improvements. In 2020, voters approved CapMetro's Project Connect, which would add two light rail lines, three bus rapid transit lines, and one commuter rail line as well as further investments in the existing bus routes and fleet. Project Connect will reshape transportation accessibility within the urbanized Austin area once completed. The Austin Transit Partnership (ATP) has been created to help implement Project Connect over the coming years. Outside of Austin, CARTS updated their Transportation Development Plan in 2023 and plans to expand their on-demand NOW service to capitalize on its post-pandemic success.

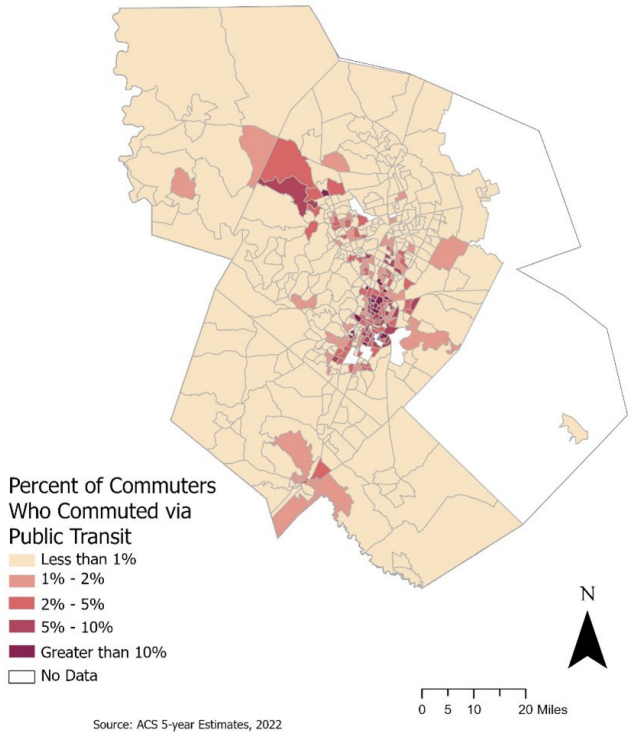


Figure 16. Share of Commuters Using Transit

Transportation Demand Management (TDM)

TDM seeks to shift travel patterns to improve traffic congestion, safety, mobility, and travel time reliability. A variety of strategies are used to reduce automobile trip demand by redirecting travel to other modes, times, and/or routes. While replacing driving with transit or active transportation is a clear way to address congestion, taking a trip by car at an off-peak time or via a different route can reduce the number of vehicles on the most congested roadways in the Capital Area.

CAMPO is implementing seven key strategies as part of its TDM Regional Implementation Strategy Plan:

1. Schoolpool
2. Essential Worker Outreach
3. Congested Corridors
4. Regional Guaranteed Ride Home Program
5. Park-and-Ride Campaigns
6. Construction Mitigation
7. Large-Event Carpools

Along with CAMPO's efforts, which are detailed in the Regional Transportation Demand Management Plan and TDM Regional Implementation Strategy, several local organizations are working to improve how individuals travel across the region. Movability works with employers to create mobility plans for their employees, while Commute Solutions and Get There ATX help individuals explore alternative travel options and plan trips using sustainable modes.

ENVIRONMENTAL CONSIDERATIONS

Environmental considerations for the regional long-range planning process include those related to the natural environment, vulnerable communities, and air quality.

Natural Environment

CAMPO works to protect air quality, habitat, cultural resources, forests, and waterways for Capital Area residents. Careful and thoughtful consideration should be given to sensitive and/or limited environmental resources within the region.

CAMPO's mandated role focuses on air quality and transportation impacts to the region's residents. CAMPO's work products, including the Regional Active Transportation Plan, the Regional Arterials Concept Inventory, and other special studies conducted by CAMPO, emphasize best practices associated with environmentally- and context-sensitive design to ensure that adverse impacts are minimized, and any other impacts are beneficial. Within the RTP, CAMPO uses multiple factors related to the natural environment in the development of the constrained project list.

The consideration of the natural environment begins at the project identification phase. A geographic database of environmental features was provided to project sponsors so that a project's possible impact to the natural environment could be considered as it was being developed. The CAMPO 2050 RTP incorporates environmental considerations into its project evaluation by assigning points under the *Stewardship* criteria for projects that incorporate measures to reduce, minimize, or avoid negative impacts on the environment or cultural resources. Specifically, projects must describe how they address environmental factors such as soil plasticity, aquifers, floodplains, protected lands, and the urban-wildland interface, as well as cultural resources including parks, cemeteries, schools, hospitals, historic buildings, museums, and civic centers (**Appendix B**).

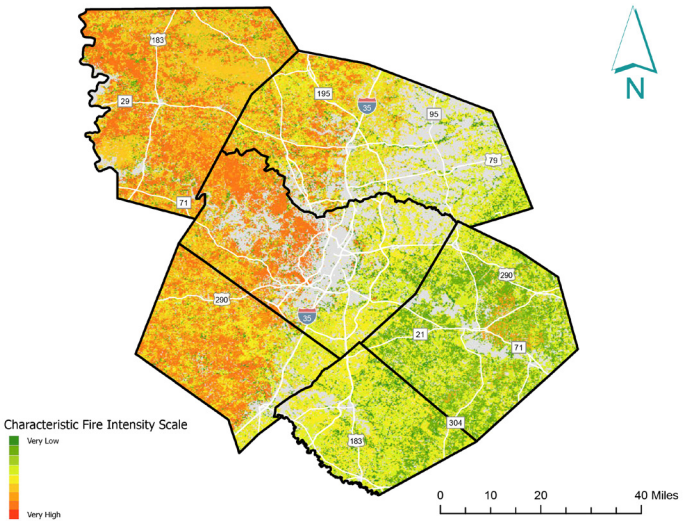
While the RTP can consider environmental impacts at a planning level, project impacts and mitigation strategies will not be fully determined until they are assessed as part of an environmental study, which usually occurs during the preliminary engineering and design process. **Table 13** identifies mitigation strategies for various environmental resources/impacts that project sponsors should consider as they proceed with the project development process and pursue environmental clearance.

RESOURCE/IMPACTS	POTENTIAL MITIGATION STRATEGY
Aquifers, Wetlands, and Water Resources	o Enhance, restore, and create wetland habitats o Erosion control and storm water management o Purchase credits from a mitigation bank o Greater use of permeable surfaces to reduce ground water recharge o Implement vegetative buffer zones
Forested and Other Natural Areas	o Selective cutting and clearing o Replace or restore forested areas o Preserve existing vegetation
Habitats	o Construct underpasses, such as culverts o Design measures that minimize potential fragmenting of animal habitats
Streams	o Stream restoration o Vegetative buffer zones o Erosion and sedimentation control measures
Threatened or Endangered Species	o Preservation o Enhancement or restoration of degraded habitat o Creation of new habitats o Establish buffer areas around existing habitat
Cultural Resources	o Archaeological surveys and excavations o Design adjustments to avoid impacts o Documentation and public education

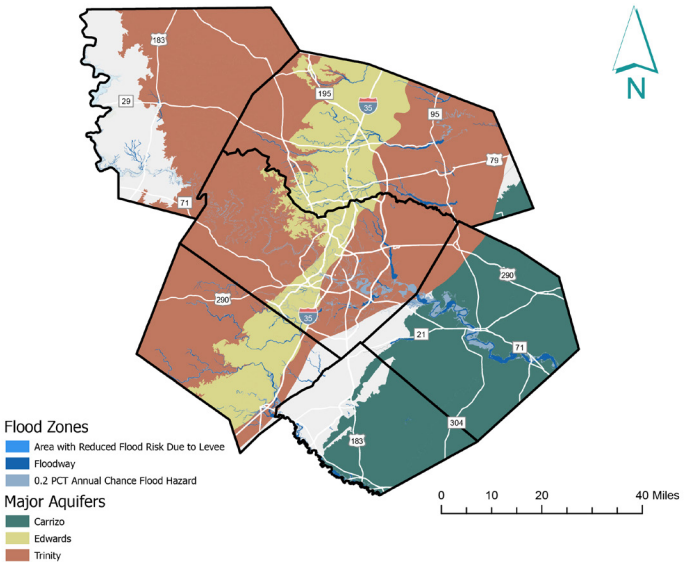
Table 13. Potential Environmental Mitigation Opportunities

During the project call application period (discussed in more detail in Chapter 4), CAMPO provided project applicants with a compendium of maps containing the environmental factors described in the previous paragraph. The applicant was asked to use this database in addition to existing environmental analysis to explain how their project reduces, minimizes, or avoids negative impacts to environmental and/or cultural resources. **Figure 17** visualizes a few of the environmental factors included in the online map.

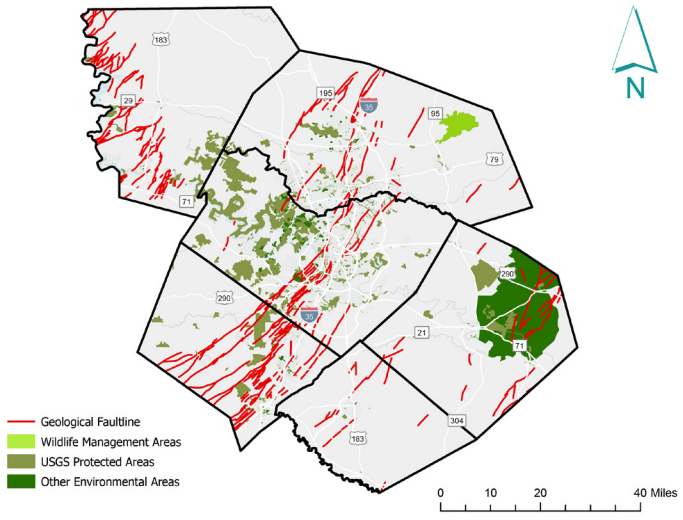
Figure 17. Environmental Factors



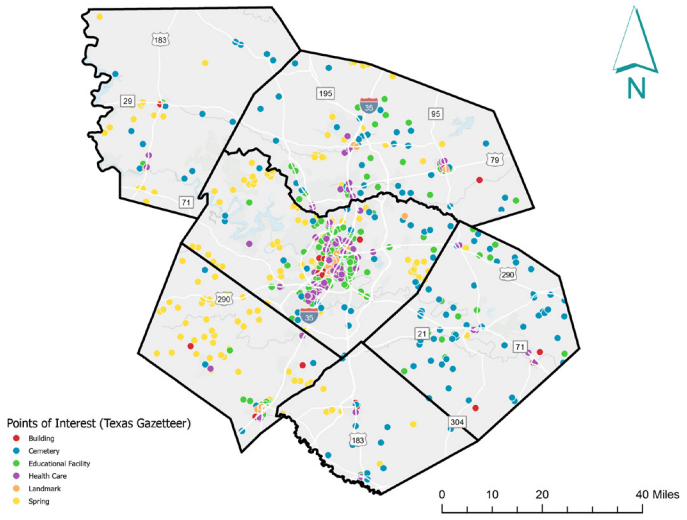
The Fire Intensity Scale (FIS) is essential for transportation projects to ensure safety and structural integrity by informing the design, material selection, and emergency response planning against potential fire scenarios.



Understanding flood zones and aquifer locations is critical for transportation projects to mitigate flood risks, ensure structural stability, and protect water resources during construction and operation.



Identifying geological fault lines and protected environmental locations is vital for transportation projects to avoid hazardous areas, minimize environmental impact, and ensure the safety and sustainability of infrastructure.



Considering points of interest such as landmarks and natural springs is essential for transportation projects to enhance route planning, promote tourism, preserve cultural and natural heritage, and ensure community support.

Vulnerable Communities

Title VI of the Civil Rights Act of 1964 forbids discrimination based on race, color, and national origin. In keeping with Title VI, CAMPO considers vulnerable communities during the regional transportation planning process. These communities often do not have access to standard, conventional, or affordable transportation options and may require special consideration in the planning process. In addition to the communities outlined in Title VI, CAMPO uses seven demographic factors in identification and consideration of vulnerable populations. These factors are: low-income populations; minority populations; senior populations; school-aged populations; disabled populations; limited English proficiency populations; and zero-car households. CAMPO also incorporates Areas of Persistent Poverty populations (Tracts with poverty rate of at least 20%) into this analysis, which identify census tracts with high poverty rates over extended periods. The culmination of these three topic tracts are visualized in **Figure 18**. Detailed definitions of Vulnerable, Title VI, and APP Communities can be found on p. 64.

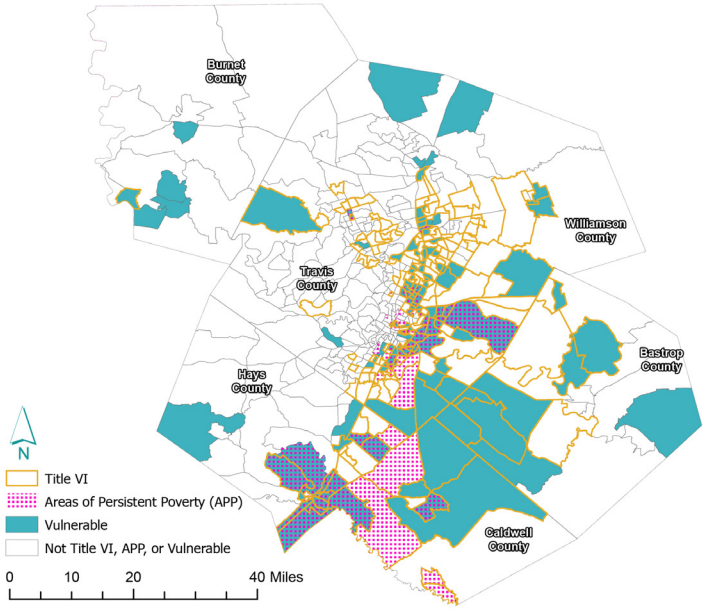


Figure 18. Title VI, Areas of Persistent Poverty, and Vulnerable Communities

The Capital Area's vulnerable communities are largely found east and south of Austin (though these communities can be found within all of the counties in CAMPO's planning area). While much of Austin itself is not considered vulnerable, many of the suburbs to its east are considered vulnerable, along with large swaths of rural Caldwell and Bastrop Counties.

Shifting socioeconomic patterns at the neighborhood level will influence where vulnerable communities are found across the region since their location depends not only on historic disinvestment but also on the impacts of new investment. In East Austin, for example, the increase in housing demand by wealthier households has transformed the community and pushed vulnerable communities further north and south to more affordable neighborhoods. These types of socioeconomic and demographic shifts are ever-present in metropolitan regions, and planners should be cognizant of changing spatial patterns for vulnerable communities.

It is important to remember that this definition may not capture every aspect of what makes a community vulnerable. While CAMPO considers this status when programming transportation projects and funding, other measures remain important to consider when evaluating transportation needs across the region. For instance, many residents in rural communities in the Capital Area are considered transit-dependent, which could indicate a need for greater on-demand transit service in Bastrop, Burnet, and Caldwell Counties.

Air Quality

CAMPO and other metropolitan planning organizations are responsible for protecting local air quality by reaching targets set by the Environmental Protection Agency (EPA). These targets, known as National Ambient Air Quality Standards (NAAQS), cover pollutants like ozone and particulate matter. The Capital Area has continued to improve its air quality as the EPA has tightened its standards in recent decades, as shown in **Figure 19**. This progress is attributed to cleaner automobiles, relatively clean industries, voluntary local programs, vehicle emissions inspections, and other changes in the region's transportation system.

While CAMPO currently meets every air quality standard, the EPA recently initiated a review of the ozone NAAQS and might further lower the standard. Additionally, a new particulate matter (PM2.5) standard introduced by the EPA may lead to a re-designation for part of the CAMPO region to non-attainment for this pollutant. If the region is designated as non-attainment in the future, it will need to take extensive additional planning process steps to determine how to demonstrate attainment, a process that could take many years to complete. CAMPO will continue to evaluate land use and transportation coordination, enhancements to the transit and active transportation networks, transportation demand management, and other programs as ways to keep improving the region's air quality.

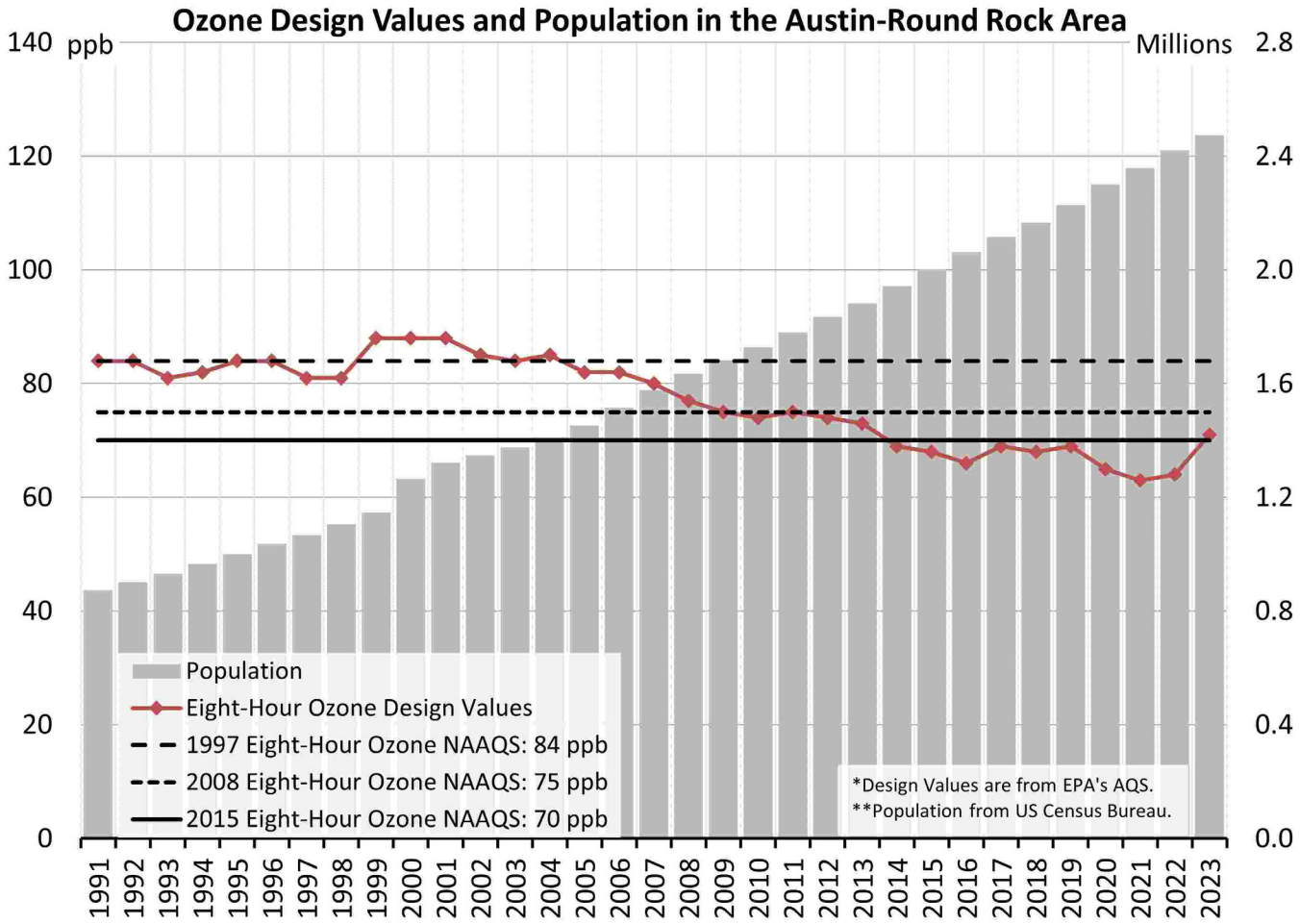


Figure 19. Historical Ozone Design Values and NAAQS for Austin (Source: TCEQ)

Public Health

In recent years, CAMPO has begun to place a greater emphasis on the public health impacts of transportation. While public health is implicit in planning around air quality and user safety, CAMPO has expanded its focus beyond these two traditional areas to look at health outcomes more holistically. The Public Health objective in the 2050 RTP incorporates water quality and active mobility, while other goals are more broadly concerned with avoiding negative impacts on human environments. Creating more walkable places, from small town centers like Georgetown, Lockhart, Taylor, and Elgin to dense economic centers like downtown Austin, is one way of promoting healthier lifestyles.

During the lead-up to the previous RTP, CAMPO participated in the Walkability Action Institute for MPOs and adopted a Walkability Action Plan. This plan guided the creation of the Capital Area's first Regional Active Transportation Plan, which centered public health as a key consideration when planning for walking, bicycling, and other active modes. Since then, CAMPO has conducted several corridor studies that have prioritized active transportation and public health benefits.

The transportation system can facilitate access to healthcare as well, which is particularly important for vulnerable populations. Previous plans have identified healthcare access as a critical service gap, and CAMPO is closely involved in the Capital Area Regional Transportation Coordination Committee's efforts to improve health services transportation resources across the region. This is especially true in rural communities, including those in the Capital Area; both Bastrop and Caldwell Counties are classified as experiencing a health professional shortage for primary care.

Walking in Downtown Bastrop (Source: Visit Bastrop)

SAFETY CONSIDERATIONS

CAMPO prioritizes transportation safety through its planning and programming by defining goals, objectives, selection criteria, and evaluation metrics related to safety. CAMPO also assists local governments and TxDOT with their Road to Zero initiatives. This includes identifying projects that increase safety, as well as incorporating language that prioritizes safety into the project selection and evaluation criteria for the TIP and RTP. Safety factors account for 20-30% of the project prioritization score for the RTP, depending on project type. CAMPO is also in the process of developing a Regional Safety Action Plan (RSAP) that will identify projects, programs, and strategies to help significantly reduce fatal and serious injury crashes on regional roadways.

PRIMARY CRASH FACTORS: CAMPO has identified safety focus areas by identifying the top primary crash factors (see **Figure 21**). In addressing primary crash factors, CAMPO can analyze crash data to identify common causes and locations of accidents. Agencies should develop targeted strategies to mitigate these factors, such as implementing engineering improvements at high-crash locations, conducting public awareness campaigns, and enforcing traffic laws more rigorously.

EMERGENCY RESPONSE: CAMPO proactively plans for emergency evacuation and response, ensuring the safety and resilience of the Capital Area. By identifying areas susceptible to floods, wildfires, and other hazards, CAMPO enhances the region's readiness for quick evacuations. The region's highways also serve as hurricane evacuation routes from the Texas coast to inland areas. Additionally, CAMPO collaborates with local first responders as well as state and federal resources to ensure they have reliable access to communities during emergencies, including rural and hard-to-reach locations. Notably, CAMPO supports the strategic importance of Camp Swift in Bastrop County, the primary emergency staging area for central Texas. The TxDOT HERO program, a key recommendation of CAMPO's Regional Incident Management Plan, improves safety and traffic flow by assisting motorists and clearing minor crashes along 138 miles of major roadways in the greater Austin area, thereby reducing secondary incidents.

Pedestrian Safety

In the last five years, there were almost 6,000 crashes involving pedestrians. [6] As seen in **Figure 20**, the vast majority of pedestrian-involved crashes were located in central Austin, as well as communities along IH 35 and US 183 such as Cedar Park and Round Rock. There were few pedestrian-involved crashes in Bastrop, Burnet, Caldwell, and Hays Counties, which is indicative of their lower population. Additionally, the lack of sidewalk coverage in more rural parts of the Capital Area may contribute to less pedestrian activity in general.

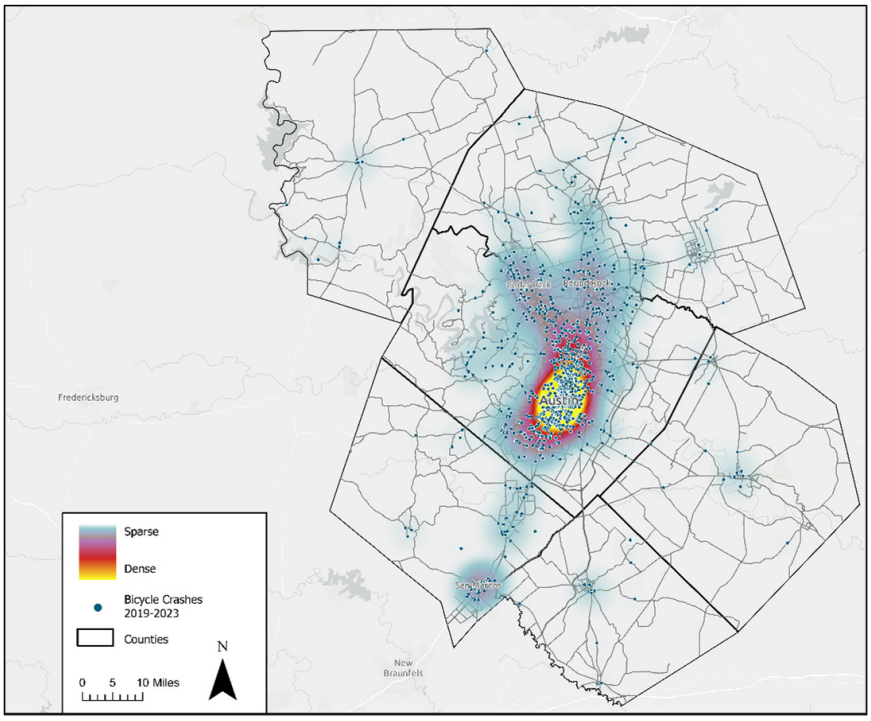


Figure 20. Pedestrian Crash Locations and Heatmap (Source: CRIS)

[6] The crash data in the following sections was obtained from the Texas Department of Transportation's Crash Records Information System. CRIS is a statewide database for reportable traffic crashes received by TxDOT.

Bicyclist Safety

In the last five years, there have been over 3,500 crashes involving bicyclists in the Capital Area. Patterns for bicyclist-involved crashes were similar to pedestrian-involved crashes, as seen in **Figure 21**. Crashes were more concentrated in central Austin, with greater densities along the US 183 corridor and in San Marcos. Bicyclist-involved crashes were more distributed across the regional roadway network, while pedestrian crashes were more concentrated along major corridors.

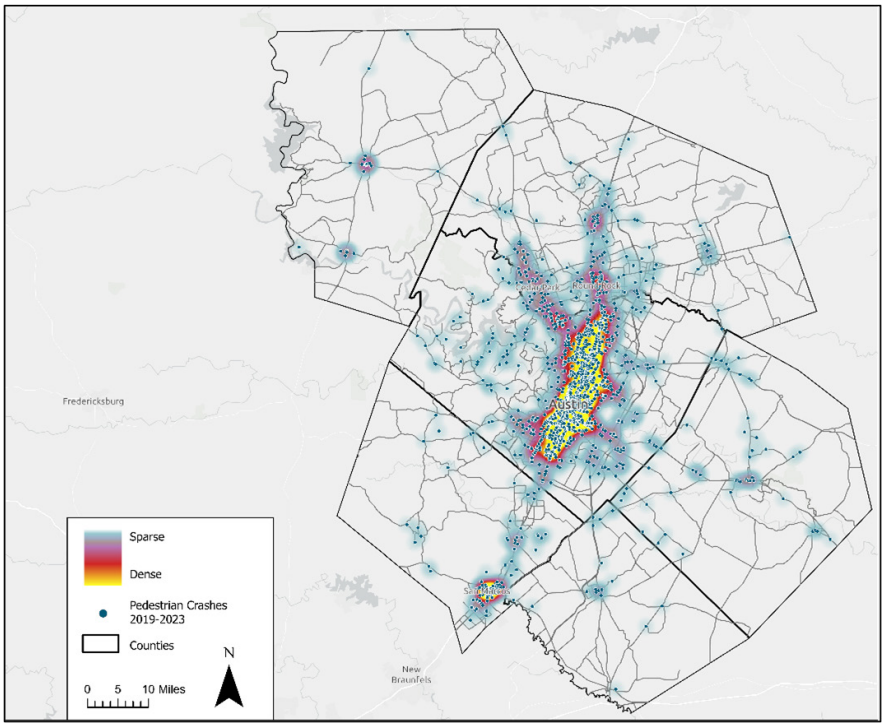


Figure 21. Bicyclist Crash Locations and Heatmap (Source: CRIS)

A major contributing circumstance to vehicle crashes that involve a pedestrian or bicyclist is that one part fails to yield the right-of way, which may be caused by a lack of adequate crossing infrastructure. As more active transportation facilities are constructed to accommodate an increase in those who decide to walk or bike instead of drive, agencies should focus on features that protect pedestrians and bicyclists. The Regional Active Transportation Plan includes a pattern book that outlines best practices for designing and constructing safe and comfortable active transportation facilities.

Safety Focus Areas

Figure 22 shows the number of crashes that occurred in 2023 by the region's safety focus areas. Five focus areas – alcohol, speeding, unrestrained occupants, motorcycles, and pedestrians – continue to register considerably disproportionate fatality and serious injury levels compared to the number of crashes experienced. While alcohol-related crashes make up less than seven percent of all crashes in the Capital Area, they are responsible for over 27 percent of fatalities. Similarly, pedestrian-involved crashes make up less than two percent of all crashes but result in 20 percent of fatalities.

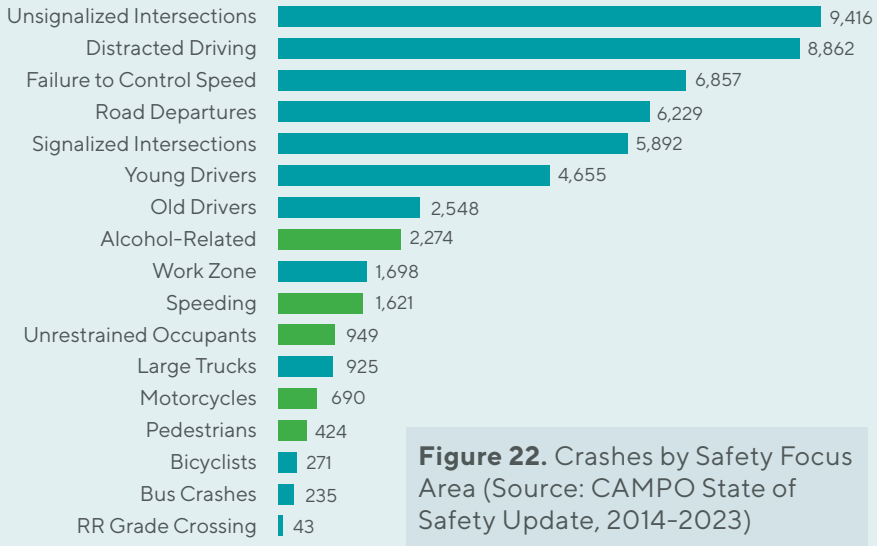


Figure 22. Crashes by Safety Focus Area (Source: CAMPO State of Safety Update, 2014-2023)

Motorist Safety and Crash Rates

Over the past decade, the region's annual crash rate has remained relatively steady at around 160 crashes per 100 million vehicle miles traveled, which translated to 33,338 crashes in 2022. While the crash rate in 2022 was about 5 percent lower than its peak five years before, fatalities and serious injuries each reached 20-year highs. As seen in **Figure 23**, the region continues to have a lower crash rate than Texas as a whole, but its share of statewide fatalities has increased.

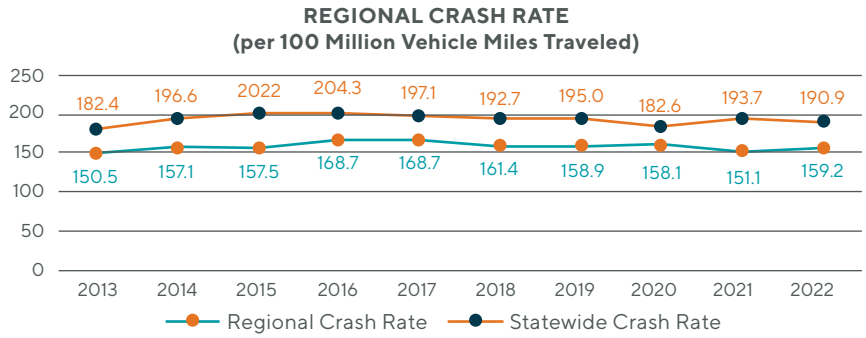


Figure 23. Regional Crash Rates (Source: CAMPO State of Safety Update, 2014-2023)

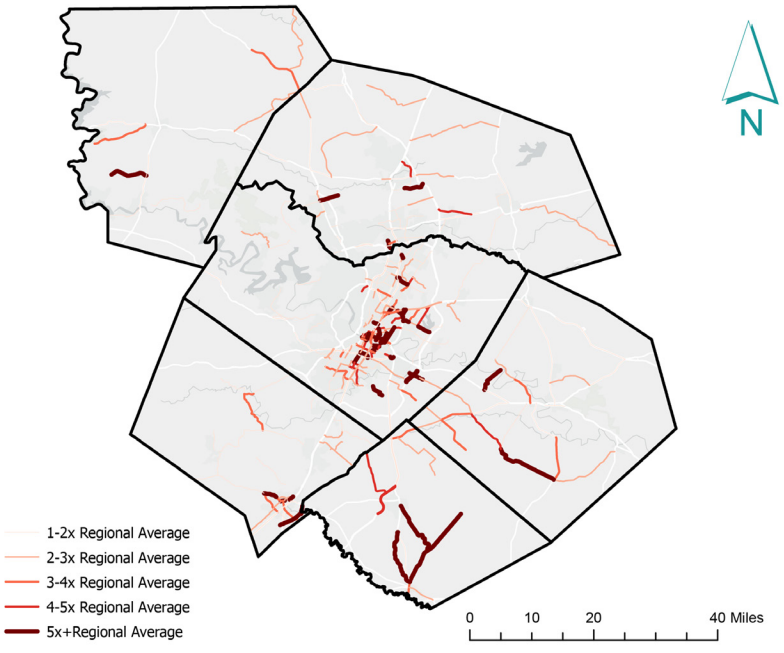


Figure 24. Roadway Segments with Crash Rates Exceeding the Regional Average (Source: CAMPO)

Data-Driven Insights

CAMPO manages an online dashboard that displays crash data for the Capital Area, including crash locations, types, and causes. The annual State of Safety Report provides a more detailed analysis of this data and recommendations for how to reduce crashes. CAMPO has commissioned these reports, which utilize data from TxDOT's Crash Records Information System, since 2019. The Regional Safety Action Plan, expected to be finalized by the end of 2025, will build on this work by identifying a list of projects, programs, and strategies that could significantly reduce fatal and serious injury crashes.

These crashes are not uniformly distributed across the Capital Area but are instead concentrated on specific corridors that form a network of roadways with injury rates higher than the regional average as shown in **Figure 24**. Every county has at least one roadway with an injury rate that is at least five times higher than the regional average. While most of the roadway segments with crash rates exceeding the regional average are found in Austin, higher crash rates also can be found on rural roads in Caldwell and Bastrop Counties. Safety is an important consideration across the entirety of the CAMPO region, as crashes are present in urban and rural places.

UNCONSTRAINED NEEDS

Numerous plans and studies have been developed at the state, regional, and local levels that directly support the 2050 RTP. Some of these plans were created before or as part of 2045 RTP process. Additionally, new guidance from the federal Infrastructure Investment and Jobs Act (IIJA) was reviewed as it introduces new funding opportunities and requirements that must be incorporated to ensure compliance. These studies provide detailed analyses on system-wide multi-modal improvements, the impact of regional projects at the local level, a range of potential projects eligible for federal and state funding, and policy tools to support regional mobility goals. It's important to note that these studies are not constrained by financial limitations and were conducted to better understand potential transportation needs in relation to regional or jurisdictional financial capacity. Many of the projects identified in these studies were submitted as candidates for the 2050 RTP, either as constrained or illustrative project listings. Regionally-focused plans and studies that define the Capital Area's transportation needs are defined in the following sections.

REGIONAL PLANS:

- **REGIONAL TRANSPORTATION DEMAND MANAGEMENT PLAN**
- **REGIONAL ARTERIALS CONCEPT INVENTORY**
- **REGIONAL ACTIVE TRANSPORTATION PLAN**
- **REGIONAL BICYCLE AND PEDESTRIAN INVENTORY UPDATE**
- **REGIONAL INCIDENT MANAGEMENT STUDY**
- **REGIONAL TRANSIT STUDY**
- **REGIONAL COORDINATED TRANSPORTATION PLAN**
- **ITS ARCHITECTURE UPDATE**
- **CONGESTION MANAGEMENT PROCESS (CMP) UPDATE**
- **REGIONAL FREIGHT PLAN**
- **CAPITAL-ALAMO CONNECTIONS STUDY**
- **REGIONAL TRAFFIC SAFETY PLAN**
- **STATE OF SAFETY UPDATE**

Regional Transportation Demand Management Plan

The US Census, which measures people's primary mode of travel to work, considers six travel modes: single-occupancy vehicle, carpooling, transit, bicycling, walking, and working at home. The US Census indicates that, across the United States, the largest mode share to work is consistently the single-occupant vehicle (SOV) trip. CAMPO's Transportation Demand Management (TDM) Plan more closely analyzed how commuters in the region travel to and from work. As a measure of travel demand, any mode other than travel by an SOV was considered a non-SOV trip, including those who telecommute to work or work from home. **Figure 25** shows the density of these combined non-SOV trips by area. The graphic illustrates how higher non-SOV can happen even in areas where there are fewer transportation alternatives overall. The tracts in the figure have been aggregated into hexagons for ease of presentation. The TDM Plan also looked at the proportion of

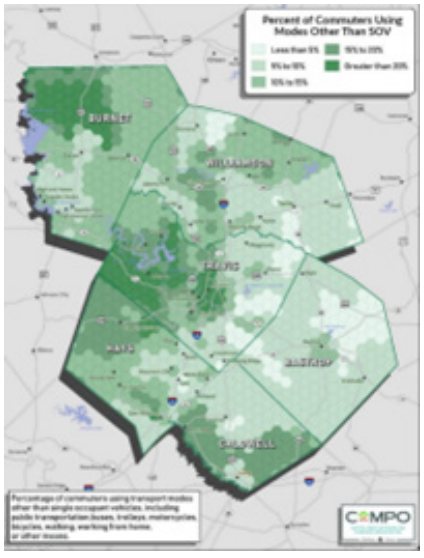


Figure 25. Density of Non-SOV Trips

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

In June of 2023, CAMPO released the Regional TDM Program: Implementation Strategy. The recommendations of this implementation strategy included school pool, essential workers outreach, targeting congested corridors, expanding the guaranteed ride home program, increased use of the park-and-ride programs through an established campaign, creating a construction mitigation program, partner with large event organizers to establish large-event carpools, and incorporating performance evaluations into each of these programs.

*It should be noted that the Regional TDM Plan was developed before the COVID-19 pandemic and there have been significant changes to remote work and resultant travel patterns.

Key Elements of the TDM Plan

While driving alone is the most prevalent mode of travel, residents in the region commute using a broad range of other modes.

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

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

Regional Arterials Concept Inventory

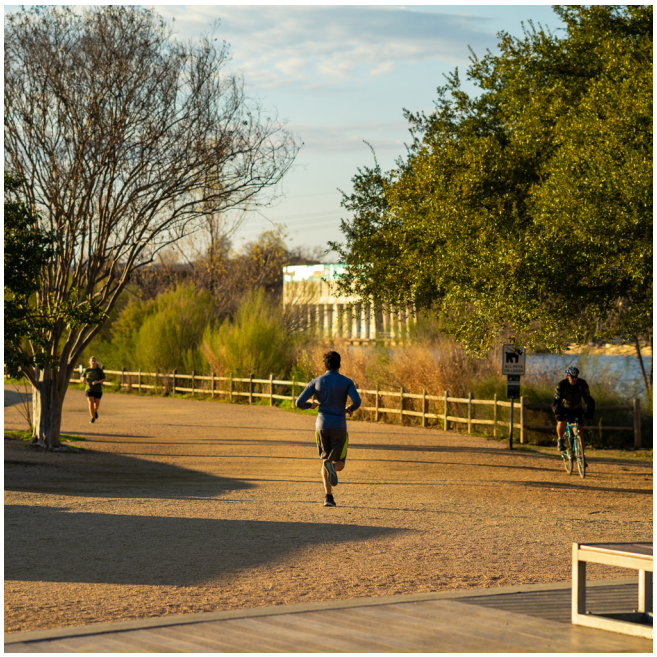
The Regional Arterial Concept Inventory (RACI) effort facilitated conversations between regional partners to develop concepts for a comprehensive arterial network to support future growth within the Capital Area. This study was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only. The RACI:

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

Since 2019, Bastrop, Burnet, and Caldwell County have adopted county-wide transportation plans and major thoroughfare plans in alignment with the findings of the RACI.

Regional Active Transportation Plan

The 2045 Regional Active Transportation Plan (RATP) documented a shared vision for the development of a safe and highly functional active transportation network of pedestrian and bicycle facilities and amenities for the six-county Capital Area. As part of this process CAMPO worked with local governments and partner agencies to develop a comprehensive bicycle and pedestrian facility inventory, a data-driven needs assessment, extensive public outreach and stakeholder engagement, and a thorough review of relevant case studies. In addition, the completion of the RATP was one of the goals outlined in CAMPO's Walkability Action Plan. The Plan culminated in the development of an unconstrained active transportation network and a tiered priority network of over 1,700 miles of new and existing facilities, shown in **Figure 26**.



VISION NETWORK GRAND TOTAL: 1770 MILES

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

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

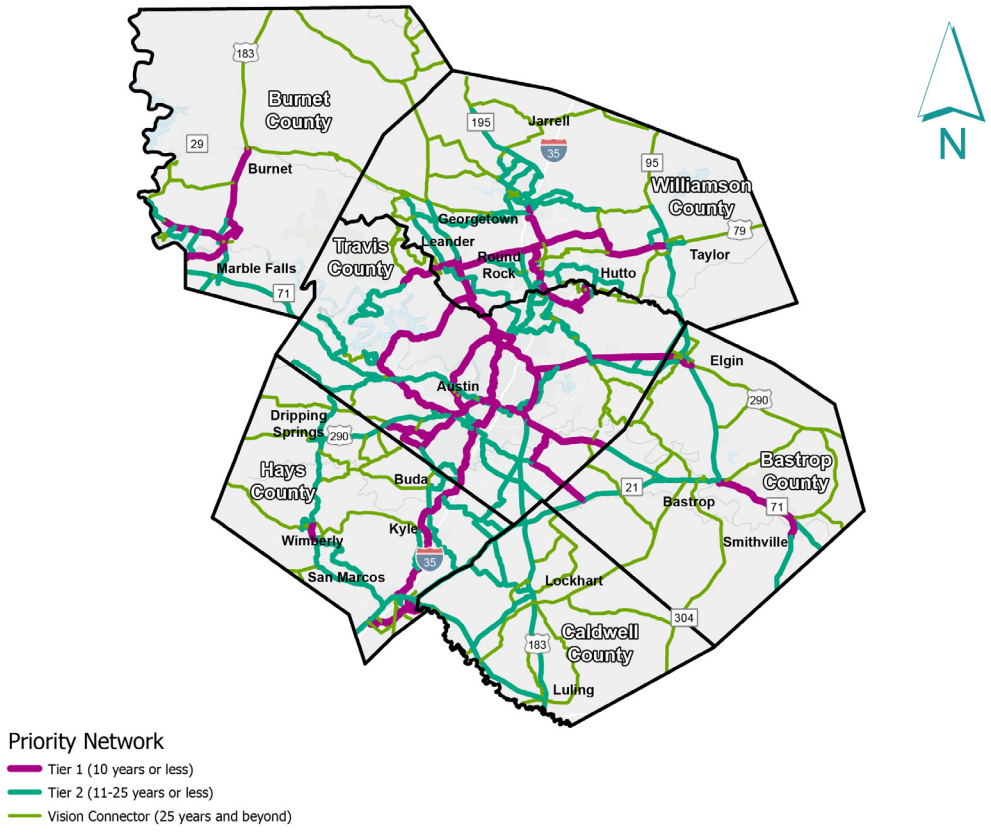


Figure 26. Regional Active Transportation Plan Priority and Vision Network

Regional Bicycle and Pedestrian Inventory Update

This inventory tracks the region's existing and planned active transportation infrastructure and the progress that the region is making toward completion of the Tier I and Tier II priority networks established by the RATP. Since the 2017 adoption of the RATP, approximately 120 additional miles of sidewalks, bicycle facilities, and shared-use facilities have been completed on the regional priority network.

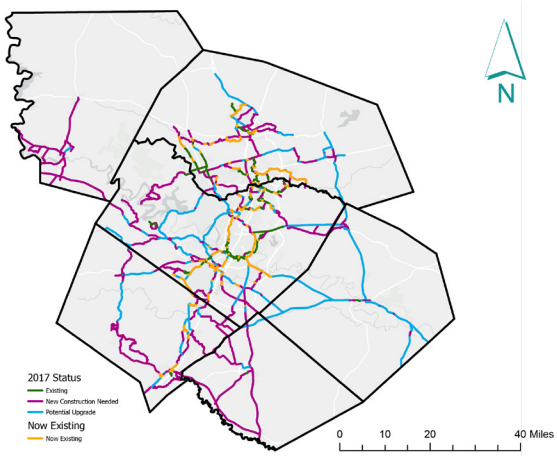


Figure 27. 2045 Priority Network Status Map

Regional Incident Management Study

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

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

The CAMPO Regional Incident Management Strategic Plan and Performance Assessment developed a total of 29 recommendations to improve TIM in the Capital Area. To assist in prioritizing the TIM recommendations, a cost-benefit analysis was performed on selected recommendations that were conducive to quantitative analysis. Guidance was also provided on potential funding to implement the recommendations. Recommended performance metrics to track the Region's progress towards improving TIM were developed, which include:

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

Several high-impact recommendations from this effort are currently in-progress or completed:

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

Regional Transit Study

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

The RTS incorporates the Capital Area Rural Transportation System's (CARTS) future needs and services for the non-urbanized area (shown in **Figure 28**), as well as CapMetro's planned service for the urbanized area, including light rail, rapid bus, and commuter rail projects. CARTS' future plans include operational improvements such as expanding express bus routes and on-demand service. Capital improvements include new or improved park-and-ride and intermodal facilities. These improvements are in line with future needs identified as part of the technical evaluation for this study and align with needs identified by elected officials, local governments, non-profits, and the public.

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

Figure 28. CARTS 2045 Plan Recommendations

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

CapMetro's Planned Project Connect Improvements

CapMetro's Project Connect initiatives include the implementation of light rail, rapid buses, and commuter rail to enhance Austin's transit infrastructure. The Austin Transit Partnership will design and construct the light rail, while CapMetro will handle the light rail operations and manage the design, construction, and operation of the rapid bus and commuter rail services.

Regionally Coordinated Transportation Plan (RCTP)

This plan aims to improve transportation for older adults, individuals with disabilities, veterans, low-income individuals, youth, and those with limited English proficiency. It stresses the need for increased collaboration among stakeholders to address service gaps. The plan identifies access to healthcare and employment as critical concerns. It also calls for more effective education by enhancing the dissemination of transportation information and engaging stakeholders more meaningfully.

The RCTP outlines five goals that directly support two of the 2050 RTP goals: (1) Mobility—such as reducing network gaps and expanding modal choices—and (2) Equity—by addressing the needs of vulnerable populations. Additionally, the RCTP emphasizes the importance of educating regional partners and the public.

As part of the RCTP recommendations, CAMPO hosts the Regional Transit Coordination Committee, a forum for transportation organizations, health and human service agencies, and other transit providers to collaborate on commons goals and address regional service gaps.

ITS Architecture Update

This is a long-range plan for the deployment, integration, and operation of intelligent transportation systems (ITS) in the Capital Area, formally known as the Austin Regional Intelligent Transportation Systems – Architecture and Deployment Plan. The latest version publicly available is a 2019 plan; however, an update is currently under development. Regional ITS architecture includes ITS needs, ITS inventory, ITS service packages, ITS deployment plans, and ITS use and maintenance plans. Existing ITS architecture has been deployed in the CAMPO region, and more will be developed. An update of the regional ITS architecture will be completed by spring of 2025.

The 2019 plan emphasizes regional cooperation among agencies and jurisdictions and outlines six key ITS deployment projects: (1) establishing a regional platform for sharing cameras and dynamic message signs (DMS), (2) creating a regional platform for incident information sharing, (3) adopting an integrated approach to corridor management, (4) developing a regional transit fare system, (5) implementing a data management program, and (6) creating a framework for connected and autonomous vehicle technology.

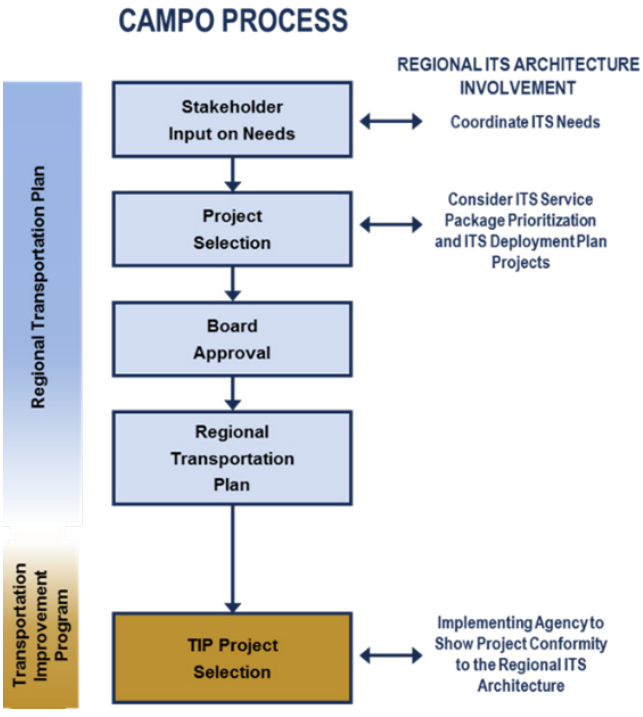
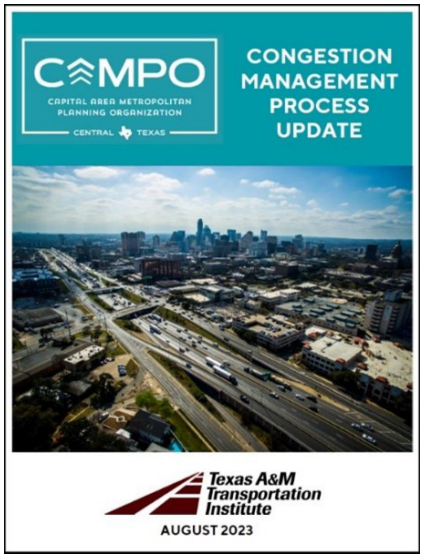


Figure 29. CAMPO Regional Planning Process and ITS Architecture Involvement

Congestion Management Process (CMP) Update

The Congestion Management Process (CMP) Update, published in late summer of 2023, is a federally mandated document through which CAMPO has established targets, measurements, and strategies for reducing and assessing roadway congestion within its jurisdiction. CAMPO developed its congestion management strategies in part through its Transportation Demand Management Plan. The CMP defines a road network for evaluating congestion and labels many major roads in Austin as "unreliable," advising travelers to plan for at least an additional 50% travel time during peak periods. The document also outlines close to 30 strategies for reducing congestion that support the CMP targets.



The congestion management objectives closely align with RTP goals related to safety, mobility, stewardship, and the economy. Specifically, the CMP objectives explicitly support the RTP's goals of time-competitive transportation options, multimodality, and system resiliency. Additionally, two CMP objectives focus on empowering travelers by educating them about various transportation options and helping them make informed choices beyond driving.

The initial CMP established baseline conditions for comparison in future updates. Due to the disruption caused by the COVID-19 pandemic and significant changes to the CMP's data source methodology, the 2023 CMP update re-established these baseline conditions for future assessments.

Regional Freight Plan

Freight and goods movement is critical to all aspects of the regional economy. Demand for freight services in the CAMPO region is rising due to population growth, the surge in e-commerce and last-mile delivery needs, and the expansion of freight-intensive industries such as automobile and semiconductor production. The Regional Freight Plan examined the state of the transportation network regarding freight, identified future trends that can affect the network, and provided 83 recommendations on how to address short-term (1-3 years), mid-term (3-5 years), and long-term (5-10 years) needs.

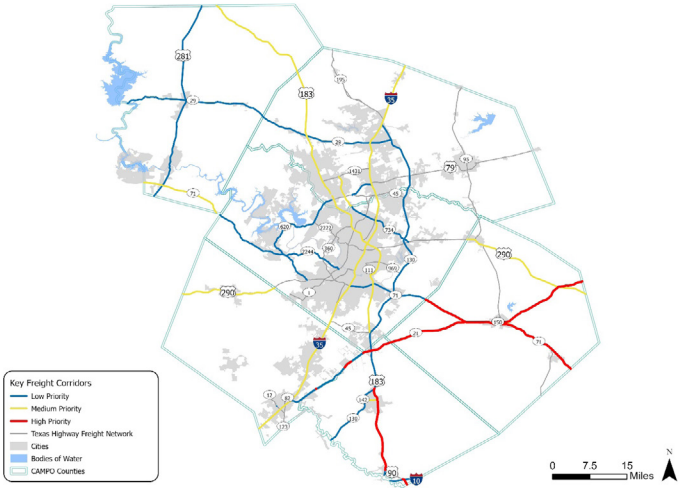


Figure 30. Regional Freight Plan - Key Freight Corridors

In the CAMPO region, almost 96 percent of goods are carried by trucks which utilize the same roads and highways as passenger vehicles. That percentage is expected to grow as the region's population increases as does the appetite for e-commerce. Recommendations on how to manage the growth of freight in the region include identifying locations suitable for truck parking, increase use of technology solutions to lessen freight congestion and idling, evaluate freight access standards, and identify freight-related safety improvements.

Capital-Alamo Connections Study

The "Capital-Alamo Connections Study Executive Summary" outlines efforts by CAMPO and AAMPO, in collaboration with TxDOT, to develop strategies to enhance mobility between Austin and San Antonio. The study identifies inter-regional travel patterns, assesses current market conditions, and defines future transportation needs, culminating in an implementation plan with short-, mid-, and long-term strategies through 2045. These efforts align with 2050 RTP by addressing anticipated population growth and congestion, promoting regional coordination, enhancing multimodal options, and ensuring integrated corridor management.

Regional Traffic Safety Plan

This plan documents regional traffic safety data and explains the role of CAMPO and other organizations in reducing traffic-related fatalities and serious injuries. It outlines some activities CAMPO can use to identify, implement, and evaluate safety programs. Fatalities and serious injuries have reached 10-year highs recently, making safety an especially serious issue.

State of Safety Update

This update reports regional safety-related data for the past decade. Traffic fatalities and serious injuries in the region (for all modes) averaged about 1,200 per year from 2017 to 2019. From 2020 to 2022, they averaged around 1,300 per year – a 9 percent increase. Pedestrians and bicyclists have been especially hard hit by higher crash rates. The combined total number of fatalities and injuries for the two modes rose from an average of 256 per year (2015-2019) to an average of 302 per year (2020-2022) – an 18 percent increase.

In Progress Regional Plans, Studies, and Programs

CENTRAL TEXAS TRAFFIC MANAGEMENT SYSTEM (CTTMS): CAMPO is leading the development of a digital twin platform that will serve as a traffic management system for the region. The platform will aggregate and integrate traffic data, allowing the data to be analyzed and shared between jurisdictions. The platform will eventually allow for the coordination of signal timing and ITS operations between adjacent jurisdictions.

CTTMS will promote reliability and safety through more effective traffic management. Additionally, the initiative represents regional coordination and will support system preservation.

REGIONAL SAFETY ACTION PLAN (RSAP): CAMPO is developing a Regional Safety Action Plan (RSAP) to enhance its existing Traffic Safety Plan and assess subregional traffic safety needs as part of the Safe Streets for All (SS4A) grant program. This plan will include both a region-wide plan and individual plans for each member county. The overall aim of the effort is to reduce fatal and serious-injury crashes and improve safety for all users, including pedestrians, cyclists, public transportation users, and drivers, with an emphasis on equitable investment in historically underserved communities. The RSAP will include a list of projects, programs, and strategies that could significantly reduce fatal and serious injury crashes and is expected to be finalized by the end of 2025.

CAMPO PROJECT READINESS PROGRAM: The CAMPO Project Readiness Program is a partnership between CAMPO and the Texas Department of Transportation (TxDOT) to plan for the future transportation needs on state-owned (on-system) highways throughout the six-county CAMPO region. In 2021, CAMPO's Transportation Policy Board adopted 10 regional corridors to study and prepare for future multimodal transportation improvement projects. These corridors connect significant and growing residential, employment, and activity centers throughout the region, experience higher-than average crash rates, and complement existing studies and projects throughout the region. CAMPO and TxDOT are currently conducting feasibility studies for mobility and safety improvements on three corridors - Parmer Lane (FM 734) from MoPac (Loop 1) to RM 1431; FM 973 from US 290 to US 79; and FM 969 from SH 130 to SH 71 near Bastrop.

INTERCHANGE BOTTLENECKS STUDY & REGIONAL TRANSPORTATION EMISSIONS REDUCTION PLAN (TERP): These are plans and studies that are still in progress and not yet complete at the time of the 2050 RTP. The Interchange Bottlenecks Study will identify bottlenecks at major intersections and interchanges and provide strategies for addressing issues. The Regional Transportation Emissions Reduction Plan (TERP) will focus on mobile source emissions from on-road sources and provide recommendations about which strategies will provide the greatest benefit per cost.

Other Studies and Plans

There are several additional studies and plans that are relevant to CAMPO's 2050 RTP. Subregional plans, developed by CAMPO and local jurisdictions within the CAMPO region, provide more detailed transportation strategies and priorities for specific areas. Transit plans outline improvements and expansions to public transportation systems, while TxDOT plans focus on the state's transportation infrastructure. These documents are listed below and a more detailed review of each document can be found in Appendix M. These documents emphasize several priority areas:

- Enhancing safety by reducing crashes and their severity.
- Alleviating roadway congestion.
- Undertaking roadway improvement projects.
- Addressing network gaps.
- Fostering inter-agency collaboration.
- Improving data collection.
- Promoting a multimodal transportation system.
- Expanding transit services.

CAMPO-LED SUBREGIONAL STUDIES, PLANS AND PROCESSES:

- Bergstrom Spur Corridor Study
- Luling Transportation Study
- MoKan/Northeast Subregional Plan
- San Marcos Transportation Corridors Study
- Williams Drive Study
- Austin Avenue Corridor Study
- Northeast Burnet County Transportation Study
- Western Caldwell County Transportation Study

TRANSIT, AIR, AND RAIL STUDIES AND PLANS:

- Conventional Passenger Rail Service Feasibility Study (Austin to San Antonio) - under study by Travis County
- CARTS Transit Study
- CapMetro Long-Range Plan
- Austin Transit Partnership Light Rail Implementation Plan
- Austin Light Rail Phase 1 Project – Coordination Plan
- Austin-Bergstrom Airport Expansion & Development Program

TXDOT STUDIES, PLANS AND PROCESSES:

- TxDOT Unified Transportation Program
- TxDOT Statewide Long-Range Transportation Plan
- Texas Delivers 2050: The Texas Freight Mobility Plan
- TxDOT I 35 Capital Express Program
- TxDOT Statewide Active Transportation Plan
- TxDOT Statewide Transit Plan
- TxDOT Resilience Plan
- TxDOT Austin District Studies
- TxDOT Triennial Highway Safety Plan
- Texas Carbon Reduction Strategy
- Transportation Emissions Reduction Plan

Chapter Summary

Population and Jobs Will Double. The Capital Area is growing rapidly, with both population and employment expected to double over the next 25 years to 4.7 million and 2.1 million, respectively. This growth will continue to place pressure on the region's transportation system. Connected regions such as megacities and megaregions are also growing rapidly and will continue to be linked with the Capital Area's growth.

Multimodal Transportation Solutions Are Key to Addressing Congestion. To address the ongoing challenge of congestion in the CAMPO region, it is crucial for key stakeholders—including government officials, community organizations, and local businesses—to prioritize multimodal enhancements to the transportation network. Essential improvements include expanding public transit, developing better pedestrian and bicycle networks, optimizing traffic management, and integrating advanced vehicle technologies to improve connectivity and efficiency on the roads.

Roadway segments with crash rates exceeding the regional average in urban and rural areas disproportionately affect pedestrians and bicyclists. Fatalities from crashes are increasing, with pedestrians and bicyclists remaining particularly vulnerable, and roadway segments with crash rates exceeding the regional average are found in both urban and rural communities. Designing infrastructure that protects vulnerable users and promotes safer driving can reduce the rate of crashes and fatalities.

CAMPO's planning emphasizes health, safety, and vulnerability analysis. CAMPO's approach to regional transportation planning is comprehensive, considering not only the different modes themselves, but public health, safety, and vulnerability considerations. As these considerations remain relevant for the region, CAMPO will continue to prioritize them when planning for new infrastructure.

Addressing Technological Advancements. There is a need for agencies to consider how emerging technologies will impact travel demand models, land use, and demographics. The potential effects of new technologies on travel behavior should be considered as new data becomes available and trends become clearer. Changes in transportation technologies could lead to changes in commuting distances, housing decisions, and land use. It is important for local jurisdictions within the CAMPO region to coordinate their planning efforts to effectively address these technological advancements.

Transportation Planning shaped by regional and local plans. This review highlights system-wide improvements that reflect the multimodal transportation impacts of regional projects at the local level, as well as their eligibility for federal and state funding. By drawing on insights from various studies such as the Regional Active Transportation Plan, Regional Incident Management Study, and the Regional Transit Study—all aimed at enhancing mobility, connectivity, and safety—these evolving plans are essential in shaping the transportation infrastructure to support future growth and regional goals. Furthermore, the new guidance from the federal Infrastructure Investment and Jobs Act (IIJA) emphasizes prioritizing these projects without initial financial limitations, allowing for a comprehensive exploration of transportation strategies that are critical for future decision-making and funding allocations.

CHAPTER 3: FISCAL CONSTRAINT

In accordance with state and federal requirements, the 2050 Regional Transportation Plan (RTP) is required to be financially constrained. Fiscal constraint ensures that projected revenues for construction and project implementation are reasonably anticipated over the duration of the Plan. This process demonstrates that the recommended and prioritized projects can realistically be funded throughout the plan's time frame. Given the scarcity of transportation funding, it is imperative to take measures ensuring that appropriate projects and programs are both prioritized and ultimately implemented. To achieve this, the Metropolitan Planning Organization (MPO) must provide evidence of future funding levels, estimate project costs accurately, and forecast the needs of all travel modes. The financially constrained Plan enables the MPO and partnering agencies to focus on near-term opportunities while identifying viable strategies for long-term implementation.

FINANCIAL PLAN

The financial plan underscores how the projects recommended by the Transportation Policy Board adhere to fiscal constraint requirements. According to federal regulations 23 U.S.C. 134(j)(2), the RTP must include:

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

In addition to the fiscally constrained list of projects, the RTP also identifies projects in an illustrative, or unconstrained, list. These projects are under consideration for planning purposes but lack a reasonable expectation of funding. Over time, projects listed as illustrative may be transitioned to the fiscally constrained list in subsequent RTP updates, contingent upon the completion of further planning work and the identification of potential funding. Furthermore, local jurisdictions may secure additional resources through policy changes, grants, or other methods, enabling these projects to move to the constrained portion of the Plan. The graphic below outlines the approach to develop a fiscally-constrained project list.

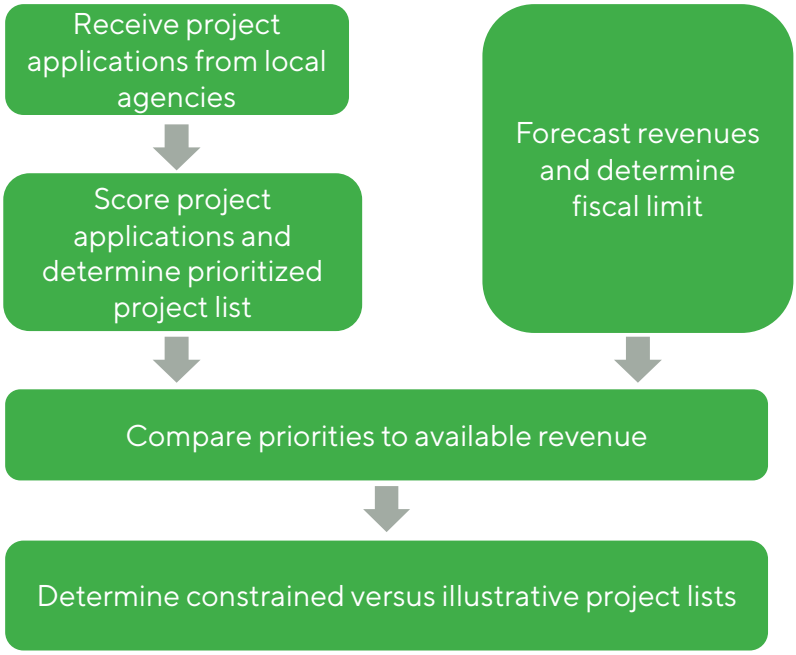


Figure 31. The Process to a Fiscally-Constrained Project List

How We Fund Transportation Projects

A financial plan explains how the MPO and member agencies will pay for proposed transportation projects using expected funds from local, state, and federal sources. The plan projects these sources over the entire length of the RTP, forecasting total funding for transportation projects through 2050.

Revenue Forecasts

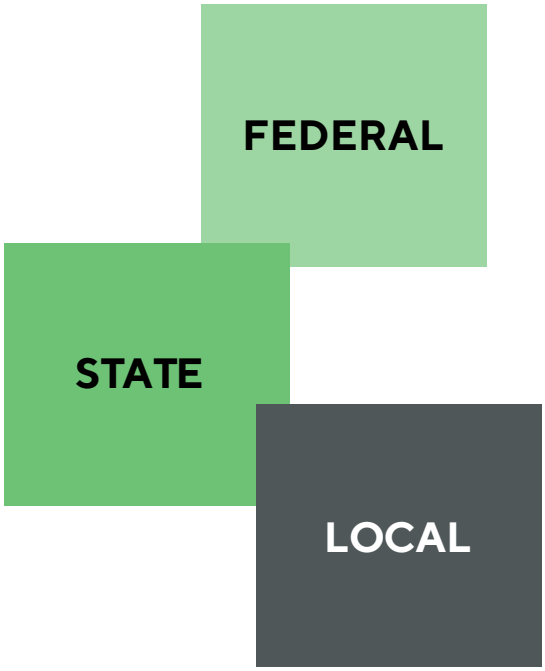
The fiscally constrained portion of the RTP outlines the anticipated financial resources necessary for the implementation of projects, programs, and services detailed within the Plan. Fiscal constraint is established based on and represents a specific point in time, projecting reasonably expected financial resources over the 25-year planning horizon. Funding for the Plan will be sourced from local, state, and federal entities and is estimated to include approximately $57.2 billion over the 25-year planning horizon.

Local resources, which are derived from municipalities, counties, and transportation agencies are primarily generated through taxes, registration fees, and user fees. It is projected that the local contribution to the overall total will be approximately $22.1 billion.

State and federal revenue resources, depicted in the adjacent figure, are projected to total approximately $19.6 billion over the plan's horizon for new capital projects. These funds include federal grants and collected taxes allocated by TxDOT and the federal government. Projections are categorized into twelve funding categories, such as Preventative Maintenance and Rehabilitation, Metropolitan and Urban Area Corridor Projects, Statewide Connectivity Corridor Projects, Metropolitan Mobility and Rehabilitation, and Strategic Priority, among others.

The financial plan also encompasses anticipated transit revenues, as illustrated in the figure on the lower right. These revenues are distributed among CapMetro, ATP, CARTS, and local Federal Transit Administration (FTA) fund recipients (Round Rock and San Marcos) and are further segmented into capital and operating revenues for each agency. It is assumed that transit revenues for both capital and operating expenses will be fully utilized throughout the life of the RTP.

> *The test for what is "reasonably expected to be made available" does not necessitate commitments from policymakers nor an intention to allocate funds to the Build scenario outlined in the Plan. Fiscal constraint, in this context, requires demonstrating the capacity of funding sources that have historically been utilized or are anticipated to be available in the future for financing transportation programs and projects.*



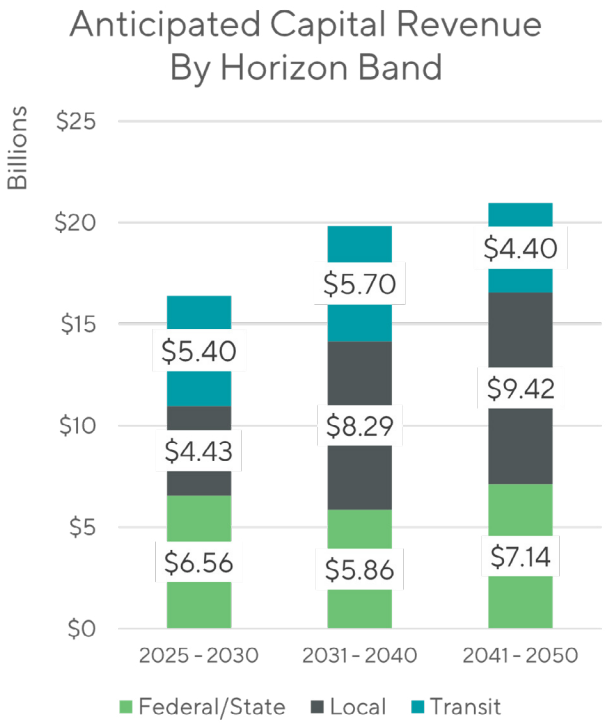


Figure 32. Capital Revenue Anticipated by Horizon Band

Revenue Forecasting Methodology

FEDERAL & STATE REVENUE PROJECTIONS

Federal and state revenue forecasts were projected using a consistent approach with other recent TxDOT revenue estimating procedures, including the following steps:

- Step 1: Sourced federal/state revenues from the FY 2025-2028 Transportation Improvement Program (TIP).
- Step 2: Sourced revenues available during the years of the FAST act legislation (rather than IIJA allows for more conservative revenue assumptions by relying on historical data and funding levels known to be more predictable and consistent)
- Step 3: Calculated the annual average allocation for each category using the historic revenues from the FAST Act as a starting point for all years outside of the TIP.
- Step 4: Applied a 2% revenue inflation value and forecast through 2050.

REGIONAL TOLLING AGENCIES

Regional tolling agencies' projections relied on the assumption that revenues and expenditures for all tolling authorities in the region will be treated as a closed system, meaning all expenditures on tolled facilities are assumed to be funded by revenues generated by the respective tolling authority.

TRANSIT AGENCIES

Revenue projections for transit agencies operating within the region were generated using historic data for capital, operations, and maintenance expenditures as reported to FTA through the National Transit Database. Revenues for the Austin Transit Partnership (ATP) were allocated based on information available about the bond funding allocated to capital projects anticipated to be administered by ATP.

LOCAL PROJECTIONS

Local revenue projections were generated using historically available spending and programming plans and were developed as followed:

- Step 1: Held meeting with each jurisdiction of population over 50,000 to discuss their typical and atypical funding sources and assumptions for future transportation improvement projects.
- Step 2: Sourced local jurisdiction budgets, Capital Improvement Plans (CIPs), and/or relevant bond information (historic, current, and future).
- Step 3: Synthesized data and captured historic transportation spending patterns and trends.
- Step 4: Accounted for existing commitments – programmed capital projects, debt service, etc.
- Step 5: Calculated annual averages for each local entity.
- Step 6: Applied 2% revenue inflation value and forecast through 2050.

FISCAL CONSTRAINT

Scoring projects enabled the creation of a prioritized, fiscally constrained project list based on the project rankings. For inclusion, projects previously approved in the TIP time frame were first included, then projects submitted as locally funded were included under the assumption of having local priority support. Remaining projects were then ranked based on their MPO-reviewed score with the highest ranked projects selected in order, until the total resources available were met. Projects that were not assigned to any of the three time periods are included in the RTP's Illustrative List of Projects. The development of the fiscally constrained and illustrative project lists are discussed further in Chapter 4. The full list of projects can be found in Appendix A.

Chapter Summary

The region anticipates nearly $57.2B in revenue available to fund transportation projects between 2025 - 2050.

The 2050 RTP's financial plan helps demonstrate how the projects recommended by the Transportation Policy Board, and covered in Chapter 4, meet fiscal constraint.

The fiscally constrained portion of the RTP identifies expected financial resources for projects, programs, and services in the Plan.

CHAPTER 4: PROJECT LIST DEVELOPMENT

The project listing in the Regional Transportation Plan (RTP) reflects the implementation of the goals and objectives of the Transportation Policy Board (TPB) and guides the expenditure of transportation funds. The listing is comprised of regionally significant projects that are sponsored by state and local transportation agencies and governments. This chapter describes the process used to develop the project list for the 2050 RTP, including the compilation, review, scoring, and fiscal prioritization of CAMPO member-sponsored projects.

BACKGROUND ON PROJECT SELECTION

Per federal regulations, the RTP must include all regionally significant transportation projects expected to be implemented by 2050 with consideration to the financial resources available to implement. Financial resources available for transportation projects are determined through the fiscal constraint process outlined in Chapter 3. Furthermore, federal regulations require that project selection for the RTP is performance based, with evaluation metrics based on the goals and objectives established by the MPO. The goals and objectives for the CAMPO 2050 RTP are described in Chapter 1 and were developed by a subcommittee of the TPB.

Candidate projects for the 2050 RTP undergo a screening and selection process to ensure both that they are regionally significant and that they benefit regional transportation by advancing the goals and objectives of the Plan. The selection process then proceeds into public comment and culminates with adoption by the CAMPO TPB, through a process outlined in the Public Involvement chapter.

The general process of project compilation and prioritization is summarized in this chapter. More details on selection criteria used, how they relate to the RTP goals and objectives, and the Build scenario list of projects are included in the Appendix.

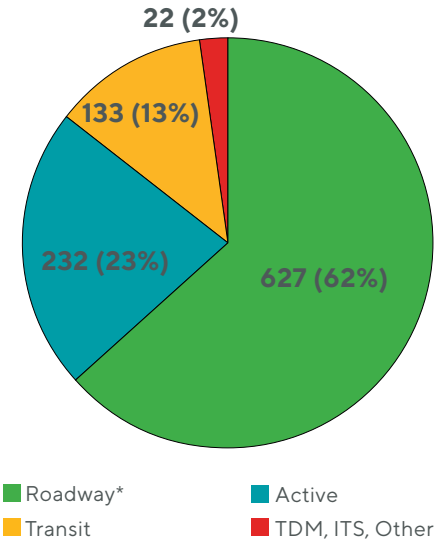


Figure 33. Projects submitted by type

*Nearly half of all roadway projects submitted to CAMPO also specify the inclusion of active transportation improvements in the provided project description. While some project descriptions as submitted do not necessarily call out these sort of improvements, local standards will require active transportation accommodations as part of the design process. It is important to note that the omission of language about pedestrian or bike facilities in the project description does not imply these facilities will not be included.

Project Submittal

To nominate projects for the 2050 RTP, project and program sponsors that plan or implement regionally significant transportation projects were invited to submit applications through a project call process. Supporting information and documentation requirements for submittal were robust in order to meet Federal requirements appropriate for performance-based planning and project detail at the RTP stage. Over 1,000 project applications were submitted from 29 local jurisdictions and transportation agencies, including TxDOT. These submissions included projects for roadway, transit, active transportation, transportation demand management (TDM), intelligent transportation system (ITS) and operations projects, and "other" transportation projects that do not necessarily fit into another category. Note that while projects are categorized into one mode of transportation that is the focus of each project, they often include multi-modal elements such as bicycle and pedestrian facilities along roadways and around transit facilities. Any jurisdiction or agency anticipating use of federal funding for any portion of a project between years 2025 and 2050 participates in the project submittal process in order to enable regional discussion of needs, financial means, and priorities.

Regional Significance

Determining regional significance is a vital step for the 2050 plan. Projects must show regional significance to be included in the RTP. Similarly, projects receiving federal funding administered by CAMPO are also required to meet the regional significance threshold. Projects can qualify as regionally significant based on multiple, mode-specific characteristics as identified by CAMPO. The CAMPO definition of regional significance expands upon the more general FHWA description, as defined at right. CAMPO defines regional significance for each project category as follows:

ROADWAY REGIONAL SIGNIFICANCE

- Roadways and intermodal connectors included in the federally adopted National Highway System (NHS)
- Roadways identified as minor arterials or higher in the Federal Regional Functional Classification System or are expected to be re- classified as an arterial or higher when open for public use.
- Grade-separated interchange projects on regionally significant roadways
- Frontage and backage roads (up to ¼ mile from the primary corridor)
- Roadways that serve as a connection to or between existing or planned regional activity centers and corridors

TRANSIT REGIONAL SIGNIFICANCE

- Rail Transit
- Commuter routes
- Bus rapid transit
- Other limited or skip stop routes
- Park and ride infrastructure
- Vanpool and demand response programs

ACTIVE TRANSPORTATION REGIONAL SIGNIFICANCE

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

TDM, ITS and operations projects, and projects submitted in the Other category are evaluated for regional significance on a case-by-case basis.

All transportation improvements submitted by project sponsors were evaluated for regional significance. Most projects submitted for review

REGIONAL SIGNIFICANCE: FHWA Definition

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

were determined to be regionally significant. In addition to regional significance, projects submitted on behalf of another agency or through its jurisdiction, were required to obtain written concurrence from the primary authority of that facility or area. Concurrence is needed when improvements are being requested by a sponsor/jurisdiction that doesn't own or operate the transportation facility and would impose a financial cost to the facility owner or impose a significant change in the way the current facility operates.

Project Prioritization

Applicants submitted projects with self- assessments of the evaluation and scoring criteria aligned with the 2050 goals and objectives (Safety, Mobility, Stewardship, Economy, Equity, Innovation). Upon screening for regional significance, self-assessed projects and project specific data were reviewed for consistency.

Scoring projects enabled the creation of a prioritized, fiscally constrained project list based on the project rankings. In developing this list, projects previously approved in the TIP time frame were first included, then projects submitted as locally funded were included under the assumption of having local priority support. Remaining projects were then ranked based on their MPO-reviewed score with the highest ranked projects selected in order, until the total resources available were met.

Using this method, CAMPO reviewed over 300 projects, concurring with or adjusting scores by considering the appropriate criteria for each mode, with CAMPO-revised scores reviewed with applicants at their request. Projects that are 100% locally funded (i.e. not seeking federal or state funding assistance) or considered illustrative (projects not included within the plan timeline or needing other funding to be considered under fiscal constraint) were not scored. Scoring criteria broken out by mode can be found in Appendix B: 2050 RTP Project Call Submittal Instructions and Evaluation Criteria.

The first part of the appendix includes the fiscally- constrained project list which includes 621 projects with a value of roughly $49.7 billion. All locally-funded, TIP window, and projects prioritized for state/federal funding are included in the fiscally constrained project list.

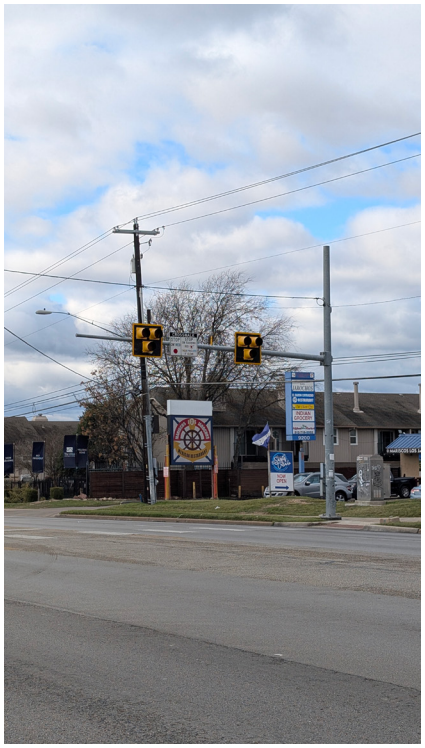
Maintenance costs for implementing entities at the local level are considered outside of the total figure and assumed to continue at current funding levels plus growth for inflation. Expected funds for maintenance from TxDOT over the next 25 years are expected to be about $1.6 Billion. The following pages include maps of the projects by type that are included in the fiscally constrained project list. The full list of fiscally constrained and illustrative projects is found in Appendix A and can also be viewed interactively by webmap, provided on the CAMPO website.

PROJECT CATEGORY	SAFETY POINTS AVAILABLE
Roadway	30
Transit	20
ITS/Operations	30
Active Transportation	25

Table 14. Safety Points Available in Project Scoring

Safety in Project Selection

CAMPO evaluated the 2050 RTP projects based on safety features such as access to evacuation routes, illumination enhancements, access management, safe transit connections, enhanced pedestrian and bicyclist safety, and improvements in incident management. Each project category can earn safety points ranging from 20 to 30 out of the total 100 points, as shown in Table 14.



Pedestrian Hybrid Beacon. City of Austin.

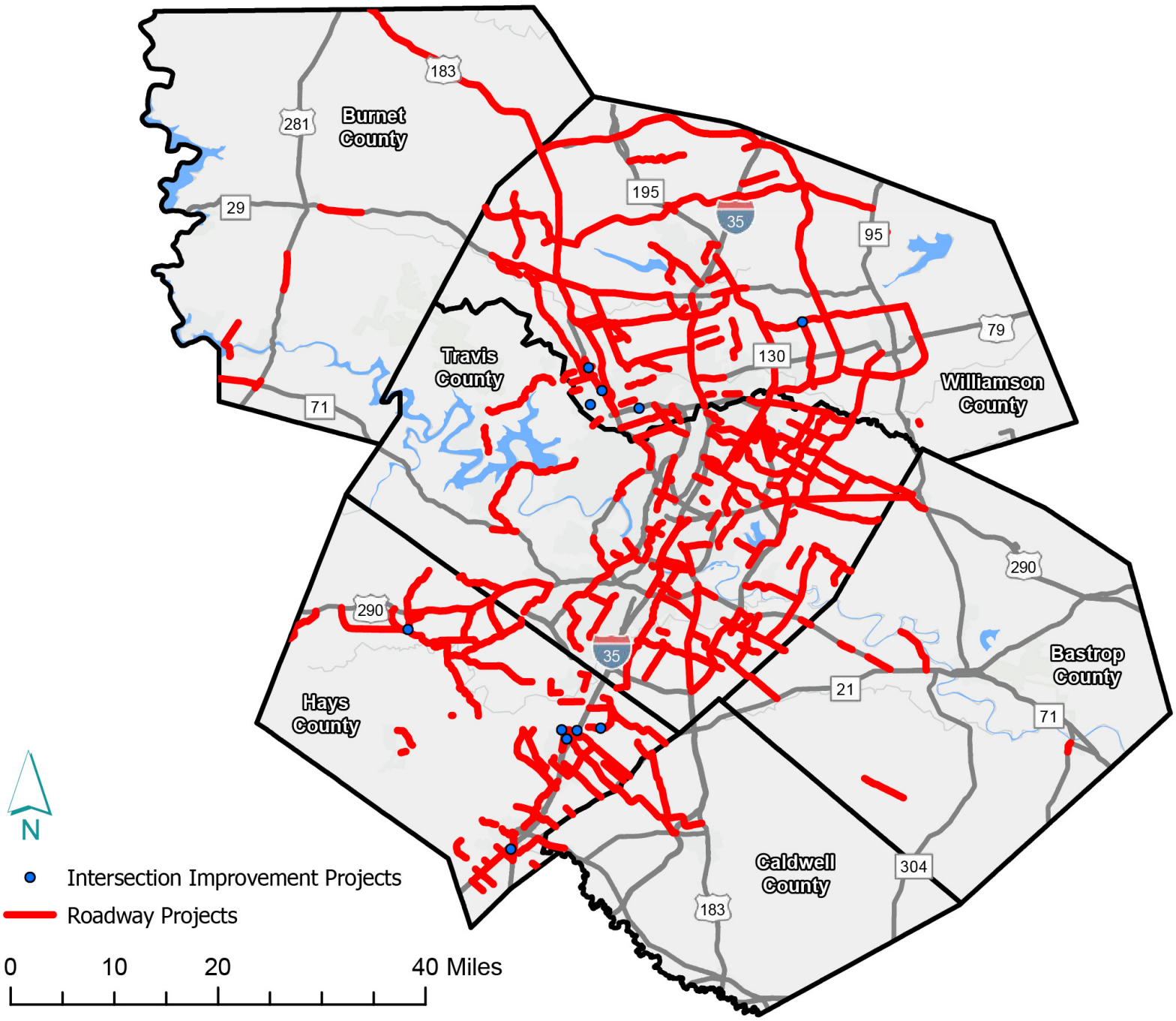


Figure 34. 2050 RTP Constrained Roadway Projects

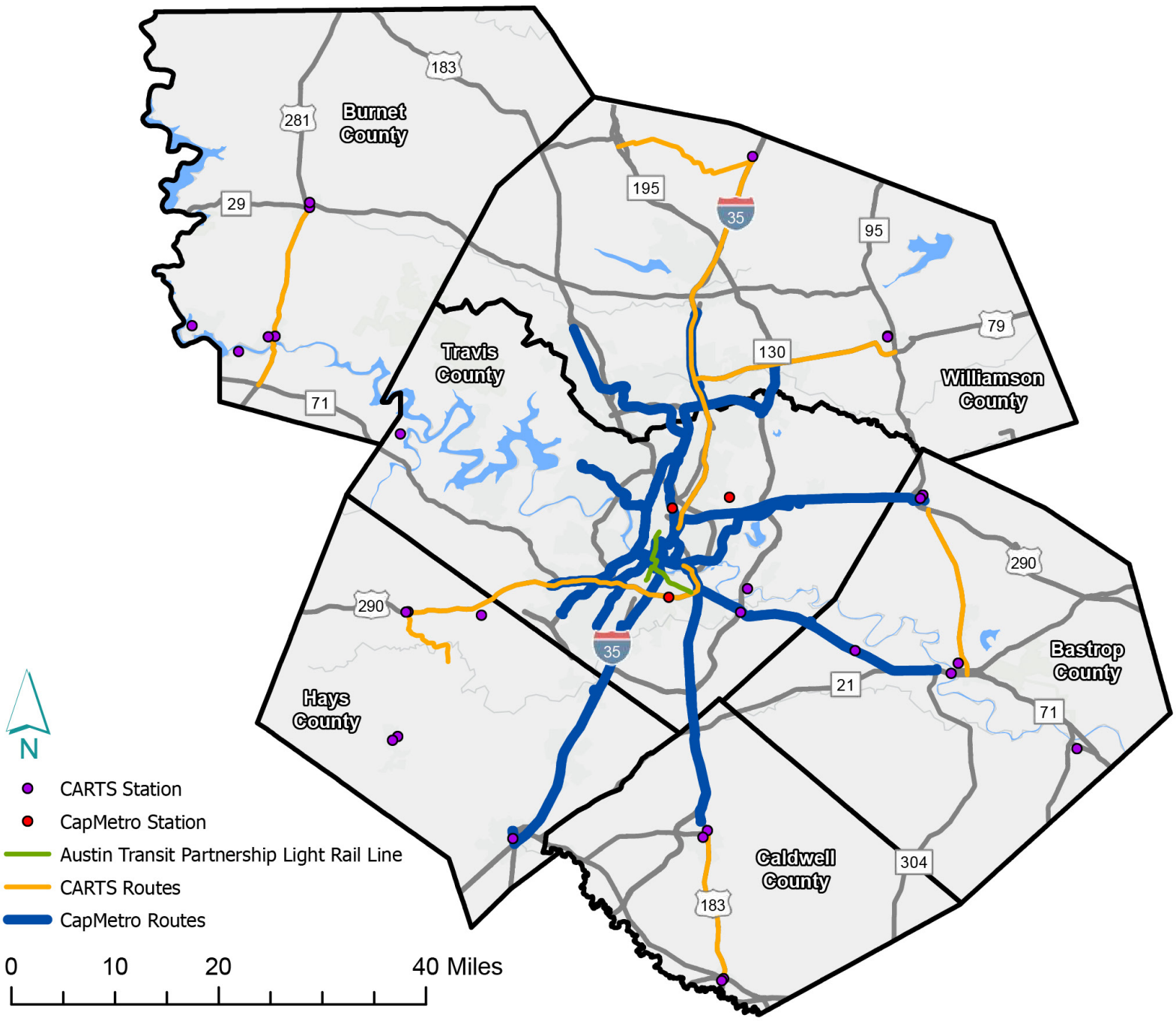


Figure 35. 2050 RTP Constrained Transit Projects

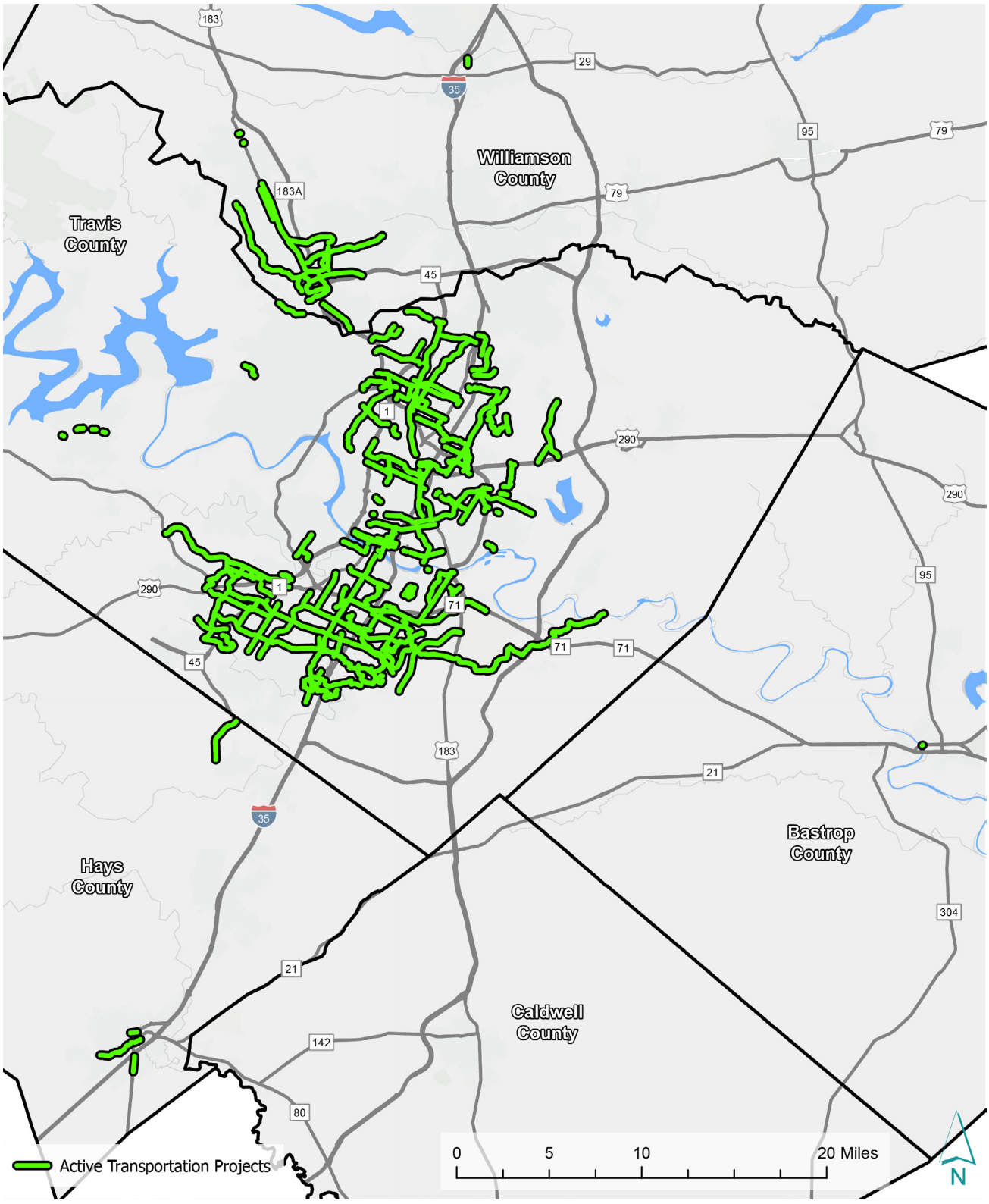


Figure 36. 2050 RTP Constrained Active Transportation Projects

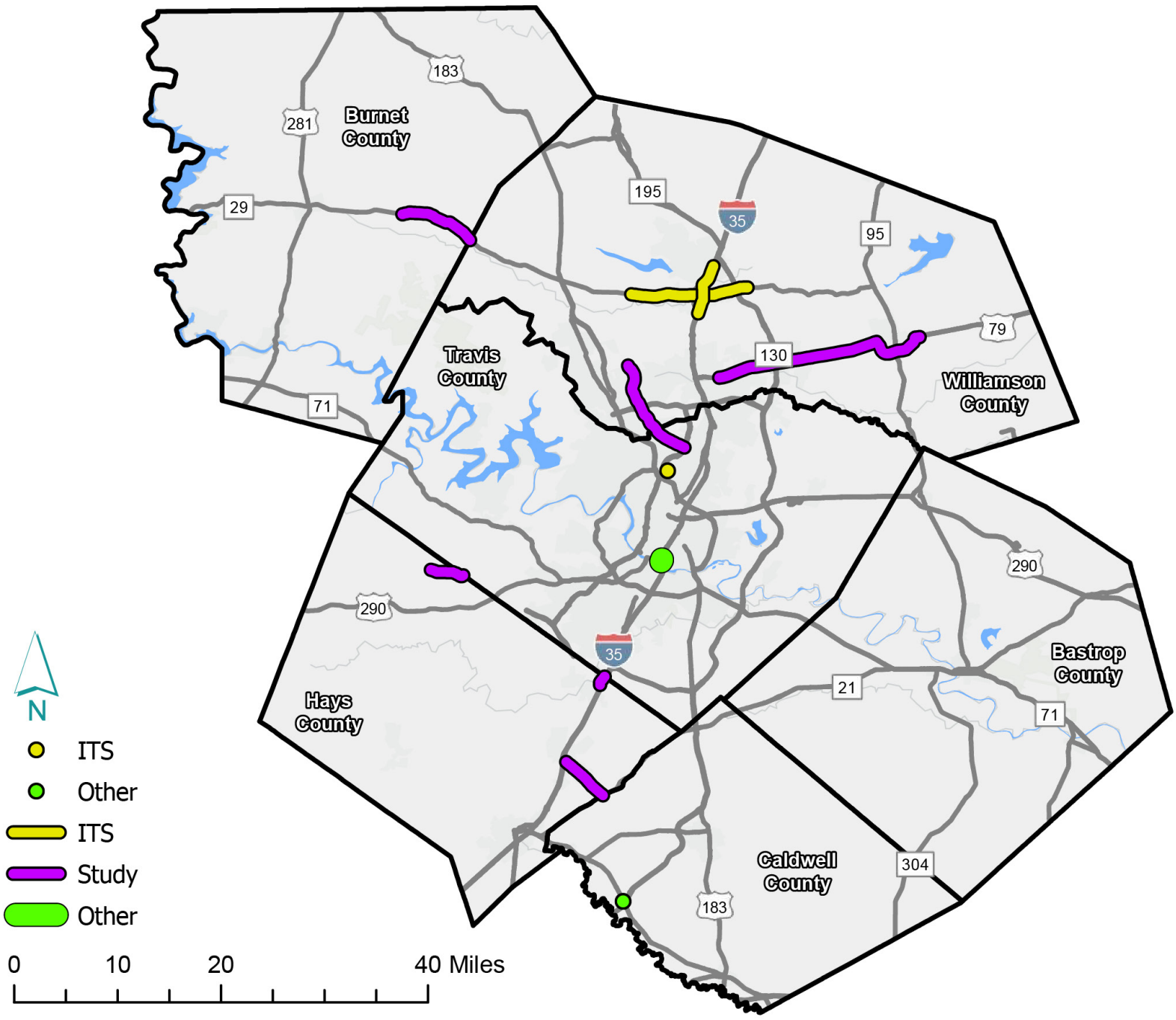


Figure 37. 2050 RTP Constrained ITS, Other, and Study Projects

Included in list but not depicted: The Travis County Conventional Passenger Rail Service Feasibility Study (Austin to San Antonio) will study future potential project location(s).

Summary of Fiscally Constrained Projects within the 2050 RTP

The 2050 RTP includes 340 financially constrained roadway projects, approximately one-third federally funded and two-thirds locally funded. There is a high density of projects within western and central Williamson County, eastern Travis County, and Hays County, particularly around I-35. These projects range from safety and multimodal improvements to added capacity and construction of new roadways. Within Burnet, Bastrop, and Caldwell County, projects primarily involve improvements to existing TxDOT facilities.

Additionally the 2050 RTP includes 116 financially constrained transit projects, including Austin Light Rail Phase 1, new frequent bus services in central Austin, and planned express bus routes connecting both smaller cities to the central part of the region as well as routes connecting smaller cities to each other. The list also includes new and upgraded transit centers and park and rides lots and new and expanded pick-up transit service in many communities without existing fixed-route service.

All transit projects requested to be included on the constrained list by their sponsoring agency are included on the constrained list. All transit projects on the illustrative list were submitted as illustrative by the sponsoring agency.

There are 147 financially constrained, stand-alone active transportation projects, primarily within the City of Austin, including complete streets, safety improvements, and urban trails projects. Other jurisdictions, such as Georgetown, Leander, Cedar Park, Travis County, Lakeway, City of Bastrop, Buda, and San Marcos, also have stand-alone active transportation projects. Nearly half of all roadway projects submitted to CAMPO also specified the inclusion of active transportation improvements in the sponsor-provided project description. While other project descriptions did not necessarily call out these sort of improvements, local standards will require active transportation accommodations as part of the design process. It should be noted that all active projects submitted to CAMPO for inclusion on the constrained list via state and federal funds were ultimately prioritized and placed on the constrained list

The 2050 RTP includes several Intelligent Transportation Systems (ITS) projects, studies, and projects classified as other (See Appendix B for descriptions of project types). Not all projects have a geographical location and may include programmatic improvements such as traffic signal upgrades.

CAMPO works to protect air quality, habitat, cultural resources, forests, and waterways for Capital Area residents. For the 2050 RTP project listing, environmental impacts are considered in the evaluation of projects seeking state/federal funding constraint. See Appendix B for more information on the evaluation criteria used for project list development and prioritization. Separately from the RTP, local and regional transportation projects of all sizes go through environmental analyses to identify and address any adverse impacts.

These projects collectively represent substantial progress in achieving the transportation goals set forth in the 2050 RTP, addressing critical mobility, safety, and access improvements for the CAMPO region. Continued focus and investment will further enhance the efficiency and safety of the transportation network.

Chapter Summary

As mandated through Federal guidelines, the RTP includes all regionally significant active, transit, and roadway projects expected to be implemented by 2050.

A Transportation Policy Board subcommittee developed the goals and objectives of CAMPO's Regional Transportation Plan. This framed the project application , scoring, and review process conducted by CAMPO staff in summer and fall 2024.

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

The RTP includes a list of fiscally constrained projects which local sponsors have demonstrated an ability to fund within the time frame of the plan or have been prioritized for federal funding by satisfying criteria tied to the 2050 RTP goals and objectives.

The 2050 RTP includes an illustrative project list which consists of planned transportation projects for which funding cannot reasonably be expected or which are expected to be implemented outside the time horizon of the RTP.

CHAPTER 5: TRAVEL DEMAND MODEL RESULTS

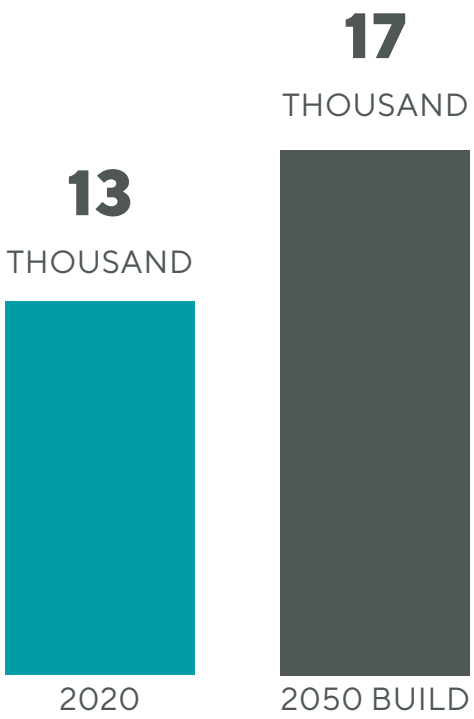
CAMPO uses a travel demand model to evaluate current and projected transportation demand in the Capital Area. The regional model is one tool used to evaluate the impacts of changes in transportation investments and is best utilized to compare scenarios at a high level across multiple jurisdictions. The baseline model results show the change from the 2020 base year and the 2050 horizon year. Baseline travel demand is calculated using the current transportation network and demographics for the region. Forecasted travel demand is calculated by incorporating transportation projects that are already programmed and under construction, as well as population and employment projections for 2050, referred to below as the 2050 No-Build. This forecast assumes there are no other transportation improvements beyond those contained in the current Transportation Improvement Program (TIP) and locally funded improvements within the window of the TIP (2025-2028).

Residents of the Capital Area are well aware of the noticeable congestion levels they currently face. With various metrics on the rise, it's expected that congestion will only worsen in the future. As shown in **Table 15**, if the population doubles and no additional improvements are made as planned, the region can expect more than six times the time traveled per day (vehicle hours traveled). However, the 2050 Build scenario shows several improvements including:

- Total network lane mileage increases by 21% between 2020 and the 2050 Build scenario, indicating a significant investment in infrastructure
- High Occupancy Vehcile (HOV) lane mileage increases from 23 miles to 145 miles. HOV VMT also increases by 42% from the No-Build scenario to the Build scenario, demonstrating that this increase in mileage results in increased usage.
- There is an increase in daily transit boardings from 179,660 in the No-Build scenario to 198,637 in the Build scenario, demonstrating a shift towards more public transportation use.
- VHT decreases notably by 27% from the No-Build scenario to the Build scenario, indicating reduced travel times and less congestion.
- There is a significant improvement in average network speed from 13.62 miles per hour in the No-Build scenario to 19.56 miles per hour in the Build scenario.
- VMT per capita shows a slight increase of 3% between 2020 and the 2050 Build scenario
- Person Miles Traveled (PMT) shows a slight increase by 4% from No-Build scenario to the Build scenario, reflecting mobility improvements
- Network volume-to-capacity is reduced by 14% between the 2050 No-Build and 2050 Build conditions, demonstrating the improvements from added system capacity.
- While the percent of congestion in the peak period is higher in 2050 than 2020, the 2050 Build scenario is approximately 30% less congested than the 2050 No-Build scenario.
- Average trip length is 2% shorter in the 2050 Build scenario than in the 2050 No-Build scenario.

METRIC	2020	2050 NO-BUILD	2050 BUILD
Population	2,332,501	4,760,248	4,760,248
Employment	986,721	2,201,510	2,201,510
Network Centerline Mileage	5,492	5,624	6,109
Network Lane Mileage	13,334	13,748	16,080
HOV Lane Mileage	23.4	150.7	209.7
Vehicle Miles Traveled (VMT)	61,478,060	123,688,743	128,924,021
Vehicle Hours Traveled (VHT)	1,493,419	9,079,651	6,591,022
Person Miles Traveled (PMT)	86,283,536	172,222,846	179,868,735
HOV VMT	98,770	3,064,708	3,379,131
VMT Per Person	26.4	26.0	27.1
VHT Per Person	0.6	1.9	1.4
Percentage of Drive Alone Work Trips	89.1%	88.2%	88.2%
Percentage of Drive Alone Trips (All Trip Purposes)	46.9%	47.4%	47.3%
Average Trip Length (miles)	14.7	15.0	15.3
Network Volume-to-Capacity	0.31	0.59	0.51
Network Miles-per-Hour	41.2	13.6	19.6
Average Percent Congested Network Links (Peak Period)	3.8%	42.7%	30.2%
Vehicle Trips per Day	7,498,255	15,313,571	15,283,234
Person Trips per Day	10,523,691	21,322,443	21,322,443
Daily Transit Boardings	125,768	179,660	198,637

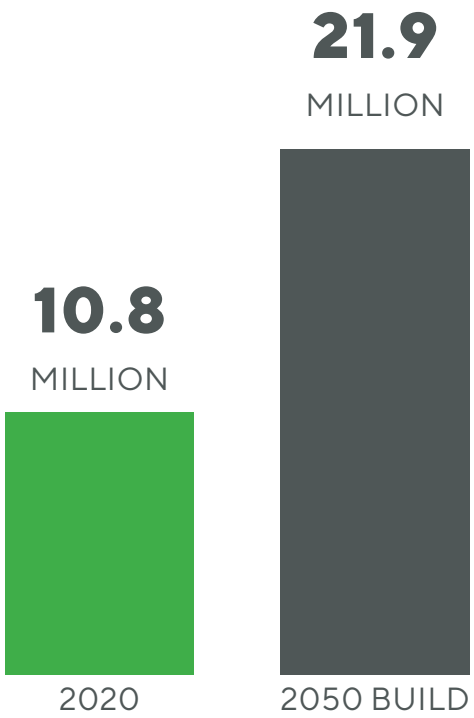
Table 15. Transportation Demand Model Baseline Forecasts



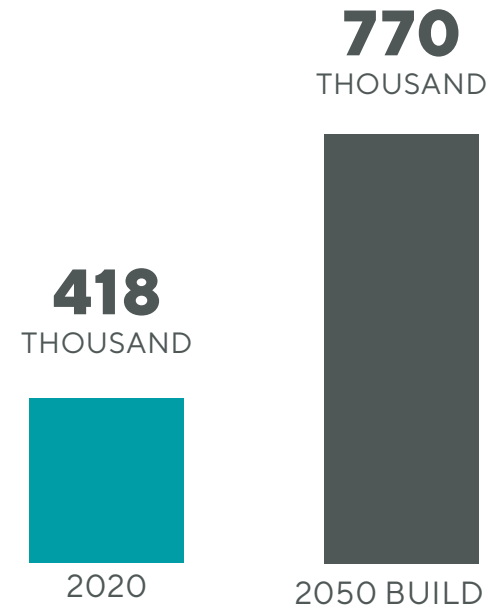
Network Lane Miles

Title VI and Vulnerable Populations Accessibility Analysis

Detailed Title VI and Vulnerable Populations Accessibility Analysis is shown on page 63.



Daily Person Trips



Transit Accessibility

Title VI and Vulnerable Populations within 1/2-mile of Transit Stop (CAMPO Model)

Title VI and Vulnerable Populations

CAMPO looks at disproportionate impacts on low-income and minority populations on the proposed program as part of a vulnerable populations analysis. CAMPO includes populations defined in Title VI as well as Areas of Persistent Poverty and Vulnerable Populations. The Transportation Analysis Zones that meet one or more of those definitions are shown in **Figure 38**. The three definitions used in this analysis are defined below:

Title VI: Tracts with less than 50% of population identifying themselves as "White, non-Hispanic"

Areas of Persistent Poverty: Tracts with poverty rate of at least 20%

Vulnerable Populations: includes seven demographic factors. Low income; minorities; seniors; school-aged; disabled; limited English proficiency; and zero-car households.

The analysis in this section provides an understanding of impacts on these vulnerable populations as compared to non-vulnerable areas.

Overall, from model results of the Build scenario when compared to conditions today, it appears that TAZs that are Vulnerable, Title VI, or APP would not see more negative impacts by population growth and constrained network capacity than their counterparts. The results are shown in **Table 16**.

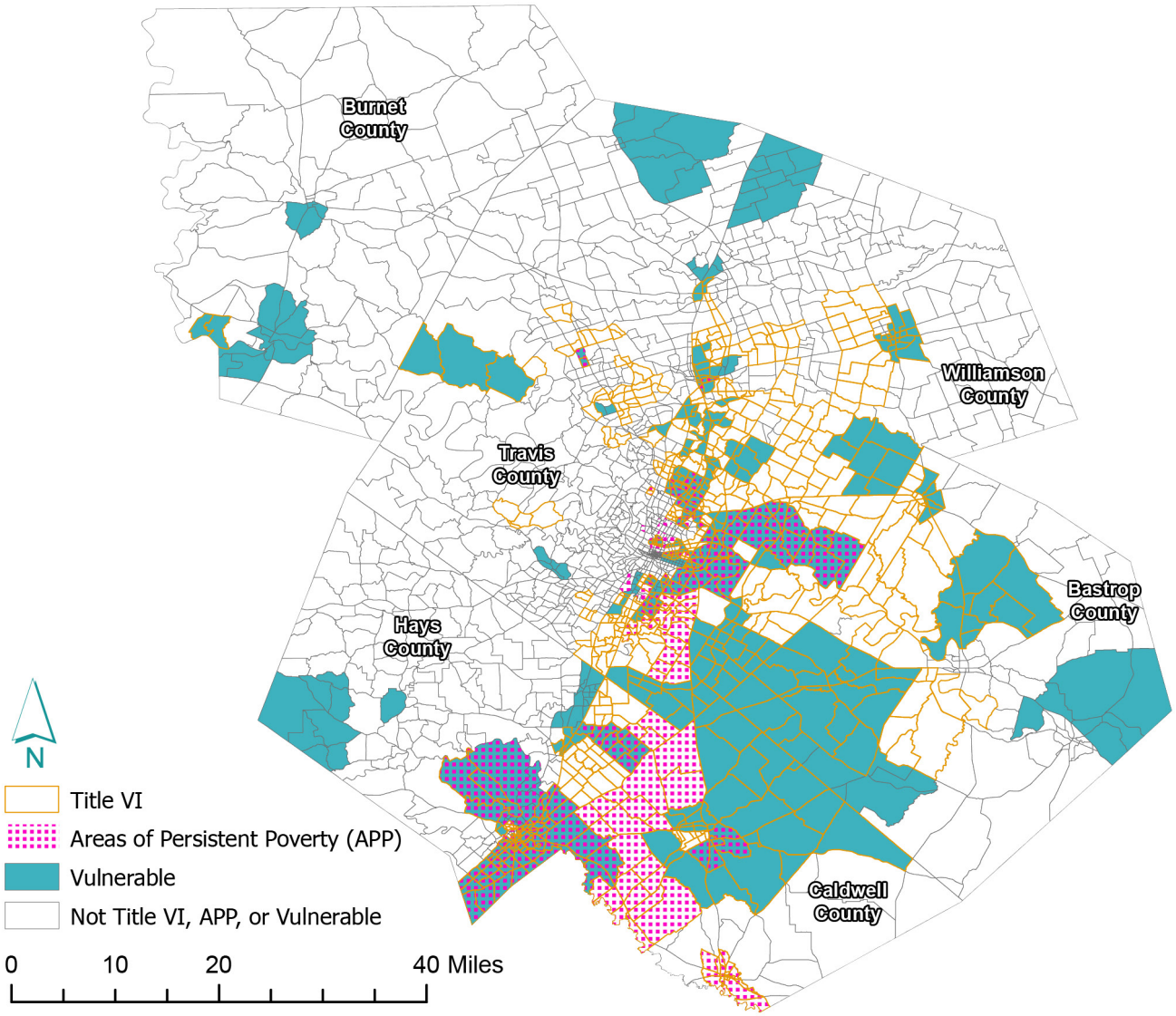


Figure 38. Vulnerable Populations, 2022

Daily Trip Characteristics	2020				2050 BUILD			
By Vehicle	AVG. Trip Length		AVG. Travel Time		AVG. Trip Length		AVG. Travel Time	
Originating and/or Ending in Vulnerable, Title VI, or APP	8.4		27.2		8.6		36.2	
Originating and/or Ending in Non-Vulnerable, Title VI, or APP	10.3		28.3		9.9		37.8	
By Transit	**AVG. Walk Length**	**AVG. Walk Time**	**AVG. Transit Length**	**AVG. Transit Time**	**AVG. Walk Length**	**AVG. Walk Time**	**AVG. Transit Length**	**AVG. Transit Time**
Produced in Vulnerable, Title VI, or APP	4.7	54.6	4.8	47.3	5.1	54.6	5.4	47.2
Produced in Non-Vulnerable, Title VI, or APP	5.1	59.2	5.8	51.2	5.2	58.2	7.4	51.5
Daily Trip Characteristics to Regional Activity Centers (RAC)	**2020**				**2050 BUILD**			
By Vehicle	AVG. Trip Length		AVG. Travel Time		AVG. Trip Length		AVG. Travel Time	
Originating in Vulnerable, Title VI, or APP to RAC	6.0		13.8		6.4		23.2	
Originating in Non-Vulnerable, Title VI, or APP to RAC	9.0		20.2		9.4		33.3	
By Transit	**AVG. Walk Length**	**AVG. Walk Time**	**AVG. Transit Length**	**AVG. Transit Time**	**AVG. Walk Length**	**AVG. Walk Time**	**AVG. Transit Length**	**AVG. Transit Time**
Produced in Vulnerable, Title VI, or APP to RAC	4.5	53.3	4.3	45.9	5.1	52.2	4.5	45.5
Produced in Non-Vulnerable, Title VI, or APP to RAC	4.3	53.5	4.5	45.9	4.5	52.4	7.4	52.2

Table 16. Vulnerable, Title VI, and APP Populations Analysis

Units of Measurement:

AVG. Trip Length, AVG. Walk Length, AVG. Transit Length - Miles.

AVG. Trip Time, AVG. Walk Time, AVG. Transit Time - Minutes.

Definitions:

AVG. Trip Length & Time - average daily length and time traveled by vehicle.

AVG. Walk Length & Time - average daily length and time traveled by foot as part of transit related trips.

AVG. Transit Length & Time - average daily length and time traveled within transit vehicle as part of transit related trips.

Chapter Summary

With projected growth, travel demand is expected to more than double, to 21.3 Million person-trips per day by 2050.

Reduced investment in transportation services (No-Build) would result in worsening travel congestion to more than three times the current levels.

Identified improvements represent a significant improvement in both vehicle hours of travel per person and average congested travel speeds compared to No-Build.

CAMPO found no disproportionate effects to travel times for communities that fell within the definition of Vulnerable, Title VI, or APP from the Build scenario.

Vulnerable, Title VI, or APP populations areas would not be disproportionately negatively impacted by population growth and the constrained network capacity than their non-vulnerable counterparts.

CHAPTER 6: PUBLIC INVOLVEMENT

CAMPO has a responsibility to serve the community and stakeholders of the six-county CAMPO region and provide equitable access to participate and provide input in the decision-making process. CAMPO's planning activities, including the 2050 RTP, are subject to the Public Participation Plan (PPP), which ensures that CAMPO both meets and exceeds federal and state requirements related to public involvement.

Community and stakeholder outreach for the 2050 RTP included two rounds, as required by the PPP. The first round of community outreach introduced the concept of long-range planning as is done in the RTP and asked the public for input on their transportation needs and preferences today and how they anticipate those needs and preferences changing in the next 25 years. The second round of public outreach and input included the draft RTP and project list. Because the 2050 RTP incorporates the findings of previous local and regional planning efforts and studies, such as the Regional Active Transportation Plan and the Regional Transportation Demand Management Plan, the outreach conducted for those planning efforts is also used to inform the 2050 RTP.

Many of the project sponsors, such as local governments and regional transportation agencies, that submitted projects for the RTP, played an integral role throughout the planning process. Project sponsors and CAMPO member agencies helped inform the development of demographic forecasts, growth patterns, existing transportation issues, and multi-modal infrastructure needs. Input from the public, local governments, school districts, regional agencies, and other stakeholders was used to create various recommendations and ideas for the projects submitted for consideration in the RTP.

ROUND 1 – FALL 2024

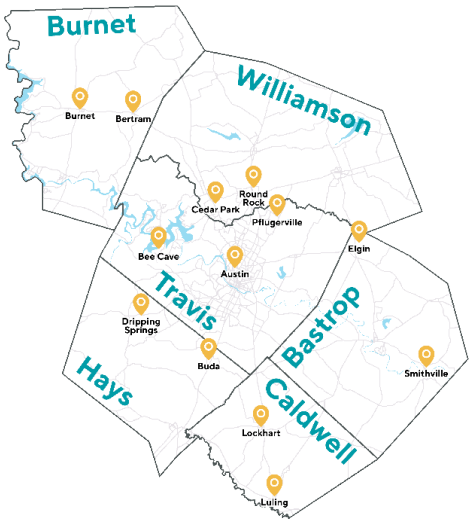
Community outreach for the 2050 RTP began in fall 2024 and included online and in-person participation opportunities. This first round introduced the Plan, including the purpose and the underlying trends impacting transportation in the region. A survey asked participants about current and future transportation needs and preferences throughout the region. Six in-person pop-up events were held throughout the six-county region from October-November 2024 to meet community members where they were already gathered and make providing input easier. The events were held in partnership with local governments and other fall festival sponsors in areas with high foot traffic to capture input from a wide range of community members across the CAMPO region. The same materials as the in-person events were also available online, including the survey so online public input could be captured. Through the first round of community outreach, CAMPO received 211 survey responses collected online or at in-person events.

KEY FINDINGS FROM THE SURVEY INCLUDE:

- The primary mode of transportation respondents reported was a personal vehicle (94.5%) followed by walking (20.9%), and then biking (17.2%)
- The majority of survey respondents reported that they think they will use personal vehicles less often (51.6%) and public transit more often (40.8%) by the year 2050
- Survey respondents reported that more public transit options need to be available (53.4%), and current roads need to improve (49.1%) for them to use personal vehicles less and public transit more by 2050
- The survey asked respondents how transportation needs to be addressed in the next 25 years and the key themes from the responses were:
  - Improving/expanding Austin's rail system
  - Less focus on expanding highways and more focus on public transit
  - Improve current roadways and highways
  - Add more bike lanes and sidewalks to existing roads
  - Increase overall connectivity in Central Austin and the surrounding areas

ROUND 2 – SPRING 2025

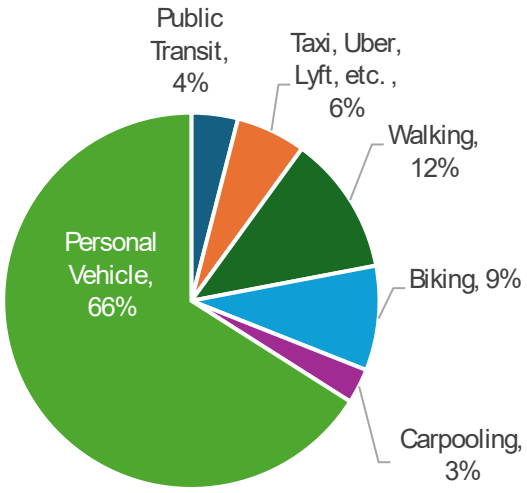
The second round of community outreach for the 2050 RTP began in Spring 2025 and included online and in-person participation opportunities. This second round introduced the draft RTP and allowed for community members to provide feedback on the plan. Thirteen in-person pop-up events were held throughout the six-county region from February-April 2025 to meet community members where they already gathered and make providing input on the draft RTP more convenient. The events were held in areas with high foot traffic to ensure a wide range of community input across the CAMPO region. The same materials that were available in-person were also available online from February 14-April 15, 2025 including an online survey to capture public input. Through the second round of community outreach, CAMPO received 707 survey responses collected online or at in-person events, and 415 email comments received throughout the comment period. Survey responses can be found in the appendix. Open-ended survey responses and email comments can be found at https://www.campotexas.org/regional-transportation-plans/2050-plan/2050-regional-transportation-plan-and-appendices/.



KEY FINDINGS FROM THE SECOND ROUND SURVEY INCLUDE:

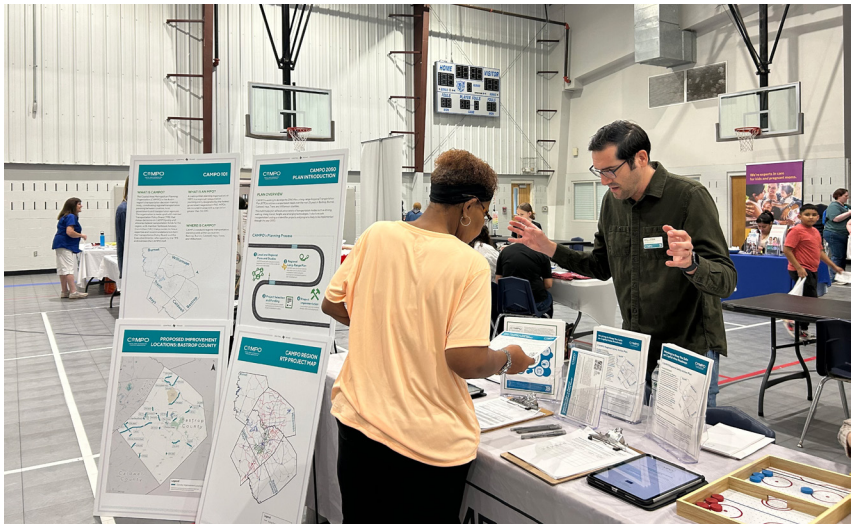
- The majority of respondents said that their primary mode of travel will remain personal vehicles because they feel they have no alternative
- Respondents reported widespread frustration that the proposed plan reinforces car dependency and neglects public transit, biking, and walking infrastructure
- Several respondents expressed concern that traffic and construction will worsen travel times, harm neighborhood safety, and degrade community spaces like Zilker Park and Barton Springs
- Many respondents reported feeling like the draft Plan successfully encompasses the goal of increasing connectivity, reliability, and travel choices as well as crash reduction
- Some respondents said they would walk or bike more if there were safer and protected routes

What mode do you primarily use for your regular travel? (Select all that apply.)



KEY FINDINGS FROM THE SECOND ROUND EMAIL COMMENTS:

- Some commenters prefer the Hays County portion of the FM 1826 improvements project to be prioritized over the Travis County portion (88 emails)
- Some commenters want to add the SH 71 widening project in Bee Cave (from Silvermine Drive to the Blanco County line) to the constrained list from the illustrative list (109 emails)
- Many commenters want to dedicate more funding to public transit (147 emails)
- Some commenters want to remove the MoPac South project from the 2050 RTP or modify the project description to include fewer express lanes (53 emails)



CHAPTER 7: PERFORMANCE MEASURES AND 2050 POLICIES

MPOs are federally mandated to incorporate performance measures into their planning process, which represents a significant shift towards data-driven, outcome-based transportation planning. This initiative, rooted in the federal surface transportation authorization acts such as the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act (IIJA), seeks to enhance accountability, transparency, and efficiency in transportation investments. Through the integration of performance measures, MPOs are required to establish quantifiable targets related to areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. This approach ensures that transportation planning aligns with broader federal objectives for improving the overall quality and effectiveness of the nation's transportation network, ultimately leading to smarter investment decisions and better outcomes for the public.

This chapter describes the metrics used in the CAMPO planning process and reflects how those metrics are then used to support the transportation needs and priorities of the region and any new state or federal directives. By doing so, CAMPO can enhance its ability to create transportation strategies that improve safety, efficiency, and sustainability. By periodically reviewing these metrics, CAMPO can set more precise and attainable goals, devise effective strategies, and implement robust monitoring mechanisms. This will ultimately lead to better decision-making and resource allocation, thus improving the overall transportation network for all users, including motorists, transit riders, bicyclists, and pedestrians.

NATIONAL HIGHWAY PERFORMANCE PROGRAM

The NHPP was established under the Moving Ahead for Progress in the 21st Century Act (MAP- 21) and continued under the Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act (IIJA) to improve the nation's mobility challenges. The NHPP is a performance-based transportation planning process that requires MPOs to adopt performance measures and metrics set by the Federal government and the State (TxDOT) in order to provide more transparency in the selection and prioritization of transportation projects. These measures include specific metrics like five-year rolling averages for fatalities and serious injuries, the condition of pavement and bridge assets, reliability and predictability of the transportation system, freight efficiency, congestion mitigation, regular maintenance and inspections of transit assets, and transit safety. Each of these metrics aims to provide a comprehensive overview of the transportation network's effectiveness, identify performance gaps, and guide investment strategies to enhance safety, reliability, and sustainability across the region's transportation infrastructure.

The exact performance measures and the associated metrics are detailed in **Table 17**.

Texas House Bill 20 and Unified Transportation Program (UTP)

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

PERFORMANCE MEASURE		METRIC
PM 1	Highway Safety Improvements	Five-year rolling averages for the number of fatalities The rate of fatalities per 100 million vehicle miles traveled Number of serious injuries Rate of serious injuries per 100 million vehicle miles traveled Number of non-motorized fatalities and non-motorized serious injuries
PM 2	Pavement and Bridge Conditions	IH pavement percentage in good condition IH pavement percentage in poor condition NHS pavement percentage in good condition NHS pavement percentage in poor condition Percentage of bridge deck in good condition Percentage of bridge deck in poor condition
PM 3	System Performance	IH travel time reliability NHS travel time reliability
	Freight	Freight reliability
	CMAQ[1]	Annual hours peak hour excessive delay (PHED) % Non-Single Occupancy Vehicle travel Total emissions reductions (applicable air pollutants)
TAM	Transit Asset Management	Percentage of revenue vehicles that meet or exceed useful life benchmark (ULB) Percentage of non-revenue vehicles that meet or exceed ULB Percentage of facilities with a conditions rating below 3.0 Percentage of rail with performance restrictions
PTASP	Public Transportation Agency Safety Plan	Number of fatalities Rate of fatalities Number of injuries Rate of injuries Number of safety events Rate of safety events Mean distance between major mechanical failures

Table 17. National Highway Performance Program: Performance Measurement Areas

[1] CAMPO is not required to track CMAQ performance measures because the CAMPO planning area is currently in attainment for all criteria air pollutants.

RTP Goals and Performance Measures

The RTP seeks to align its goals (safety, mobility, stewardship, economy, equity, and innovation) with Federal Performance Measures to ensure a comprehensive and cohesive approach to transportation planning. This alignment ensures that local objectives are met while adhering to federal standards, promoting a safer, more efficient, and equitable transportation system.

Safety is prioritized through the reduction of crashes and support for TxDOT's Road to Zero initiative, directly aligning with federal performance measures of crash rates and fatalities. **Mobility** is enhanced by improving connectivity, reliability, and travel choices, ensuring projects are delivered efficiently and through regional coordination. This aligns with federal measures of travel time reliability, congestion, and public transit usage.

Stewardship focuses on system preservation, fiscal constraint, public health, and the natural environment, matching federal measures of pavement and bridge conditions, air quality, and environmental impact mitigation. **Economy** and **Equity** are driven by enhancing economic development, valuing time, and promoting access to opportunity, aligning with federal measures of economic productivity and equitable access.

Innovation underscores the importance of technology and flexibility in the transportation system, aligning with federal measures of system performance and adaptation to emerging technologies.

Table 18 demonstrates the direct linkage between RTP goals and Federal Performance Measures, illustrating how each goal and objective supports specific federal metrics to enhance the overall efficiency, safety, and sustainability of the transportation system.

GOALS	OBJECTIVES	LINKAGE TO PERFORMANCE MEASURES	PERFORMANCE MEASURES
Safety	A. Crash Reduction - Reduce the severity and number of crashes	Crash rates, number of fatalities and serious injuries per VMT (Vehicle Miles Traveled)	PM 1 and PTASP
	B. TxDOT Road to Zero - Support local government and transit agencies reaching TxDOT Road to Zero metrics	Number of fatalities and serious injuries, safety enhancements at high-risk locations	
Mobility	C. Connectivity - Reduce network gaps, eliminate bottlenecks	Travel time reliability, congestion reduction metrics	PM 3
	D. Reliability - Improve network reliability	Travel time reliability, incident management effectiveness	PM 3
	E. Travel Choices - Offer competitive, accessible options	-	-
	F. Implementation - Plan and deliver networks with reduced delays	Project delivery time frames and budget adherence	PM 3
	G. Regional Coordination - Enhance inter-agency collaboration	Coordination metrics, successful joint initiatives	-

Table 18. Linkage Between RTP Goals and Objectives and Federal Performance Measures

GOALS	OBJECTIVES	LINKAGE TO PERFORMANCE MEASURES	PERFORMANCE MEASURES
Stewardship	H. System Preservation - Expand useful life cycle through ITS	Pavement and bridge life cycle extension	PM 2 and TAM
	I. Fiscal Constraint - Prioritize fiscally constrained investments	Budget allocation effectiveness, cost-benefit metrics	-
	J. Public Health - Improve air and water quality	Air quality indices, water quality standards compliance	PM 3 & CMAQ PM*
	K. Natural Environment - Promote resiliency in transport designs	Environmental impact metrics, habitat preservation initiatives	PM 3 & CMAQ PM*
Economy	L. Economic Development - Increase living, working, playing opportunities	Job accessibility, economic impact studies	-
	M. Value of Time - Keep people and goods moving efficiently	Freight movement efficiency, reduction in travel delays	PM 3 and PTASP
Equity	N. Access to Opportunity - Multimodal access for all including vulnerable populations	Access to transit for low-income and minority populations, employment access metrics	PM 3
	O. Impact on Human Environment - No disparate impacts on vulnerable populations	Title VI adherence, community impact assessments	PM 3
	P. Valuing Communities - Respect community character and environment	Community satisfaction surveys, alignment with local plans	PM 3
Innovation	Q. Technology - Leverage advances for efficiency	Adoption rate of new technologies, system efficiency improvement	PM3
	R. Flexibility - Adaptable and flexible system to emerging needs	System adaptability metrics, resilience planning	-

Table 18. (Continued) Linkage Between RTP Goals and Objectives and Federal Performance Measures

* CAMPO is in attainment for air quality, and is, thus, proactively working to improve conditions through these linkages.

Integration of Performance Measures

Every year, CAMPO publishes a Performance Measure Report (PM Report), which outlines how CAMPO integrates performance measures into transportation planning to enhance transparency, inform decision-making, and improve regional transportation outcomes. The report discusses the PMs noted above mandated by federal legislation and adopted by the Texas Department of Transportation (TxDOT). These measures include Safety (PM1), Pavement and Bridge Conditions (PM2), and System and Freight Performance (PM3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (PTASP) . They are incorporated into key planning documents, such as the RTP and the Transportation Improvement Program (TIP), through the Transportation Policy Board's annual updates and adoption. Additionally, CAMPO uses performance measure dashboards to provide real-time data and in-depth analysis.

HIGHWAY SAFETY IMPROVEMENTS - PM 1

The PM 1 - Highway Safety Improvements - performance metric includes five-year rolling averages for the number of fatalities and serious injuries, along with their respective rates per 100 million vehicle miles traveled, which allows for a more stable and reliable analysis by smoothing out annual fluctuations and capturing long-term trends. This ensures a balanced understanding of safety performance over time, pinpointing consistent issues and progress areas. Additionally, the emphasis on non-motorized fatalities and serious injuries underscores the importance of inclusivity in safety measures, ensuring that vulnerable road users such as pedestrians and bicyclists are adequately considered in safety evaluations and interventions.

Example Projects Addressing PM 1

Because safety improvement is a major component of project prioritization for both the TIP and RTP, many CAMPO-funded projects address the Highway Safety Improvement performance metric (PM 1). For example, the recently completed FM 621 project in Hays County added a center turn lane and shoulder enhancements between De Zavala Drive and CR 266/Old Bastrop Hwy, reducing driver exposure to several crash types including head-on and rear end crashes and providing more space for incident management. As another example, a project on S West Drive in Leander added sidewalks where none previously existed between Horseshoe Drive and Lion Drive, adding a safe walking connection to Leander Middle School.

FM 621 Before. Source: Google Street View.

FM 621 After. Source: Google Street View.

REGIONAL SAFETY ACTION PLAN: CAMPO's Regional Safety Action Plan (RSAP) aims to enhance traffic safety across the region, reduce fatal and serious-injury crashes, and improve the transportation system for all users, emphasizing equitable investment in historically underserved communities. Incorporating county-specific strategies and focusing on road design revisions, policy changes, improved enforcement, educational programs, and public engagement, the final RSAP, reflecting community feedback, will be completed in the summer of 2025.

STATE OF SAFETY UPDATE, 2014 - 2023: CAMPO's State of Safety Update shows a concerted effort to align with PM1 by analyzing key areas such as fatalities and serious injuries, with a focus on improving safety across the region. Notably, in 2023, traffic fatalities in the CAMPO region declined by 11.6 percent from 2022, demonstrating progress towards the federal goal of reducing roadway deaths and injuries.

PAVEMENT AND BRIDGE CONDITIONS - PM 2

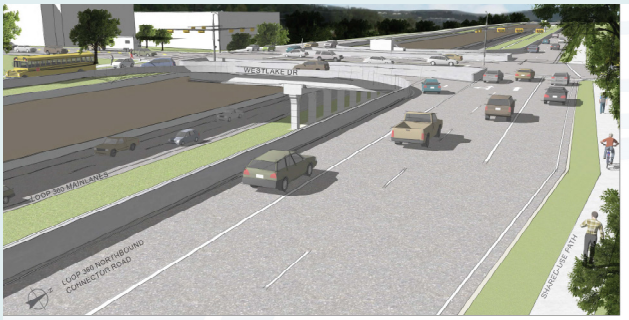
The PM 2 - Pavement and Bridge Conditions - performance metric includes the condition, management, and financial planning of transportation assets. These metrics thoroughly assess the state of pavement and bridge infrastructure by providing detailed summaries of asset conditions, identifying management objectives, and outlining performance gaps. Additionally, they incorporate life cycle cost and risk management analysis, ensuring that financial resources are strategically allocated to maintain and improve infrastructure over time. By integrating these elements, the metrics not only track the physical state of assets but also facilitate informed decision-making for long-term investment and sustainability. This holistic approach ensures that the region's transportation infrastructure remains safe, reliable, and financially viable, thereby supporting the overall effectiveness and resilience of the transportation network.

> **CENTRAL TEXAS TRAFFIC MANAGEMENT SYSTEM:** The Central Texas Traffic Management System (CTTMS) is a significant example of how CAMPO is leveraging innovative technology to enhance data collection, system performance analysis, and regional collaboration. By developing a digital twin platform that aggregates and integrates traffic data across jurisdictions, CTTMS will enable better traffic management through coordinated signal timing and Intelligent Transportation Systems (ITS) operations. This initiative not only promotes reliability and safety but also exemplifies regional coordination and supports the preservation of the transportation system, providing a robust source of data for understanding and improving traffic dynamics.

SYSTEM PERFORMANCE - PM 3

The PM 3 - System Performance - performance metric includes measures related to network reliability, freight efficiency, and congestion mitigation. These metrics ensure that the transportation system is evaluated holistically, addressing the crucial elements that impact overall performance and user experience. The emphasis on freight efficiency is particularly noteworthy, aligning with national priorities to enhance the movement of goods and support economic growth. Additionally, the focus on emissions reduction reflects a commitment to sustainability, ensuring that transportation strategies contribute to environmental goals by reducing the carbon footprint and improving air quality. By encompassing these vital aspects, the system performance metrics not only guide efforts to improve the current transportation framework but also support broader economic and environmental objectives, making the region's transportation network more efficient, reliable, and sustainable.

Example Projects Addressing PM 3



Westlake Drive/Cedar Street. Source: TxDOT

The System Performance metric (PM 3) is addressed by numerous projects funded through CAMPO. A recently constructed example includes the addition of left turn lanes and shoulders on SH 80 between SH 21 and FM 1984, spanning Hays and Caldwell Counties. This project improves traffic operations on an important roadway that ranked 14th in the region for congestion in the 2022 Congestion Management Process Update and links San Marcos to Luling and IH 10. Similarly, the currently under construction SL 360 (Capital of Texas Highway) underpass at Westlake Drive will improve network operations by providing better traffic flow on a major access route for western Travis County and auxiliary route for SL 1/MoPac (ranked 8th in the region for congestion).

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM: For areas in non-attainment or maintenance status for the National Ambient Air Quality Standards, a series of Congestion Mitigation and Air Quality (CMAQ) performance measures are also required to be reported and monitored. Although CAMPO is in attainment and not required to report on the CMAQ Improvement Program, efforts to maintain and improve air quality are embedded in the RTP. Despite the lack of a formal requirement, CAMPO continues to prioritize projects and strategies that contribute to reducing emissions and managing congestion, reflecting a proactive approach to ensuring the region's environmental and transportation goals are met.

CAMPO's currently under-development regional Transportation Emissions Reduction Plan (TERP) will target mobile source emissions from on-road sources, offering strategic recommendations to achieve the greatest air quality benefit per cost. This plan will support PM3 federal performance measures by promoting strategies that aim to reduce congestion and improve system performance, thus enhancing both air quality and reliability. By addressing mobile source emissions, the TERP complements PM3 objectives of ensuring predictability in travel times and improving overall transportation system efficiency.

CONGESTION MANAGEMENT PROCESS UPDATE: CAMPO's Congestion Management Process (CMP) Update aligns closely with the PM 3 federal performance measures by systematically monitoring and reporting on congestion management strategies that improve system performance, ensuring reliability and predictability. The CMP utilizes key performance measures such as travel speeds, congestion indices, and planning time indices to assess roadway performance and evaluate the effectiveness of implemented strategies, mirroring the PM 3 focus on system reliability and congestion reduction. For example, the CMP's use of delay per mile as a primary ranking measure provides a clear indicator of congestion severity, directly supporting PM 3 objectives of enhancing mobility, reliability, and reducing travel time.

The 100 most congested road segments were identified in the CMP Update, with the top 10 segments listed in **Table 19**.

CONGESTION RANK (BASED ON DELAY PER MILE)	FACILITY NAME	SEGMENT LIMITS	HOURS DELAY PER MILE	FREE FLOW SPEED (MPH)	AVERAGE SPEED (MPH)	AM SPEED (MPH)	PM SPEED (MPH)	CONGESTION INDEX	PLANNING TIME INDEX
1	IH 35	MLK to Airport	1,466,431	61	36	53	22	2.46	4.32
2	IH 35	MLK to Cesar Chavez	1,253,496	60	34	50	21	2.31	3.69
3	IH 35	Cesar Chavez to Ben White	832,795	62	45	46	44	1.69	2.34
4	IH 35	Airport to US 183	427,920	63	46	50	43	1.51	2.17
5	IH 35	SH 45 to University/RM 1431	417,531	65	50	56	45	1.46	1.96
6	US 290	McCarty Lane to RM 1826	313,002	37	28	30	26	1.50	2.00
7	IH 35	Ben White to Slaughter	282,674	65	50	52	47	1.49	2.23
8	MoPac	Lake Austin Blvd to Northland/2222	220,816	65	51	64	42	1.44	2.23
9	Parmer	IH 35 to MoPac	218,225	34	28	33	25	1.32	1.65
10	Cesar Chavez	S. 1st to IH 35	205,132	22	17	21	16	1.31	1.59

Table 19. Top 10 Most Congested Road Segments (Based on Delay per Mile)

CONGESTION INDEX (CI): a measure of vehicle travel density on major roadways. A CI exceeding 1.0 typically indicates an undesirable congestion level.

PLANNING TIME INDEX (PTI): measures travel time reliability, representing the ratio of the 95th percentile travel time during peak periods to the free-flow travel time, essentially indicating how much extra time a traveler should plan to ensure on-time arrival with a 95% probability. A PTI value higher than 1.5 typically indicates a significant travel time variability and less reliability.

TRANSIT ASSET MANAGEMENT (TAM)

The Transit Asset Management (TAM) performance metric prioritizes the essential aspects of asset management by regular maintenance and inspections, which help maintain the operational efficiency and safety of transit vehicles and infrastructure. Additionally, planning for maintenance and replacement costs ensures that assets are not only kept in good condition but are also replaced at the appropriate time, preventing unexpected breakdowns and service disruptions. This proactive approach mitigates risks associated with aging infrastructure and equipment, thereby promoting a reliable and safe transit system for users. By emphasizing these core elements, the TAM performance metric effectively supports the goal of a consistent and dependable public transportation experience, ultimately enhancing user confidence and satisfaction.

CAMPO incorporates the extent to which a transit project includes preventative maintenance or advances the state of good repair into the evaluation criteria for both the Transportation Improvement Program and RTP project calls.

TRANSIT SAFETY & PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

Transit safety is a critical focus for CAMPO, ensuring that the transit systems in the region are both reliable and secure for all users. In alignment with national safety standards, the transit agencies within the CAMPO region have developed Public Transportation Agency Safety Plans (PTASPs), which include a set of specific safety performance measures (PMs). These PMs are designed to systematically monitor and improve transit safety and include criteria such as:

- **Number of Fatalities:** Monitoring and aiming to reduce the number of fatalities within the transit system.
- **Rate of Fatalities:** Tracking fatalities per 100,000 vehicle revenue miles to establish a clear understanding of risk.
- **Number of Injuries:** Documenting and reducing injuries associated with transit operations.
- **Rate of Injuries:** Calculating injury rates per 100,000 vehicle revenue miles.
- **Safety Events:** Recording events such as derailments, collisions, and fires, and working to minimize their occurrences.
- **System Reliability:** Measuring the mean distance between major mechanical failures to ensure reliable service.

The performance measures resulting from the PTASP directly inform and support the objectives of the RTP. CAMPO incorporates transit safety advancement into the evaluation criteria for both the Transportation Improvement Program and RTP project calls. By integrating these safety metrics, CAMPO ensures that the RTP not only addresses capacity and mobility but also places a strong emphasis on the safety and reliability of the transit system. This holistic approach aims to provide a secure and dependable transit experience, fostering public trust and encouraging the use of public transportation across the region.

Moreover, the implementation of these PMs contributes to CAMPO's broader goals of enhancing network performance and meeting federal performance measure requirements, particularly those outlined in the PM3 measures. By prioritizing safety, the RTP also supports the development of a resilient and efficient transportation infrastructure that benefits all users, promoting sustainable and equitable growth and access throughout the region.

Annual Performance Measures Reports

CAMPO does not list performance measures and targets directly in the RTP because these metrics are subject to annual changes. Instead, CAMPO provides a web link to the Annual Performance Measures report, ensuring that stakeholders and the public have access to the most up-to-date data. This approach allows CAMPO to deliver timely and accurate information, reflecting the most recent performance trends and progress towards regional transportation goals.

https://www.campotexas.org/resource-category/performance-measures-reports/

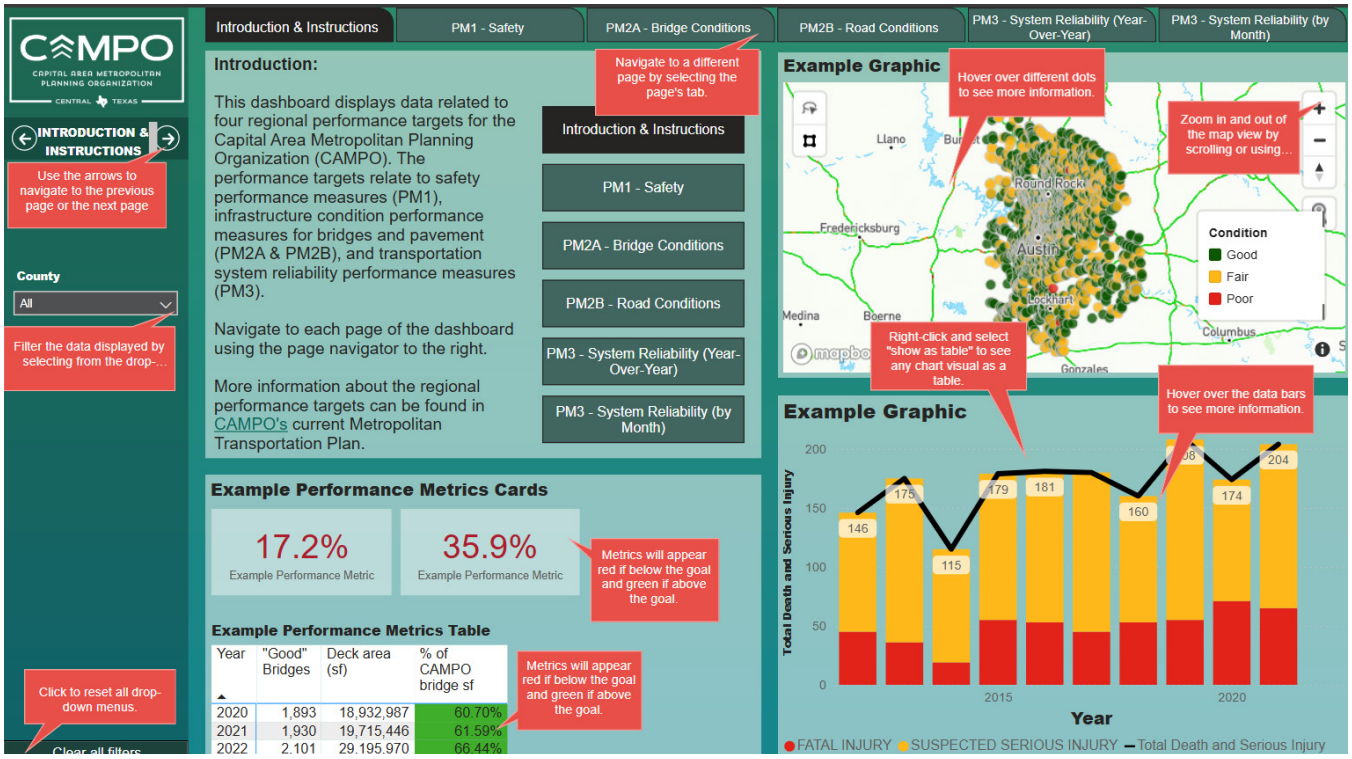
CAMPO Data Dashboards

PERFORMANCE METRICS DASHBOARD

CAMPO has enhanced the tracking and management of RTP performance metrics by utilizing data dashboards. These dashboards provide a dynamic and interactive platform for visualizing and analyzing key performance indicators in real-time. By centralizing data from various sources, dashboards enable efficient monitoring of metrics such as highway safety, pavement and bridge conditions, system performance, and transit asset management. This centralized approach facilitates quick access to up-to-date information, allowing planners and decision-makers to identify trends, respond to emerging issues, and measure the effectiveness of implemented strategies.

CAMPO's performance measurement data dashboard reflects the region's most recently available data pertaining to the PM1, PM2, and PM3 performance targets. Available information pertaining to each performance measurement area is compared against the currently adopted metrics.

https://www.campotexas.org/resource-category/data-dashboards/



2050 RTP Policies

CAMPO has strategically established policies that support the RTP and ensure a seamless integration with related planning documents such as the Congestion Management Process (CMP), Regional Active Transportation Plan (RATP), Regional Incident Management Study (RIMS), Regional Freight Plan (RFP), Regional Traffic Safety Plan (RTSP), Regionally Coordinated Transportation Plan (RCTP), and Transportation Demand Management (TDM) Plan. These interconnected policies aim to promote a comprehensive and cohesive approach to regional transportation planning. By aligning strategies across these documents, CAMPO is dedicated to enhancing mobility, reducing congestion, promoting sustainable transportation options, and improving overall regional connectivity. This holistic framework ensures that all initiatives work to achieve the long-term vision of a well-coordinated, efficient, and resilient transportation network by 2050.

Table 20 lists CAMPO's policies from completed regional planning efforts, including the CMP, RATP, RIMS, RFP, RTSP, RCTP, and TDM, as defined above.

POLICY	RELEVANT PLANNING DOCUMENTS
Encourage implementation of pedestrian facilities with resurfacing, new construction, major rehabilitation, and other maintenance projects of regionally significant roadways at the major arterial functional classification or higher.	RATP, CMP
Encourage implementation of bicycle facilities with resurfacing, new construction, major rehabilitation, and other maintenance projects of regionally significant roadways at the major arterial functional classification or higher.	RATP, CMP
Consider transportation improvements that increase person-carrying capacity, rather than vehicle-carrying capacity of the regional transportation system.	RIMS, TDM, CMP
Use transportation investments to support the continued reduction of per capita vehicle miles traveled.	RATP, CMP
Expand public transportation, and active transportation, and other transportation systems to keep up with the region's mobility needs over time.	RIMS, TDM, CMP, RCTP
Facilitate preservation of right-of-way that is adequate to accommodate the planned functional classification of the roadway as shown in the CAMPO long-range plan. Adequate right of way shall be determined by locally adopted standards or engineering discretion, or along state system rights-of-way, consistent with standards promulgated by TxDOT, and should generally fall within the width ranges shown in the CAMPO Plan.	RIMS, TDM, CMP
Any existing roadway to which additional tolled capacity is added shall continue to be maintained and improved and to provide the same amount or more non-tolled capacity as the roadway currently provides. To the extent that it is within the authority of the toll operator and the CAMPO Transportation Policy Board, the non-tolled capacity should have the same number or fewer traffic control devices as the current roadway except where law and/or safety requires otherwise.	RIMS, TDM, CMP
The initial operation of any Central Texas Regional Mobility Authority (CTRMA) tolled facility should allow non-tolled use by public buses and paratransit.	RIMS, TDM, CMP
Develop a transportation system that minimizes impacts on the 100-year flood plain, aquifer recharge, and contributing zones, and other environmentally sensitive areas while providing for regional mobility.	RATP
Reduce vehicle emissions through the implementation of transportation investments, alternative fuel infrastructure, and other activities.	RATP, RIMS, TDM, CMP, RFP
Develop a transportation system that incorporates context-sensitive design principles into the design of transportation projects.	RATP
Target 50 percent of available CAMPO discretionary federal funding (STBG) to support the planning and development of activity centers using the metrics outlined in the CAMPO Regional Activity Centers Analysis for well-calibrated/balanced land use and mobility. (The same project may address both the 15 percent bicycle and pedestrian and the 50 percent Centers target policies .)	RATP, CMP
Target 15 percent of available CAMPO discretionary federal funding (STBG) to bicycle and pedestrian projects through the CAMPO TIP process. (The same project may address both the 15 percent bicycle and pedestrian and the 50 percent Centers target policies.)	RATP
Consider reducing the cost of moving goods and enhancing the region as an effective freight transportation center as priorities when evaluating projects for funding under the CAMPO Transportation Improvement Program.	RATP, RIMS, TDM, CMP, RFP
Support the development of high-density, mixed-use activity centers in the locations shown on the Regional Activity Centers analysis through multi-modal improvements.	RATP, CMP

POLICY	RELEVANT PLANNING DOCUMENTS
Work with local jurisdictions to encourage clustering of shipping activities near freight transportation termini, modal shifts, freight-focused TDM, and accommodating the safe and efficient flow of heavy-duty vehicles.	RATP, RIMS, TDM, CMP, RFP
Support programmatic, infrastructural, and technology-based Transportation Demand Management solutions to better optimize the multi-modal transportation system, reduce per capital vehicle miles and vehicle hours traveled, and improve travel time reliability.	RATP, RIMS, TDM, CMP
Whenever a roadway or travel lane is closed, partially blocked, or otherwise negatively impacted due to a traffic incident, responders shall re-open the roadway as soon as possible in an urgent manner. Safety of the public and incident responders will remain the highest priority and must be preserved.	RIMS, RTSP
Improve traffic data sharing among agencies to improve accuracy and timeliness of traveler information, incident detection, event planning, and emergency response.	RIMS, CMP
Prioritize transportation strategies that reduce and eliminate vehicle crashes, particularly crashes that result in a fatality or serious injury.	RATP, RTSP, RIMS

Table 20. 2050 Regional Transportation Plan Goals, Policies, and Studies Alignment

Enhancing Performance Management and Data Integration

Performance management is a continuous and fundamental process within CAMPO that not only informs the RTP but permeates all planning efforts. This ongoing commitment ensures that CAMPO remains steadfast in meeting targets and effectively responds to the evolving needs of the region. CAMPO is already making significant strides to improve performance measurement and data integration. This includes enhancements to data dashboards, which provide more intuitive and comprehensive access to key metrics and performance measures. Furthermore, there are ongoing discussions related to the Central Texas Traffic Management System, aimed at fostering better coordination and data sharing across the region. As CAMPO looks toward the future, enhancing the approach to data integration and analysis will be crucial. By improving the integration of data across different metrics and performance measures and leveraging available data to uncover patterns and insights, CAMPO and its member agencies can make more informed strategic decisions that support our region's long-term goals.

Chapter Summary

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

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

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

In alignment with USDOT and TxDOT efforts, the 2050 RTP prioritizes regional investments in transportation safety, operations, and reliability and continues to seek ways to track regional performance measures and pursue performance targets.

APPENDIX

APPENDIX A: REGIONAL TRANSPORTATION PLAN PROJECTS LIST

APPENDIX B: 2050 RTP PROJECT CALL SUBMITTAL INSTRUCTIONS AND EVALUATION CRITERIA

APPENDIX C: REGIONAL TRANSPORTATION DEMAND MANAGEMENT PLAN

APPENDIX D: REGIONAL ACTIVE TRANSPORTATION PLAN

APPENDIX E: REGIONAL INCIDENT MANAGEMENT STUDY

APPENDIX F: REGIONAL TRANSIT STUDY

APPENDIX G: REGIONALLY COORDINATED TRANSPORTATION PLAN

APPENDIX H: CONGESTION MANAGEMENT PROCESS UPDATE

APPENDIX I: REGIONAL FREIGHT PLAN

APPENDIX J: CAPITAL-ALAMO CONNECTIONS STUDY

APPENDIX K: REGIONAL TRAFFIC SAFETY PLAN

APPENDIX L: STATE OF SAFETY UPDATE

APPENDIX M: REVIEW OF SUBREGIONAL AND LOCAL PLANS

APPENDIX N: PUBLIC COMMENTS AND SURVEY RESPONSES

APPENDIX O: FISCAL CONSTRAINT ANALYSIS MEMORANDUM

APPENDIX P: PERFORMANCE MEASURES REPORT AND RESOLUTION

APPENDIX Q: REGIONAL ACTIVITY CENTERS

Appendix A

Regional Transportation Plan Projects List

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
52-00040-00	CapMetro		Travis	Various	Various	Various		Bikeshare Infrastructure for Stations	$10,000,000	2025	No		
52-00105-00	City of Austin		Travis	51st Street	Berkman Dr	Manor Rd		Construct Complete Streets improvements	$4,900,000	2050	Yes		
52-00100-00	City of Austin		Travis	5th Street	Mopac	I-35		Construct Complete Street improvements	$182,100,000	2040	Yes		
52-00101-00	City of Austin		Travis	6th Street	Mopac	I-35		Construct Complete Street improvements	$179,000,000	2040	Yes		
52-00103-00	City of Austin		Travis	7th Street	Rio Grande Street	I-35		Construct Complete Street improvements	$63,800,000	2030	Yes		
52-00104-00	City of Austin		Travis	8th Street	Rio Grande Street	I-35		Construct Complete Street improvements	$117,700,000	2040	Yes		
52-00106-00	City of Austin		Travis	Airport Blvd	55th Street	Manor Rd		Construct Complete Street improvements	$47,800,000	2030	Yes		
52-00107-00	City of Austin		Travis	Alice Mae Ln	Slaughter Ln	Taft Ln		Construct Complete Streets improvements	$1,900,000	2050	Yes		
52-00108-00	City of Austin		Travis	Amherst Drive	Parmer Ln (FM 734)	Duval Rd		Construct Complete Street improvements	$1,400,000	2050	Yes		
52-00109-00	City of Austin		Travis	Anderson Mill Road	RM 620	Spicewood Pkwy		Construct Complete Street improvements	$11,100,000	2050	Yes		
62-00100-00	City of Austin		Williamson	Avery Ranch	City Limits	City Limits		Construct Complete Streets improvements	$19,900,000	2050	Yes		
52-00110-00	City of Austin		Travis	Balcones Drive	North Hills Dr	FM 2222		Construct Complete Streets improvements	$1,100,000	2050	Yes		
52-00184-00	City of Austin		Travis	Bartholomew Park Connector	MANOR RD	Shady Brook Ln		Design and construct a Tier 1 urban trail at Bartholomew District Park.	$7,700,000	2050	Yes		
52-00003-00	City of Austin		Travis	Barton Corridor	Various	Various		Design and construct a Tier 1 urban trail from the Barton Creek Greenbelt to the MoPac Mobility Bridges and Southwest Parkway. The trail includes connecting branches to destinations and neighborhoods along the way.	$122,200,000	2050	Yes		
52-00111-00	City of Austin		Travis	Barton Springs Road	Mopac	S Lamar Blvd		Construct Complete Street improvements	$4,600,000	2050	Yes		
52-00185-00	City of Austin		Travis	Bergstrom Spur to McKinley Falls State Park - New Access	Burleson Rd	E Stassney Ln		Design and construct a Tier 1 urban trail along a proposed McKinley Falls State Park connection to the Bergstrom Spur Trail.	$37,200,000	2050	Yes		
52-00186-00	City of Austin		Travis	Bergstrom Spur Trail	S CONGRESS AVE	East Riverside Dr		Design and construct a Tier 1 urban trail along a proposed central segment of the Bergstrom Spur Trail between S Congress Ave. and Riverside Dr.	$61,400,000	2030	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
52-00187-00	City of Austin		Travis	Blunn Creek Trail	E Oltorf St	St. Edwards Dr		Design and construct a Tier 1 urban trail extending the Blunn Creek Trail between St. Edwards Dr. and E Oltorf St.	$9,300,000	2050	Yes		
52-00220-00	City of Austin		Travis	BRANDT RD	IH-35 SVRD NB	BLUFF SPRINGS RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	$26,200,000	2040	Yes		
52-00112-00	City of Austin		Travis	Brodie Lane	City Limits	Slaughter Ln		Construct Complete Street improvements	$11,300,000	2050	Yes		
52-00222-00	City of Austin		Travis	BRUSH COUNTRY RD/LATTA DR	WILLIAM CANNON DR	DAVIS LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	$8,800,000	2030	Yes		
52-00113-00	City of Austin		Travis	BURNET RD	W Koenig Ln	45th Street		Construct Complete Streets improvements	$15,500,000	2050	Yes		
52-00114-00	City of Austin		Travis	Cameron Road	Parmer Ln	US 290		Construct Complete Street improvements	$9,100,000	2040	Yes		
52-00115-00	City of Austin		Travis	Camino La Costa	I-35	Cameron Rd		Construct Complete Street improvements	$1,200,000	2050	Yes		
52-00116-00	City of Austin		Travis	Canyon Ridge	I-35	Tech Ridge Blvd		Construct Complete Street improvements	$700,000	2050	Yes		
52-00117-00	City of Austin		Travis	Center Line Pass	Howard Ln	Center Ridge Dr		Construct Complete Streets improvements	$700,000	2050	Yes		
52-00118-00	City of Austin		Travis	Chestnut	MANOR RD	12 Street		Construct Complete Street improvements	$1,800,000	2040	Yes		
52-00226-00	City of Austin		Travis	CIRCLE S RD	FOREMOST DR	EBERHART LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	$7,700,000	2030	Yes		
52-00188-00	City of Austin		Travis	Colorado River Trail	HERGOTZ LN	Roy G. Guerrero Metro Park		Design and construct a Tier 1 urban trail extending the Colorado River Trail between Hergtoz Lane and Roy G. Guerrero Metro Park.	$29,000,000	2050	Yes		
52-00119-00	City of Austin		Travis	Congress Avenue	11th Street	Riverside Dr		Construct Complete Streets improvements	$161,500,000	2050	Yes		
52-00229-00	City of Austin		Travis	CONVICT HILL RD	W US 290 HWY	BRODIE LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	$25,900,000	2040	Yes		
52-00230-00	City of Austin		Travis	COOPER LN	MATTHEWS LN	W DITTMAR RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	$14,400,000	2030	Yes		
52-00189-00	City of Austin		Travis	Country Club Creek Greenbelt to E Ben White Blvd Corridor	Ventura Dr	Todd Ln		Design and construct a Tier 1 urban trail connecting the Country Club Creek Trail to E Ben White Blvd.	$10,500,000	2050	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
52-00190-00	City of Austin		Travis	Country Club Creek Trail	Ventura Dr	Mabel Davis Park		Design and construct a Tier 1 urban trail connecting the Country Club Creek Trail to Mabel Davis Park.	$6,500,000	2050	Yes		
52-00191-00	City of Austin		Travis	Crystalbrook Dr to Keegans Dr	Crystalbrook Dr	Keegans Dr		Design and construct a Tier 1 urban trail connecting Crystalbrook Dr. to the Southern Walnut Creek Trail.	$9,300,000	2050	Yes		
51-00012-00	City of Austin		Travis	DAVIS LN	BRODIE LN	MENCHACA RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	$25,200,000	2030	Yes		
52-00120-00	City of Austin		Travis	DAVIS LN	Escarpment Blvd	BRODIE LN		Construct Complete Street improvements	$12,600,000	2050	Yes		
52-00121-00	City of Austin		Travis	Dean Keeton Street	Guadalupe St	Manor Rd		Construct Complete Street improvements	$1,300,000	2040	Yes		
52-00122-00	City of Austin		Travis	Dittmar Road	Menchaca Rd	S 1st St		Construct Complete Streets improvements	$2,800,000	2050	Yes		
52-00123-00	City of Austin		Travis	Duval Road	Jolleyville Rd	Mopac		Construct Complete Street improvements	$11,100,000	2050	Yes		
52-00242-00	City of Austin		Travis	E ST ELMO RD/NUCKOLS CROSSING RD	S PLEASANT VALLEY RD	S PLEASANT VALLEY RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	$46,100,000	2030	Yes		
52-00124-00	City of Austin		Travis	Escarpment Boulevard	WILLIAM CANNON DR	La Crosse Ave		Construct Complete Street improvements	$5,200,000	2050	Yes		
52-00192-00	City of Austin		Travis	Ferguson Dr to Walnut Creek Elementary	Ferguson Dr	Walnut Creek Elementary		Design and construct a Tier 1 urban trail between Ferguson Dr and Walnut Creek Elementary.	$4,600,000	2050	Yes		
52-00125-00	City of Austin		Travis	Four Points Dr	RM 620	River Place Blvd		Construct Complete Street improvements	$1,100,000	2050	Yes		
52-00126-00	City of Austin		Travis	Freidrich Lane	St Elmo	Teri Rd		Construct Complete Streets improvements	$800,000	2050	Yes		
52-00127-00	City of Austin		Travis	Giles Lane	Blue Goose Rd	US 290		Construct Complete Street improvements	$2,900,000	2050	Yes		
52-00128-00	City of Austin		Travis	Great Hills Trail	CAPITAL OF TEXAS HWY	Stonelake Blvd		Construct Complete Street improvements	$2,700,000	2050	Yes		
52-00129-00	City of Austin		Travis	Grove Boulevard	Colorado River	Montopolis Dr		Construct Complete Street improvements	$4,000,000	2050	Yes		
52-00130-00	City of Austin		Travis	Hancock Drive	North Loop Blvd	Burnet Rd		Construct Complete Street improvements	$500,000	2050	Yes		
52-00131-00	City of Austin		Travis	Harris Branch Pkwy	Howard Ln	US 290		Construct Complete Street improvements	$14,200,000	2050	Yes		
52-00132-00	City of Austin		Travis	Highland Mall Boulevard	AIRPORT BLVD	Middle Fiskville Rd		Construct Complete Streets improvements	$800,000	2050	Yes		
52-00133-00	City of Austin		Travis	Huntland Dr	AIRPORT BLVD	Middle Fiskville Rd		Construct Complete Street improvements	$2,300,000	2050	Yes		
52-00134-00	City of Austin		Travis	Kramer Lane	Burnet Rd	N Lamar Blvd		Construct Complete Streets improvements	$3,700,000	2050	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
52-00135-00	City of Austin		Travis	La Crosse Avenue	Escarpment Blvd	Veloway		Construct Complete Streets improvements	$1,500,000	2050	Yes		
62-00101-00	City of Austin		Williamson	Lake Creek Parkway	Schoolhouse Ln	LAKELINE BLVD		Construct Complete Street improvements	$3,100,000	2050	Yes		
62-00102-00	City of Austin		Williamson	Lakeline Boulevard	City Limits	Staked Plains		Construct Complete Streets improvements	$2,400,000	2050	Yes		
62-00104-00	City of Austin		Williamson	Lakeline Mall Dr	Pecan Park Blvd	Rutledge Spur		Construct Complete Street improvements	$1,800,000	2050	Yes		
52-00193-00	City of Austin		Travis	Lance Armstrong Bikeway	Onion St	Concho St		Design and construct a Tier 1 urban trail connecting the Lance Armstrong Bikeway between Onion St. and Concho St.	$3,000,000	2050	Yes		
52-00194-00	City of Austin		Travis	Lance Armstrong Bikeway to W 3rd St	W 3rd St	B.R. Reynolds Dr		Design and construct a Tier 1 urban trail connecting the Lance Armstrong Bikeway between W 3rd St. and B.R. Reynolds Dr	$2,600,000	2050	Yes		
52-00195-00	City of Austin		Travis	Little Walnut Creek Trail	51st St	183 Toll Trail		Design and construct a Tier 1 urban trail connecting the Little Walnut Creek Trail with E 51st St. and the US-183 Toll Trail.	$34,900,000	2050	Yes		
52-00137-00	City of Austin		Travis	Loyola Lane	MANOR RD	Decker Ln		Construct Complete Street improvements	$7,800,000	2040	Yes		
52-00196-00	City of Austin		Travis	Manor Rd to 183 Toll Trail	MANOR RD	183 Toll Trail		Design and construct a Tier 1 urban trail from Manor Rd. to US-183.	$12,800,000	2050	Yes		
52-00138-00	City of Austin		Travis	Manor Road	Dean Keeton St	SPRINGDALE RD		Construct Complete Street improvements	$23,400,000	2040	Yes		
52-00145-00	City of Austin		Travis	Martin Luther King Jr. Blvd	N LAMAR BLVD	Airport Blvd		Construct Complete Street improvements	$46,800,000	2030	Yes		
52-00139-00	City of Austin		Travis	Mc Kinney Falls Pkwy	Thaxton Rd	US 183		Construct Complete Street improvements	$11,600,000	2050	Yes		
52-00140-00	City of Austin		Travis	McCallen Pass	Howard Ln	Canyon Ridge		Construct Complete Street improvements	$6,600,000	2050	Yes		
52-00141-00	City of Austin		Travis	Menchaca	S Lamar Blvd	Stassney Ln		Construct Complete Street improvements	$19,100,000	2030	Yes		
52-00142-00	City of Austin		Travis	Mesa Drive	Jolleyville Rd	FM 2222		Construct Complete Streets improvements	$6,600,000	2050	Yes		
52-00143-00	City of Austin		Travis	Metric Boulevard	Howard Ln	RESEARCH BLVD		Construct Complete Street improvements	$15,200,000	2040	Yes		
52-00144-00	City of Austin		Travis	Middle Fiskville	Huntland Dr	US 290		Construct Complete Street improvements	$2,600,000	2050	Yes		
52-00197-00	City of Austin		Travis	Mokan Corridor Trail	Pedernales St	Bolm Rd		Design and construct a Tier 1 urban trail extending the Mokan Corridor Trail between Pedernales St. and Bolm Rd.	$4,600,000	2030	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
52-00146-00	City of Austin		Travis	Monterey Oaks Boulevard	Ben White Blvd	Mopac		Construct Complete Street improvements	$1,300,000	2050	Yes		
52-00147-00	City of Austin		Travis	Montopolis Dr	US 183	Burleson Rd		Construct Complete Street improvements	$7,000,000	2040	Yes		
52-00198-00	City of Austin		Travis	Montopolis Tributary Trail	Frontier Valley Dr	Hwy 183		Design and construct a Tier 1 urban trail between US-183 and E Riverside Dr	$27,900,000	2050	Yes		
52-00199-00	City of Austin		Travis	Mueller Trail	Broadmoor Dr	Manor Rd		Design and construct a Tier 1 urban trail between Broadmoor Dr. and Manor Rd.	$6,200,000	2030	Yes		
52-00148-00	City of Austin		Travis	N Capital of Texas Hwy	US 183	Mopac		Construct Complete Street improvements	$9,000,000	2050	Yes		
52-00149-00	City of Austin		Travis	North Loop Boulevard / 53 Road Street / Hancock Drive	Valley Oak Dr	Airport Blvd		Construct Complete Streets improvements	$17,500,000	2050	Yes		
52-00150-00	City of Austin		Travis	Northcross Dr	Anderson Ln	Burnet Rd		Construct Complete Street improvements	$2,100,000	2050	Yes		
52-00200-00	City of Austin		Travis	Northgate Blvd to Rutland Dr Connector	Northgate Blvd	Metric Blvd		Design and construct a Tier 1 urban trail between Northgate Blvd. and Metric Blvd.	$9,300,000	2050	Yes		
52-00151-00	City of Austin		Travis	Northland Dr/Allandale Rd/Koenig Ln	Balcones Dr	Airport Blvd		Construct Complete Street improvements	$37,900,000	2050	Yes		
52-00260-00	City of Austin		Travis	NUCKOLS CROSSING RD	BLUFF SPRINGS RD	THAXTON RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	$35,100,000	2030	Yes		
52-00152-00	City of Austin		Travis	Oltorf Street	S Lamar Blvd	I-35		Construct Complete Street improvements	$22,400,000	2040	Yes		
52-00201-00	City of Austin		Travis	Onion Creek Trail	Various	Various		Design and construct a Tier 1 urban trail extending and connecting trails between Onion Creek Park and surrounding neighborhoods.	$34,400,000	2030	Yes		
52-00153-00	City of Austin		Travis	Payton Gin Rd	Research Blvd	N Lamar Blvd		Construct Complete Streets improvements	$2,200,000	2050	Yes		
62-00103-00	City of Austin		Williamson	Pecan Park Blvd	LAKELINE BLVD	Lake Creek Pkwy		Construct Complete Street improvements	$3,000,000	2050	Yes		
52-00154-00	City of Austin		Travis	Pleasant Valley Road N.	12th St	Cesar Chavez		Construct Complete Streets improvements	$23,500,000	2050	Yes		
52-00155-00	City of Austin		Travis	Pleasant Valley S.	Riverside Dr	Oltorf St		Construct Complete Street improvements	$500,000	2040	Yes		
62-00106-00	City of Austin		Williamson	Pond Springs Road	US 183	US 183		Construct Complete Street improvements	$2,600,000	2050	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
52-00004-00	City of Austin		Travis	Red Line Trail	Clarkson Ave	W Braker Ln		Design and construct a Tier 1 urban trail extending the Red Line Trail from Clarkson Ave. to W. Braker Ln. with various connections along the way.	$70,700,000	2030	Yes		
52-00156-00	City of Austin		Travis	Riata Trace Pkwy / Riata Vista Cir	US 183	Parmer Ln		Construct Complete Streets improvements	$4,300,000	2050	Yes		
62-00105-00	City of Austin		Williamson	Ridgeline Blvd	LAKELINE BLVD	RM 620		Construct Complete Street improvements	$2,500,000	2050	Yes		
52-00202-00	City of Austin		Travis	Rundberg Ln To Peyton Gin Rd Connector	Rundberg Ln	Peyton Gin Rd		Design and construct a Tier 1 urban trail between Rundberg Ln. and Peyton Gin Rd.	$11,600,000	2050	Yes		
52-00158-00	City of Austin		Travis	Rutherford Lane	I-35	US 183		Construct Complete Streets improvements	$3,400,000	2050	Yes		
52-00203-00	City of Austin		Travis	Rutland Dr to N Lamar Blvd	Rutland Dr	Rundberg Ln		Design and construct a Tier 1 urban trail between Rutland Dr. and Rundberg Ln.	$2,600,000	2050	Yes		
52-00159-00	City of Austin		Travis	Rutland Drive	Burnet Rd	N Lamar Blvd		Construct Complete Streets improvements	$17,300,000	2050	Yes		
52-00160-00	City of Austin		Travis	S 1st Street	Barton Springs Rd	FM 1626		Construct Complete Street improvements	$23,200,000	2040	Yes		
52-00161-00	City of Austin		Travis	S Lamar Blvd	W Riverside Dr	Barton Springs Rd		Construct Complete Street improvements	$23,100,000	2050	Yes		
52-00274-00	City of Austin		Travis	SALT SPRINGS DR	RINGSBY RD	THAXTON RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	$2,400,000	2030	Yes		
52-00162-00	City of Austin		Travis	San Jacinto Blvd	Martin Luther King Jr. Blvd	4th St		Construct Complete Streets improvements	$5,900,000	2050	Yes		
52-00163-00	City of Austin		Travis	Scofield Ridge Pkwy / Howard Lane	Mopac	I-35		Construct Complete Street improvements	$3,900,000	2040	Yes		
52-00005-00	City of Austin		Travis	Shoal Creek Trail	Shoal Creek Trail	Shoal Creek Trail		Design and construct a Tier 1 urban trail connecting a gap along the Shoal Creek Trail.	$5,800,000	2050	Yes		
52-00204-00	City of Austin		Travis	Slaughter Creek Trail	Various	Various		Design and construct a Tier 1 urban trail extending and connnecting various points along the Slaughter Creek Trail.	$69,700,000	2050	Yes		
52-00164-00	City of Austin		Travis	Slaughter Lane	Barstow Ave	Mopac		Construct Complete Street improvements	$21,100,000	2050	Yes		
52-00205-00	City of Austin		Travis	South Boggy Creek Trail	S 1ST ST	Sunny Hills Dr		Design and construct a Tier 1 urban trail extending the South Boggy Creek Trail between S 1st St. and Sunny Hills Dr.	$69,700,000	2050	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
52-00165-00	City of Austin		Travis	Southwest Parkway	SH 71	Mission Oaks Blvd		Construct Complete Street improvements	$17,300,000	2050	Yes		
52-00166-00	City of Austin		Travis	Spicewood Springs Road	West of Mesa Dr	Shoal Creek Blvd		Construct Complete Streets improvements	$4,300,000	2050	Yes		
52-00167-00	City of Austin		Travis	Springdale Road	MANOR RD	Martin Luther King Jr. Blvd		Construct Complete Street improvements	$8,600,000	2040	Yes		
52-00168-00	City of Austin		Travis	St Elmo	I-35	S Pleasant Valley		Construct Complete Streets improvements	$2,800,000	2050	Yes		
52-00169-00	City of Austin		Williamson	Staked Plains	Avery Ranch Blvd	LAKELINE BLVD		Construct Complete Street improvements	$1,300,000	2050	Yes		
52-00170-00	City of Austin		Travis	Stassney Lane	West Gate Blvd	Teri Rd		Construct Complete Street improvements	$8,600,000	2040	Yes		
52-00171-00	City of Austin		Travis	Stonelake	Braker Ln	US 183		Construct Complete Street improvements	$2,100,000	2050	Yes		
52-00206-00	City of Austin		Travis	SWCT to River Connection	Colorado River	Southern Walnut Creek Trail		Design and construct a Tier 1 urban trail connecting the Colorado River to the Southern Walnut Creek Trail.	$10,200,000	2050	Yes		
52-00172-00	City of Austin		Travis	Taft Ln	S 1ST ST	I-35		Construct Complete Street improvements	$1,000,000	2050	Yes		
52-00173-00	City of Austin		Travis	Tamarron Blvd	WALSH TARLTON LN	Mopac		Construct Complete Streets improvements	$2,600,000	2050	Yes		
52-00174-00	City of Austin		Travis	Tech Ridge Boulevard / Harris Ridge Boulevard	I-35	Parmer Ln		Construct Complete Streets improvements	$3,000,000	2050	Yes		
52-00278-00	City of Austin		Travis	THAXTON RD	NUCKOLS CROSSING RD	SALT SPRINGS DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	$4,400,000	2030	Yes		
52-00175-00	City of Austin		Travis	The Lakes Boulevard	I-35	Howard Ln		Construct Complete Streets improvements	$1,600,000	2050	Yes		
52-00207-00	City of Austin		Travis	Trail To The ABIA Airport	Coriander Dr	Spirit of Texas Dr		Design and construct a Tier 1 urban trail connecting Coriander Dr. to the Spirit of Texas Dr.	$53,400,000	2050	Yes		
52-00176-00	City of Austin		Travis	Trinity Street	San Jacinto Blvd	4th St		Construct Complete Street improvements	$4,700,000	2050	Yes		
52-00208-00	City of Austin		Travis	Violet Crown Trail	WILLIAM CANNON DR	Violet Crown Trail		Design and construct a Tier 1 urban trail extending the Violet Crown Trail to William Cannon Dr.	$7,400,000	2050	Yes		
52-00178-00	City of Austin		Travis	W Braker Lane	Jolleyville Rd	N Lamar Blvd		Construct Complete Street improvements	$33,000,000	2050	Yes		

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52-00002-00	City of Austin		Travis	Walnut Creek Corridor: Northern Walnut Creek Trail	Various	Various		Design and construct a Tier 1 urban trail extending the Northern Walnut Creek Trail to the Copperfield Connector Trail, US-290, the Southern Walnut Creek Trail, and connections along the way.	$66,000,000	2030	Yes		
52-00209-00	City of Austin		Travis	Walnut Creek Corridor: Southern Walnut Creek Trail	Pecan Brook Dr	Sara Dr		Design and construct a Tier 1 urban trail connecting Sara Dr. and Pecan Brook Dr. to the Southern Walnut Creek Trail.	$15,100,000	2050	Yes		
52-00179-00	City of Austin		Travis	Walsh Tarlton	Bee Cave Rd	Capital of Texas Hwy		Construct Complete Streets improvements	$3,500,000	2050	Yes		
52-00210-00	City of Austin		Travis	West Bouldin Creek Trail	W Mary St	W Gibson St		Design and construct a Tier 1 urban trail between W Mary St. and W Gibson St.	$10,200,000	2050	Yes		
52-00180-00	City of Austin		Travis	West Gate Blvd	Western Trail	Slaughter Ln		Construct Complete Street improvements	$16,200,000	2050	Yes		
52-00181-00	City of Austin		Travis	Wickersham Lane	North of Riverside Dr	Oltorf St		Construct Complete Street improvements	$18,600,000	2050	Yes		
52-00182-00	City of Austin		Travis	William Cannon Drive	SOUTHWEST PKWY	Running Waters Dr		Construct Complete Street improvements	$75,000,000	2030	Yes		
52-00211-00	City of Austin		Travis	Williamson Creek Trail	S CONGRESS AVE	Smith School Rd		Design and construct a Tier 1 urban trail extending the Williamson Creek Trail between S Congress Ave. and Smith School Rd.	$63,100,000	2030	Yes		
52-00183-00	City of Austin		Travis	Woodward	Ben White Blvd	St Elmo		Construct Complete Streets improvements	$1,000,000	2050	Yes		
52-00009-00	City of Austin		Travis	Woodward St to E Ben White Blvd Corridor	Woodward St	E Ben White Blvd		Design and construct a Tier 1 urban trail between Woodward St. and E Ben White Blvd.	$12,800,000	2050	Yes		
12-00001-00	City of Bastrop		Bastrop	Old Iron Bridge Rehabilitation	Old Iron Bridge parallel to SH 150 across the Colorado River			Rehabilitation of the Old Iron Bridge to provide bike/ped connectivity and a recreation location	$12,350,000	2030	No		
42-00007-00	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	No		
62-00002-00	City of Cedar Park		Williamson	Lakeline Boulevard	South City Limit	North City Limit		Construct bicycle facility	$12,000,000	2030	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
62-00006-00	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	No		
62-00001-00	City of Cedar Park		Williamson	US 183 (Bell Blvd)	South City Limit	North City Limit		Construct sidewalks where missing	$5,000,000	2030	Yes		
62-00007-00	City of Georgetown		Williamson	Austin Avenue Pedestrian and Bicyle Bridges	2nd St	Morrow St		Rehabilitate / Reconstruct existing Bridges	$18,000,000	2030	No		
52-00041-00	City of Lakeway		Travis	Lakeway Blvd Shared-Use Path	Flamingo Blvd	RM 620		Lakeway Blvd Shared-Use Path Connectivity & Upgrades	$3,800,000	2031	No		
72-00001-00	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	No		
62-00009-00	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	No		
62-00008-00	City of Leander		Williamson	US 183	Broade St			Pedestrian bridge creating an east-west crossing over US 183 at Broade St that creates a grade separation between pedestrians, US 183, and railroad	$4,450,000	2035	Yes		
42-00008-00	City of San Marcos		Hays	Purgatory Creek Trail	Wonder World DrivePurgatory Creek	San Marcos River (within the city of San Marcos) at Children□s Park and Bicentennial Park		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	No		

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42-00001-00	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	No		
51-00498-00	Travis County		Travis	Howard Ln/McNeil Dr Shared Use Path	McNeil Road	McNeil-Merrilltown Rd		Install a Shared Use Path on the south side of Howard Lane (also known as McNeil Drive)	$11,082,500	2030	Yes		
51-00497-00	Travis County		Travis	Onion Creek Greenway	McKinney Falls State ParkOnion Creek	Colorado River Confluence		Install new greenway to establish 12' wide concrete trail connectivity through Onion Creek corridor.	$37,500,000	2030	No		
41-00123-00	TxDOT		Hays	SH 123	IH 35	De Zavalla Dr	0366-01-007	Construct Sidewalks	$1,807,694	2027	No		
51-00189-12	TxDOT		Travis	Various	Along Colorado River from South Congress Ave.	South 1st Street	0914-04-373	Construct boardwalk extension as mitigation for IH-35 Capital Express Central	$30,218,822	2028	No	2025-2028 2027-2030	2025 2026

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
54-00002-00	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	No		
54-00003-00	City of Austin		Travis	Various	Various	Various		Charging Station Replacement	$337,500	2031	No		
61-00210-00	City of Georgetown		Williamson	Austin Avenue (SS 26)	NE Inner Loop	SE Inner Loop		Installation of traffic detection and traffic signal control pre-emption technology to all legs of the 15 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles.	$2,250,000	2030	Yes		
61-00208-00	City of Georgetown		Williamson	SH 29	Old Creek Road	Patriot Way		Installation of traffic detection and traffic signal control pre-emption technology to all legs of the 22 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles.	$3,300,000	2030	Yes		
51-00289-00	TxDOT		Hays	Various	Various	Various	5000-00-201	Install 10 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 35).	$729,192	2025	No	2025-2028	
51-00289-01	TxDOT		Caldwell	Various	Various	Various	5000-00-236	Install 8 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors. (IH 10)	$1,891,381	2025	No	2025-2028	
55-00100-00	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	No		

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31-00002-00	Caldwell County		Caldwell	Truck Plaza	SH 130	SH 80		Construction of travel plaza and truck parking facility at SH 130 and SH 80	$30,725,000	2025	No	2025-2028	
51-00300-00	City of Austin	TxDOT	Travis	IH 35	Cesar Chavez	4th Street	0015-13-460	Highway cap over reconstructed IH-35	$167,515,000	2036	No		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
11-00041-00	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	No		
51-00046-00	City of Austin		Travis	AIRPORT BLVD (SL 111)	MANOR RD	Levander Loop		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$51,700,000	2030	Yes		
61-00001-00	City of Austin		Williamson	ANDERSON MILL RD	US 183	W PARMER LN		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$22,000,000	2040	Yes		
51-00031-00	City of Austin		Travis	BRAKER LN	N LAMAR BLVD	DESSAU RD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$43,200,000	2040	Yes		
51-00006-01	City of Austin		Travis	BRODIE LN	Slaughter Ln	W FM 1626 RD		Widen roadway to 2-lanes with a raised median or center turn lane and bicycle and pedestrian improvements.	$56,100,000	2030	Yes		
51-00008-00	City of Austin		Travis	BURLESON RD	S HWY 183	E BEN WHITE BLVD SVRD		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$38,800,000	2040	Yes		
51-00009-00	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	No		
51-00010-00	City of Austin		Travis	BURNET RD	W KOENIG LN (RM 2222)	RESEARCH BLVD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$26,900,000	2030	Yes		
51-00011-00	City of Austin		Travis	CAMERON RD	E US 290 HWY SVRD	E 51ST ST		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$39,400,000	2040	Yes		
51-00013-00	City of Austin		Travis	DESSAU RD	E PARMER LN (FM 734)	FISH LN		Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements.	$82,800,000	2050	Yes		
51-00014-00	City of Austin		Travis	E 7th St	Congress Ave	Levander Loop		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$78,400,000	2050	Yes		
51-00108-00	City of Austin		Travis	E BRAKER LN	SAMSUNG BLVD	HARRIS BRANCH PKWY		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.	$71,100,000	2040	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
51-00015-00	City of Austin		Travis	E CESAR CHAVEZ ST	N PLEASANT VALLEY RD	E 5TH ST		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$38,000,000	2040	Yes		
51-00015-01	City of Austin		Travis	E CESAR CHAVEZ ST (1)	SAN MARCOS ST	N PLESANT VALLEY RD		Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements.	$42,100,000	2040	Yes		
51-00016-00	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	No		
51-00112-00	City of Austin		Travis	E OLTORF ST	IH-35 SVRD	Montopolis Dr		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$21,900,000	2040	Yes		
51-00114-00	City of Austin		Travis	E RIVERSIDE DR	S CONGRESS AVE	BARTON SPRINGS RD EXTENSION		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$3,700,000	2050	Yes		
51-00017-00	City of Austin		Travis	E Rundberg Ln	Cameron Rd	FERGUSON LN		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.	$7,400,000	2030	Yes		
51-00018-00	City of Austin		Travis	E William Cannon Dr	Running Water Dr	McKinney Falls Pkwy		Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements.	$49,200,000	2050	Yes		
51-00019-00	City of Austin		Travis	E Yager Ln	350' W of Natures Bend	E Parmer Ln (FM 734)		Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements.	$33,200,000	2040	Yes		
51-00019-01	City of Austin		Travis	E Yager Ln	TECH RIDGE BLVD	CANYON RIDGE DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$1,400,000	2040	Yes		
51-00025-00	City of Austin		Travis	Johnny Morris Rd	E US 290 HWY SVRD	FM 969		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$163,000,000	2050	Yes		
51-00212-00	City of Austin		Travis	JOLLYVILLE RD	BARRINGTON WAY	GREAT HILLS TRL		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$33,100,000	2040	Yes		
51-00026-00	City of Austin		Travis	LAKE AUSTIN BLVD	REDBUD TRL	UPSON ST		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$65,900,000	2050	Yes		
51-00224-00	City of Austin		Travis	Manor Rd	Loyola Ln	Ed Bluestein Blvd Svrd		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$6,400,000	2040	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
51-00028-00	City of Austin		Travis	MC NEIL DR	N US 183 HWY SVRD	W PARMER LN (FM 734)		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$18,000,000	2040	Yes		
51-00223-00	City of Austin		Travis	Menchaca Rd (FM 2304)	Stassney Ln	Ravenscroft Drive			$108,100,000	2030	No		
51-00236-00	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	No		
51-00250-00	City of Austin		Travis	PEARCE LN	FM 973	KELLAM RD		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$84,900,000	2040	Yes		
51-00033-00	City of Austin		Travis	S PLEASANT VALLEY RD	CANTERBURY ST	E RIVERSIDE DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$24,300,000	2050	Yes		
51-00040-00	City of Austin		Travis	S PLEASANT VALLEY RD	E Oltorf St	CITY LIMIT		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.	$100,000,000	2050	Yes		
51-00271-00	City of Austin		Travis	SPRINGDALE RD	SANSOM RD	E MARTIN LUTHER KING JR BLVD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$13,800,000	2040	Yes		
51-00084-00	City of Austin		Travis	Vision Zero Transportation System Safety & Mobility Improvements	Various	Various		Vision Zero Transportation System Safety & Mobility Improvements	$109,900,000	2040	Yes		
51-00077-00	City of Austin		Travis	W 35TH ST/W 38TH ST	JEFFERSON ST	SPEEDWAY		Retrofit roadway to 2- to 4-lanes with a raised median and bicycle and pedestrian improvements.	$18,900,000	2040	Yes		
51-00079-00	City of Austin		Travis	W ANDERSON LN	SHOAL CREEK BLVD	RESEARCH BLVD SVRD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	$16,600,000	2040	Yes		
51-00045-00	City of Austin		Travis	W WILLIAM CANNON DR	BRODIE LN	MENCHACA RD		Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements.	$34,700,000	2050	Yes		
51-00225-00	City of Austin		Williamson	Lakeline Blvd	Parmer Lane	Lyndhurst Street	0914-05-194	Reconstruct South Lakeline Blvd from a 2-lane undivided roadway to a 4-Lane divided roadway with sidewalks and bike path.	$26,160,341	2027	No	2021-2024 2025-2028 2027-2030	
51-00227-00	City of Austin		Travis	Slaughter Lane	Brodie Lane	N. Mopac Expressway	0914-04-317	Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements	$15,726,250	2025	No	2025-2028	

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
51-00299-00	City of Austin		Travis	Barton Springs Road	Lou Neff	Azie Morton	0000-00-000	Bridge replacement with bicycle and pedestrian accommodations.	$40,000,000	2028	No	2025-2028 2027-2030	
51-00222-00	City of Austin		Travis	West Rundberg Lane	Metric Blvd	Burnet Road	0914-04-314	Extend current roadway as a four-lane divided arterial with sidewalks, bike lanes, and new signalized intersection.	$21,603,880	2028	No	2025-2028 2027-2030	
51-00085-00	City of Bee Cave		Travis	Hamilton Pool Road Connector	FM 3238 (Hamilton Pool Road) approx. 2,300 ft. S of SH 71SH 71	RM 2244		New roadway connection between 3238 (HPR) and RM 2244	$7,000,000	2030	No		
41-00132-00	City of Buda		Hays	COLE SPRINGS ROAD	FM 1626	DODGEN SOUTH EXTENSION		NEW 2-LANE WITH BIKE LANES AND SIDEWALKS	$18,640,000	2035	Yes		
41-00131-00	City of Buda		Hays	DODGEN SOUTH EXTENSION	RM 967	COLE SPRINGS ROAD		NEW 2-LANE WITH BIKE LANES AND SIDEWALKS	$37,840,000	2045	Yes		
41-00137-00	City of Buda		Hays	FUTURE E-W ARTERIAL/ RANKIN AVE	MARATHON ROAD	GARISON ROAD		NEW 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS	$14,820,000	2030	Yes		
41-00135-00	City of Buda		Hays	GARISON ROAD	Main Street	FUTURE E-W ARTERIAL/ RANKIN AVE		RECONSTRUCT 2-LANES WITH BIKE LANES AND SIDEWALKS	$22,230,000	2040	Yes		
61-00202-00	City of Cedar Park		Williamson	Bagdad Road	RM1431/Whitestone Blvd	Heritage Park Drive		Install TWLTL where missing	$14,310,000	2032	Yes		
61-00020-00	City of Cedar Park		Williamson	Brushy Creek Road	Arrowhead Trail	East City Limits		Widen from 2 to 4-lane divided at west end - transition to 3 lanes at City Limit	$14,480,000	2030	Yes		
61-00015-00	City of Cedar Park		Williamson	Brushy Creek Road	Parmer Ln (FM 734)			Construct new 2-lane overpass	$20,000,000	2035	Yes		
61-00021-00	City of Cedar Park		Williamson	Cypress Creek Road	US183			Construct 2-lane overpass	$25,000,000	2035	Yes		
61-00016-00	City of Cedar Park		Williamson	Lakeline Boulevard	Cypress Creek Rd			Construct partial continuous flow intersection	$25,000,000	2035	Yes		
61-00013-00	City of Cedar Park		Williamson	Little Elm Trail	US183	183A Frontage Rd		Construct new 2-lane divided with TWLTL with either an SUP on one side, or bike lanes on both sides	$8,000,000	2030	Yes		
61-00201-00	City of Cedar Park		Williamson	New Hope Drive	Bagdad Road	Main Street		Widen to MAD6	$22,400,000	2030	Yes		
61-00012-00	City of Cedar Park		Williamson	New Hope Drive	RM1431	LAKELINE BLVD		Widen from 2 to 4-lane divided	$12,000,000	2030	No		
61-00014-00	City of Cedar Park		Williamson	Park Street	Anderson Mill Rd	LAKELINE BLVD		Construct new 2-lane divided minor arterial with SUP	$8,000,000	2030	Yes		
61-00017-00	City of Cedar Park		Williamson	RM 1431 (Whitestone Blvd)	US 183			Intersection Improvements	$30,000,000	2031	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
61-00184-00	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	No		
61-00011-00	City of Cedar Park		Williamson	RONALD REAGAN BOULEVARD	Market Street	Cottonwood Creek Trail	1378-02-038	Reconstruct and widen to a six lane arterial roadway with a raised center median, turn lanes, wide outer lanes and shared use path. The project will also reconstruct and elevate the Spanish Oak Creek bridge	$30,000,000	2016	No		
61-00018-00	City of Cedar Park		Williamson	US 183 (Bell Blvd)	New Hope Drive			Construct dual left turn lanes on Bell Blvd	$5,000,000	2030	Yes		
61-00019-00	City of Cedar Park		Williamson	US 183 (Bell Blvd)	Cypress Creek Rd			Construct dual left turn lanes	$5,000,000	2030	Yes		
61-00027-00	City of Georgetown		Williamson	Airport Road	SH-195	Aviation Drive		Widen from 2-lane undivided to 4-lane divided	$29,500,000	2030	Yes		
61-00029-00	City of Georgetown		Williamson	DB Woods	Williams Drive	Oak Ridge Road		Widen from 2-lane undivided 4-lane divided with pedestrian improvments	$17,300,000	2030	Yes		
61-00024-00	City of Georgetown	Williamson County	Williamson	FM 971	Gann St.	SH 130		Widen from 2-lane undivided to 5-lane divided arterial with pedestrian improvements, signal and intersection improvements.	$34,000,000	2030	Yes		
61-00035-00	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	No		
61-00025-00	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	No		
61-00033-00	City of Georgetown		Williamson	Westinghouse Road	IH 35	FM 1460		Reconstruct from 4-lane undivided to 6-lane divided with pedestrian improvments	$12,500,000	2050	Yes		
61-00023-00	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	No		
61-00191-00	City of Georgetown		Williamson	RM 2243 (Leander Rd)	SW Bypass	Norwood Drive	2103-01-036	Upgrade from a two-lane to a four-lane divided with center turn lane and new traffic signals and pedestrian improvements	$21,703,460	2027	No	2025-2028 2027-2030	2026 2025
41-00155-00	City of Kyle		Hays	FM 150 E	Lehman Rd	SH 21		Reconstruction and widening to 5 lane facility	$143,795,520	2035	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
41-00150-00	City of Kyle		Hays	FM 1626	Kohlers Crossing			Construct roundabout	$9,500,000	2035	Yes		
41-00152-00	City of Kyle		Hays	FM 1626	Marketplace Ave			Construct roundabout	$9,500,000	2035	Yes		
41-00153-00	City of Kyle		Hays	Goforth Road N	FM 150	Bebee Rd		Construct new 5 lane facility	$137,531,200	2035	Yes		
41-00015-00	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	No		
41-00014-00	City of Kyle		Hays	Marketplace Avenue	RM 967 (Kohlers Crossing)	IH 35 at Burleson Rd		Construct 4 lane facility	$11,518,316	2024	Yes		
41-00154-00	City of Kyle		Hays	Veterans Drive Extension	Center Street at Veterans Dr	Goforth Road		Construct new 5 lane facility	$124,827,958	2035	Yes		
61-00217-00	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	No		
61-00216-00	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	No		
61-00215-00	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	No		
61-00222-00	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	No		
51-00154-00	City of Pflugerville		Travis	CAMERON RD	SH 130	Weiss Lane bridge		Widen 2-lane divided roadway to 4-lane divided roadway with multi modal facilities	$16,875,000	2030	Yes		
61-00042-00	City of Pflugerville		Travis	Central Commerce Dr	Picadilly Dr	Royston Lane		Widen to 3-lane (full depth reconstruction) with multi modal facilities	$4,238,400	2030	Yes		
61-00036-00	City of Pflugerville		Travis	Colorado Sand Drive	Copper Mine	Weiss Lane		Construct new 2-lane undivided with CTL with multi modal facilities		2030	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
51-00550-00	City of Pflugerville		Travis	FM685/Dessau Road	Wells Branch Parkway	SH130		Reconstruct to a 4-6 lane divided roadway with multi modal facilities	$53,382,454	2030	Yes		
61-00037-00	City of Pflugerville		Travis	Immanuel/Old Austin Hutto/Timmerman	Wells Branch	Pflugerville Parkway		Reconstruct to 2-lane undivided with CTL with multi modal facilities	$19,393,200	2030	Yes		
61-00038-00	City of Pflugerville		Travis	Pecan Street	SH130	Weiss Lane		Widen from a 2-lane undivided to a 4-lane divided roadway with multi modal facilities	$19,736,400	2030	Yes		
51-00092-00	City of Pflugerville		Travis	Pecan Street / FM 1825	Wells Branch Pkwy	Pfennig Lane (future)		Reconstruct to 4-lane undivided with CTL and multi modal facilities	$78,648,000	2030	Yes		
61-00039-00	City of Pflugerville		Travis	Pfennig Lane (East)	FM685	Pecan Street		Construct new 4-lane divided with multi modal facilities	$32,502,000	2030	Yes		
61-00040-00	City of Pflugerville		Travis	Pflugerville Parkway	SH130	Weiss Lane		Widen from a 2-lane undivided to a 4-lane divided roadway with multi modal facilities	$58,058,400	2030	Yes		
61-00044-00	City of Pflugerville		Travis	Picadilly Dr	100□ East of IH 35	Central Commerce Dr		Widen to 3-lane (full depth reconstruction) with multi modal facilities	$6,981,600	2030	Yes		
51-00549-00	City of Pflugerville		Travis	Rowe Lane	Heatherwilde Blvd	SH130		Build 3-lane divided roadway with multi modal facilities	$43,662,845	2030	Yes		
61-00043-00	City of Pflugerville		Travis	Royston Lane	Central Commerce	Grand Avenue		Widen to 3-lane (full depth reconstruction) with multi modal facilities	$8,836,800	2030	Yes		
71-00016-00	City of Pflugerville		Travis	SH 130 Frontage Road/FM685	Rowe Lane	Southern City Limits		Widen frontage roads from 2 to 3 lanes each direction and ramp reversals	$33,103,200	2026	Yes		
61-00041-00	City of Pflugerville		Travis	Weiss Lane	Pleasanton	Pecan		Widen to 4-Lane divided & bridge widening with multi modal facilities	$11,947,200	2030	Yes		
61-00049-00	City of Round Rock		Williamson	Gattis School Rd	Lawnmont Dr.	Windy Park Dr.		Upgrade existing 4-lane urban divided to a 6-lane urban divided	$18,750,000	2030	Yes		
61-00050-00	City of Round Rock		Williamson	Gattis School Rd	Double Creek Dr.	Kenney Fort Blvd.		Upgrade existing 4-lane urban divided to a 6-lane urban divided	$15,950,000	2030	Yes		
61-00051-00	City of Round Rock		Williamson	Gattis School Rd	Rusk Rd.	Via Sonoma Trail		Upgrade existing 4-lane urban divided to a 6-lane urban divided	$8,350,000	2030	Yes		
61-00053-00	City of Round Rock		Williamson	Kenney Fort Blvd	Old Settlers Blvd.	CR 112		Construct new location 4-lane divided urban	$35,400,000	2030	Yes		
61-00054-00	City of Round Rock		Williamson	Kenney Fort Blvd	CR 112	University Blvd.		Construct new location 4-lane divided urban	$22,600,000	2030	Yes		
61-00055-00	City of Round Rock		Williamson	Kenney Fort Blvd	University Blvd.	Westinghouse Rd.		Construct new location 4-lane divided urban	$24,800,000	2030	Yes		
61-00064-00	City of Round Rock		Williamson	University Blvd	Sunrise Rd	Teravista Club Dr		Upgrade existing 4-lane urban divided to a 6-lane urban divided	$19,750,000	2030	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
61-00065-00	City of Round Rock		Williamson	University Blvd	Teravista Club Dr	FM 1460 (AW Grimes)		Upgrade existing 4-lane urban divided to a 6-lane urban divided roadway	$26,500,000	2030	Yes		
41-00046-00	City of San Marcos		Hays	E River Ridge Pkwy	IH 35	SH 21		Construct new 4-lane divided boulevard with pedestrian/bicycle facilities.	$40,700,000	2035	Yes		
41-00037-00	City of San Marcos		Hays	LBJ Drive	University Drive	E Grove St		Retrofit 2-lane/3-lane one-way street with on-street parking including pedestrian/bicycle improvements	$17,800,000	2030	Yes		
41-00045-00	City of San Marcos		Hays	Old RR 12 (Moore St)	North Street/Hopkins Street	Holland St		Reconstruct 2-lane with interminent left turn lane to 2-lane with continuous turn lane and pedestrian/bicycle improvements	$13,000,000	2035	Yes		
41-00048-00	City of San Marcos		Hays	Old RR 12 Bike/Ped & Widening	RM 12	Craddock Ave		Reconstruct 2-lane with interminent left turn lane to 2-lane with continuous turn lane and pedestrian/bicycle improvements	$54,000,000	2035	Yes		
41-00025-00	City of San Marcos		Hays	Proposed Boulevard 14	SH 80/SH 21	Staples Road		Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.	$98,200,000	2040	Yes		
41-00034-00	City of San Marcos		Hays	Proposed Parkway Loop (PH-0)	La Cima Tract Boundary	Proposed Blvd 1		Construct new 4-lane divided with off-street shared paths	$84,000,000	2035	Yes		
41-00047-00	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	No		
41-00021-00	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	No		
41-00022-00	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	No		
41-00039-00	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	No		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
41-00038-00	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	No		
41-00036-00	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	No		
41-00044-00	City of San Marcos		Hays	West Hopkins Street	Moore St	SL 82		Reconstruct 2-lane with interminent left turn lane to 4-lane divided with pedestrian/bicycle improvements	$12,000,000	2030	Yes		
41-00050-00	City of San Marcos		Hays	Various	IH 35 Northbound Frontage Road	SH 123	0000-00-000	Drainage and street improvements within the Sunset Acres Subdivision.	$36,819,780	2026	No	2025-2028	
61-00072-00	CTRMA		Williamson	183A	Hero Way	North of SH 29		Construct 6-lane tolled expressway; Phase 1 to include 4-lane tolled expressway	$367,800,000	2031	Yes		
51-00548-00	CTRMA		Travis|Bastrop	290E	SH 130	SH 95		Extend the 290E tollway from SH 130 to Elgin (SH 95)	$1,500,000,000	2031	Yes		
51-00096-00	CTRMA		Travis	MoPac (SL 1)	Cesar Chavez	Slaughter Lane		Up to 2 express lanes in each direction	$825,000,000	2027	Yes		
61-00073-00	CTRMA		Williamson	183A	Hero Way	SH 45N	0914-05-238	Widen from 3 toll lanes to 4 toll lanes northbound and southbound.	$197,207,538	2028	Yes	2027-2030	
41-00077-00	Hays County	City of Kyle	Hays	Bebee / High Road	IH 35	SH 21		Add shoulders, median and turn lanes to 2-lane divided	$44,700,000	2040	Yes		
41-00078-00	Hays County	City of San Marcos	Hays	Centerpoint Rd (CR 234)	IH 35	Old Bastrop Hwy (CR 266)		Widen 4-lane divided to 4-lane divided with bike lanes and sidewalks	$3,500,000	2040	Yes		
41-00079-00	Hays County		Hays	Centerpoint Road	FM 2439 (Hunter Road)	I-35		Widen 4-lane divided to 4-lane divided with bike lanes and sidewalks and grade separation with Union Pacific Railroad	$59,924,000	2033	Yes		
41-00087-00	Hays County		Hays	Cotton Gin Road	Bonanza Street	SH 21		Construct two lanes and shoulders	$17,860,000	2026	Yes		
41-00081-00	Hays County		Hays	Darden Hill Rd	Sawyer Ranch Rd (CR 164)	RM 1826		Widen from 2 to 4-lane divided	$15,000,000	2029	Yes		
41-00081-01	Hays County		Hays	Darden Hill Rd (CR 162)	RM 150 W	Sawyer Ranch Rd (CR 164)		Widen from 2 to 4-lane divided	$15,000,000	2032	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
41-00119-00	Hays County		Hays	Dripping Springs SW Connection	RM 12	US 290		Construct four lane divided on new alignment	$251,126,000	2032	Yes		
41-00058-00	Hays County	TxDOT	Hays	FM 150 W	RM 12	RM 1826		WIDEN FROM 2-LANE DIVIDED TO 4-LANE Divided	$5,700,000	2030	Yes		
41-00059-00	Hays County	TxDOT	Hays	FM 150 W	RM 1826	FM 3237		WIDEN FROM 2-LANE DIVIDED TO 4-LANE Divided	$19,000,000	2030	Yes		
41-00112-00	Hays County		Hays	FM 165	US 290 W	Blanco County line		Add shoulders and safety improvements to 2-lane undivided	$28,200,000	2030	Yes		
41-00093-00	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	No		
41-00110-00	Hays County		Hays	FM 2001 Gap Interim	2001 West	Quail Run		Construct one lane in each direction, shoulders, turn lanes on (partial) new alignment	$45,616,000	2033	Yes		
41-00113-00	Hays County		Hays	FM 621 (Staples)	Old Bastrop (CR 266)	Caldwell County line		Add shoulders and safety improvements to 2-lane undivided	$4,000,000	2030	Yes		
41-00115-00	Hays County	City of Kyle	Hays	Goforth Road	Bunton Lane	Bebee Road / High Road		Construct new five lane roadway with two roundabouts	$24,742,000	2027	Yes		
41-00116-00	Hays County	City of Kyle	Hays	Goforth Road	CR 158	FM 150		Construct new four lane divided roadway with three roundabouts	$15,350,000	2027	Yes		
41-00106-00	Hays County		Hays	High Road	East of Goforth Road	SH 21		Reconstruct four lane divided with two-way left turn lane	$85,496,000	2030	Yes		
41-00085-00	Hays County		Hays	Hillside Terrace	Old Goforth Rd	FM 2001		Widen from 2 to 4-lane divided	$22,500,000	2026	Yes		
41-00084-00	Hays County		Hays	Hillside Terrace	IH 35	Old Goforth Rd		Widen from 2 to 4-lane divided	$25,000,000	2034	Yes		
41-00086-00	Hays County	City of Kyle	Hays	Kohlers Crossing	.1 mil east of FM 1626	.6mi east of FM 1626		Construct grade separation with Union Pacific Railroad	$28,633,000	2027	Yes		
41-00090-00	Hays County	City of Kyle	Hays	Kyle Loop W	Old Stagecoach Rd	IH 35		Construct new 4-lane divided	$4,100,000	2040	Yes		
41-00089-00	Hays County	City of Kyle	Hays	Kyle Loop W (Robert S Light)	NF 17	Old Stagecoach Rd		Construct new 4-lane divided	$15,500,000	2029	Yes		
41-00088-00	Hays County	City of Kyle	Hays	Kyle Loop W (Robert S Light)	FM 1626	NF 17		Construct new 4-lane with a continuous turn lane	$10,000,000	2030	Yes		
41-00091-00	Hays County	City of Kyle	Hays	Kyle Parkway	IH 35 at FM 1626	SH 21		Construct new 4-lane divided	$15,800,000	2030	Yes		
41-00080-00	Hays County		Hays	McCarty Lane	FM 2439 (Hunter Road)	I-35		Add safety improvements to 4-lane divided with grade separation with Union Pacific Railroad	$32,300,000	2036	Yes		
41-00095-00	Hays County		Hays	NF 10 (Dripping Springs)	RM 12	US 290 Bypass		Construct new 4-lane divided	$3,700,000	2030	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
41-00096-00	Hays County		Hays	NF 18 (Dripping Springs)	RM 12	US 290 W at Holder		Construct new 2-lane divided	$29,300,000	2030	Yes		
41-00097-00	Hays County		Hays	Nutty Brown Rd (CR 163)	US 290 W	RM 1826		Add shoulders and safety improvements to 4-lane divided	$10,500,000	2035	Yes		
41-00099-00	Hays County		Hays	Posey Rd (CR 235)	IH 35	Old Bastrop Hwy (CR 266)		Widen from 2 to 4-lane divided	$2,500,000	2039	Yes		
41-00100-00	Hays County	City of San Marcos	Hays	Post Rd (CR 140)	IH 35	Aquarena Springs Rd		Widen from 2 to 4-lane undivided	$17,400,000	2035	Yes		
41-00065-00	Hays County		Hays	RM 12	Fitzhugh Rd	FM 150 W		WIDEN FROM 2-LANE DIVIDED TO 4-LANE Divided	$7,100,000	2030	Yes		
41-00064-00	Hays County		Hays	RM 12	FM 2439 (Hunter Rd)	SH 123		Widen from 4-lane divided to 6-lane divided with median and shoulders	$4,500,000	2030	Yes		
41-00083-00	Hays County	TxDOT	Hays	RM 3237	Lone Man Mountain Road	Rolling Oaks Drive		Construct shoulders and turn lanes to 2-lane divided	$3,089,000	2026	Yes		
41-00114-00	Hays County	TxDOT	Hays	RM 967	RM 1826	1.5 mile west of Oak Forrest		Widen from 2 to 4-lane undivided	$7,800,000	2025	Yes		
41-00101-00	Hays County	City of Buda	Hays	Robert S Light Blvd	RM 967	FM 1626		Widen from 2 to 4-lane divided	$23,000,000	2025	Yes		
41-00102-00	Hays County		Hays	Sawyer Ranch Rd (CR 164)	US 290 W	Darden Hill Rd (CR 162)		Widen from 2 to 4-lane divided	$11,500,000	2029	Yes		
41-00111-00	Hays County		Hays	SH 80	SH 21	Caldwell County line		Widen from 4 to 6-lane divided	$2,600,000	2040	Yes		
41-00094-00	Hays County		Hays	William Pettus Road/CR 238	FM 110	SH 21		Construct one lane in each direction	$12,232,000	2030	Yes		
41-00070-00	Hays County		Hays	Windy Hill Road Interim	Purple Martin Avenue	FM 2001		Construction one lane in each direction with a two-way left turn lane, shoulders and turn lanes	$36,874,000	2025	Yes		
41-00074-00	Hays County		Hays	Windy Hill Road Roundabout	Shadow Creek Boulevard			Construct new roundabout	$3,236,000	2026	Yes		
41-00075-00	Hays County		Hays	Windy Hill Road Ultimate	Purple Martin Avenue	FM 2001		Construct additional one lane in each direction	$41,614,000	2030	Yes		
41-00107-00	Hays County		Hays	Winters Mill Pkwy	RM 12	RM 3237		Widen from 2 to 4-lane undivided	$3,900,000	2030	Yes		
41-00076-00	Hays County		Hays	Yarrington Road Extension	West of Arroyo Ranch	Old Stagecoach Road at RC 16		Construct one lane in each direction on new alignment	$48,825,000	2031	Yes		
41-00118-00	Hays County		Hays	Yarrington Road Extension	I-35	Old Stagecoach Road		Construct one lane in each direction on new alignment	$47,236,000	2032	Yes		
41-00196-00	Hays County		Hays	FM 150	Burleson Street	Kohlers Crossing	0914-33-076	Relocation of the UP Rail-Siding in downtown Kyle where it crosses FM 150 to north of FM 1626	$28,919,021	2028	No	2025-2028 2027-2030	

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
41-00117-00	Hays County		Hays	Old Kyle Road	RM 12	RM 3237	0914-33-113	Multimodal operational improvements include conversion from existing two-lane, two-way roadway to one-way roadway with second existing lane converted to a bikeway with pedestrian facilities and construction of intersection improvements including the replacement of a T-bone intersection with a roundabout at Blue Hole Lane.	$4,961,957	2028	Yes	2025-2028 2027-2030	
41-00126-00	Hays County		Hays	RM 150	At RM 12		1197-01-029	Construction of new roundabout and intersection improvements including channelized approaches, yield control, a truck apron, rumble strips, and geometric curvature to improve safer travel speeds.	$5,848,972	2027	No	2025-2028 2027-2030	
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	Yes		
51-00492-00	Travis County		Travis	Blake Manor Rd	Burleson Manor Rd	FM 969		Widen existing 2-lane undivided to 2-lane divided roadway with bike and pedestrian accommodations	$120,540,000	2045	Yes		
51-00119-00	Travis County		Travis	Burleson-Manor Rd	Blake Manor Rd	FM 969		Upgrade existing 2-lane to a 4-lane divided roadway with bike and pedestrian accommodations	$60,730,000	2038	Yes		
51-00120-00	Travis County		Travis	Burleson-Manor Rd	FM 969	SH 71 E		Construct new 4-lane divided roadway with bike and pedestrian accommodations	$143,850,000	2038	Yes		
51-00495-00	Travis County		Travis	Cele Rd	Weiss Ln	FM 973		Construct new and widen existing 2-lane undivided to a 4-lane divided roadway with bike and pedestrian accommodations	$111,820,000	2038	Yes		
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	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
51-00155-00	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	No		
51-00141-00	Travis County		Travis	Decker Ln	Rowe Ln	Gregg Manor Rd		Widen 2-lane undivided to a 4-lane divided with bike and pedestrian accommodations	$179,222,000	2043	Yes		
51-00121-00	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	No		
51-00101-00	Travis County		Travis	Elroy Rd	Circuit of the Americas Blvd	Fagerquist Rd		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	$14,670,000	2041	Yes		
51-00144-00	Travis County		Travis	Fagerquist Rd	Elroy Rd	Four Daughters Rd		Upgrade existing 2-lane to a 2-lane divided with bike lanes and sidewalks	$24,110,000	2041	Yes		
51-00165-00	Travis County		Travis	Fitzhugh Rd (Ph. 1)	US 290 W	Barton Creek Bridge		Upgrade existing 2-lane to a 2-lane divided with bike and pedestrian accommodations	$59,730,000	2040	Yes		
51-00122-00	Travis County		Travis	Four Daughters Rd	SH 71 E	PEARCE LN		Construct new roadway to a 2-lane divided with bike and pedestrian accommodations	$75,320,000	2038	Yes		
51-00157-00	Travis County		Travis	Gregg Manor Rd	SH 130	US 290 E		Widen 2-lane undivided and construct new 4-lane divided with bike lanes and sidewalks	$52,230,000	2031	Yes		
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	Yes		
51-00124-00	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	No		
51-00167-00	Travis County		Travis	Immanuel Rd (Ph. 1)	Killingsworth Ln	Crystal Bend Dr		Upgrade existing 2-lane to a 2-lane divided with bike lanes and sidewalks	$12,160,000	2031	Yes		
51-00126-00	Travis County	City of Pflugerville	Travis	Jesse Bohls Rd (FM 1100 Connector)	Weiss Ln	FM 973		Upgrade existing 2-lane to a 4-lane divided with bike and pedestrian accommodation	$106,080,000	2036	Yes		
51-00127-00	Travis County		Travis	Jesse Bohls Rd (FM 1100 Connector)	FM 973	FM 1100		Upgrade existing 2-lane and construct new to a 2-lane divided with bike and pedestrian accommodation	$105,830,000	2046	Yes		
51-00169-00	Travis County		Travis	Lohmans Ford Rd	Boggy Ford Rd	Sylvester Ford Rd		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	$33,960,000	2041	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
51-00148-00	Travis County		Travis	Maha Loop Rd	Kellam Rd	FM 812		Upgrade existing 2-lane and construct 2-lane divided with bike lanes and sidewalks	$58,720,000	2038	Yes		
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	Yes		
51-00159-00	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	No		
51-00151-00	Travis County		Travis	Melber Ln	Pecan St	Cele Rd		Construct new 4-lane divided with bike and pedestrian accommodations	$123,140,000	2046	Yes		
51-00142-00	Travis County		Travis	Old Hwy 20/Littig Rd	FM 973	County Line Rd		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	$138,540,000	2033	Yes		
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	Yes		
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	Yes		
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	Yes		
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	Yes		
71-00021-00	Travis County		Travis|Williamson	Rowe Ln	Hodde Ln	FM 973		Construct new and widen existing 2-lane undivided to 2-lane divided roadway with bike and pedestrian accommodations	$87,290,000	2035	Yes		
51-00132-00	Travis County		Travis	Slaughter Ln	McKinney Falls Pkwy	US 183		Construct new 4-lane divided with bike and pedestrian accommodations	$56,620,000	2032	Yes		
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	Yes		
51-00143-00	Travis County		Travis	Taylor Ln	Braker Ln	FM 969		Widen 2-lane undivided to a 4-lane divided with bike and pedestrian accommodations	$135,560,000	2048	Yes		
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	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
51-00134-00	Travis County		Travis	THAXTON RD	Sassman Rd	FM 1327		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	$67,860,000	2033	Yes		
51-00161-00	Travis County		Travis	Turnersville Rd	SH 45	Main Street		Upgrade existing 2-lane divided roadway to a 4-lane divided roadway with bike lanes and sidewalks	$19,720,000	2036	Yes		
51-00496-00	Travis County		Travis|Bastrop	Union Lee Church Rd	Blake Manor Rd	Flint Rock at Dry Creek Rd		Widen existing 2-lane undivided to a 2 lane with center turn lane roadway with bike and pedestrian accommodations	$20,020,000	2045	Yes		
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	Yes		
51-00136-00	Travis County		Travis	Wells Branch Pkwy	Cameron Rd	SH 130		Construct new roadway 4-lane divided roadway with bike and pedestrian accommodations	$24,570,000	2031	Yes		
51-00493-00	Travis County		Travis	Wells Branch Pkwy	SH 130	FM 973		Construct new and widen existing 2-lane undivided to 4-lane divided roadway with bike and pedestrian accommodations	$73,420,000	2032	Yes		
51-00230-01	Travis County		Bastrop	FM 535	Travis County Line	East of Stoney Point Drive	0807-05-024	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	$18,123,842	2028	No	2025-2028 2027-2030	
51-00230-00	Travis County		Travis|Bastrop	Pearce Lane	Kellam Road	Wolf Lane	0914-04-329	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks.	$84,331,307	2028	No	2025-2028 2027-2030	
71-00023-00	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	No		
41-00147-00	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	No		
31-02001-00	TxDOT		Caldwell	FM 2001	SH 21	US 183		Widen from 2-lane undivided to 4-lane divided	$284,218,002	2040	No		
31-00200-00	TxDOT		Caldwell	FM 2720	Old Spanish trail	SH 142	0805-02-008	widen from 2-lane undivided to 4-lane undivided with shoulders, add cable barrier	$44,931,658	2025	No		2025 2026
31-00200-01	TxDOT		Caldwell	FM 2720	SH 21	Old Spanish trail	0805-05-004	widen from 2-lane undivided to 4-lane undivided with shoulders, add cable barrier	$1,868,342	2035	No		2025 2026

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
31-02004-00	TxDOT		Caldwell	FM 2720	SH 130		0914-22-078	Construct new interchange and make connection from FM 2720 to SH 130	$148,985,740	2035	No		
51-00178-00	TxDOT		Travis	FM 734 (Parmer Lane)	IH 35	US 290		Widen 4-lane divided to 6-lane divided	$523,066,305	2030	No		
51-00509-01	TxDOT		Travis	FM 812	US 183	SH 130 SBFR	1149-01-023	Realign and Widen Existing 2-Lane Roadway to 4-Lane Divided Roadway	$36,344,000	2031	No		2025 2026
51-00509-02	TxDOT		Travis	FM 812	0.32 MI E of Elroy Rd	Bastrop County Line	1149-01-035	Upgrade from a 2-Lane Roadway to a 4-Lane Roadway with a Continuous Left Turn, curb and gutter, signals, striping and bicycle and pedestrian facilities.	$36,344,000	2032	No		
51-00179-00	TxDOT		Bastrop	FM 812	Travis County Line	SH 21	1149-02-026	Realign and widen 2-lane undivided to 4-lane divided roadway	$59,360,000	2032	No		2025 2026
11-00008-00	TxDOT		Bastrop	FM 969	SH 71	FM 1209		Widen 2-lane undivided to 6-lane	$211,548,087	2035	No		
71-00024-02	TxDOT		Williamson	FM 973	FM 1660	Williamson County Line/Travis	1200-01-026	Widen existing 2-lane roadway to a 4-lane freeway with 2-lane frontage roads	$8,378,632	2033	No		
71-00024-01	TxDOT		Williamson	FM 973	Samsung Highway	FM 1660	2295-01-025	Widen existing 2-lane roadway to a 4-lane freeway with 2-lane frontage roads	$20,000,000	2033	No		
71-00024-00	TxDOT		Williamson	FM 973	US 79	Samsung Highway	2295-01-021	Widen existing 2-lane roadway to a 6-lane divided highway	$151,964,285	2033	No		2025 2026
71-00024-03	TxDOT		Travis	FM 973	Travis County Line	US 290	1200-02-036	Widen existing 2-lane roadway to a 4-lane freeway with 2-lane frontage roads	$352,946,428	2034	No		2025
51-00181-01	TxDOT		Travis	FM 973	SH 130	FM 969		Realign and widen existing 2-lane roadway to 6-lane divided roadway	$293,297,569	2036	No		
51-00181-00	TxDOT		Travis	FM 973	US 290	SH 130	1200-03-056	Realign and widen 2-lane undivided roadway to 6-lane divided roadway	$246,182,431	2036	No		
61-00136-00	TxDOT		Williamson	IH 35	Inner Loop			BRIDGE REPLACEMENT AND INTERSECTION IMPROVEMENT	$106,430,000	2028	No		
61-00221-00	TxDOT		Williamson	IH 35	RM 1431	SH 29	0015-09-183	Add NB & SB Non-tolled managed lanes, reconstruct ramps, improve frontage rd & freight movements, and add aux lanes	$1,221,920,000	2035	No		2025

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
41-00120-00	TxDOT		Hays	IH 35	North of SH 123	South of Posey Rd	0016-03-113	Operational, intersection, main lane and frontage road improvements	$604,474,481	2036	No		
41-00151-00	TxDOT		Hays	IH 35	Kohlers Crossing		0016-02-178, 0016-02-175	Construct underpass between frontage roads	$42,000,000	2036	Yes		
61-00220-00	TxDOT		Williamson	IH 35	SH 45N	RM 1431	0015-09-178	Add NB & SB Non-tolled managed lanes, reconstruct ramps, improve frontage rd & freight movements, and add aux lanes	$1,881,600,000	2037	No		2025
41-00051-00	TxDOT		Hays	RM 12	Fitzhugh Rd	RM 150 W		WIDEN FROM 2-LANE DIVIDED TO 4-LANE Divided	$182,705,885	2030	No		
51-00193-00	TxDOT		Travis	RM 1431	Lohman Ford Rd/Lago Vista	Trails End		Reconstruct 4-lane undivided to 4-lane divided	$104,085,505	2045	No		
51-00194-00	TxDOT		Travis	RM 1826	US 290	SH 45	1754-01-024	RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED ROADWAY WITH BIKE AND PEDESTRIAN PATH	$70,000,000	2033	No		2025 2026
41-00122-00	TxDOT		Hays|Travis	RM 1826	SH 45	RM 150		Reconstruct existing 2-lane roadway to a 4-lane divided	$349,240,000	2045	No		
51-00196-00	TxDOT		Travis	RM 2244	Walsh Tarlton	Montebello	2102-01-073	Widen 4-lane undivided to 4-lane with continuous left turn lane and shoulders	$16,764,087	2040	No		
51-00530-00	TxDOT		Travis	RM 620	Williamson County Line	S of Foundation Rd	0683-02-079	Reconstruct intersection to add overpass at Anderson Mill Road	$43,680,000	2032	No		2025 2026
51-00530-01	TxDOT		Williamson	RM 620	Little Elm Trail	Travis County Line	0683-01-100	Reconstruct intersection to add overpass at Anderson Mill Road	$43,680,000	2032	No		2025 2026
51-00199-00	TxDOT		Travis	RM 620	SH 71	Aria Dr/Cavalier Dr	0683-02-072	Widen from 4 to 6-lane divided roadway	$73,024,000	2033	No		2025 2026
51-00200-00	TxDOT		Travis	RM 620	Aria Dr/Cavalier Dr	Hudson Bend Rd	0683-02-073	Widen from 4 to 6-lane divided roadway	$126,560,000	2033	No		2025 2026
51-00204-00	TxDOT		Travis	RM 620	RM 2222	Hudson Bend Rd	0683-01-093, 0683-02-067	Widen 4-lane undivided to 6-lane divided	$204,093,322	2035	No		
51-00205-00	TxDOT		Travis	SH 130	SH 71	SH 45 SE		Widen from 4 to 6-lanes (3 lanes in each direction)	$252,533,767	2030	No		
21-00012-00	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	No		
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	No		
71-00012-00	TxDOT		Burnet	SH 71	FM 2147	US 281		Widen 2-lane undivided to 4-lane with continuous left turn lane	$283,498,999	2030	No		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
51-00006-00	TxDOT		Travis	SH 71	SH 130	Ross Rd		Complete Frontage Rds, Bridges over Onion Creek	$54,374,312	2035	No		
51-00211-00	TxDOT		Travis	SH 71	Spirit of Texas Dr	US 183	0265-01-123	Extend westbound frontage road from Spirit of Texas Drive to US 183 / Old Bastrop Hwy	$125,127,337	2038	No		
51-00540-00	TxDOT		Travis	SL 1	Williamson Creek	Davis Rd		EXTEND SB AUX LANE	$9,183,046	2030	No		
51-00216-00	TxDOT		Travis	SL 360	RM 2244	MoPac Expressway	0113-13-170, 171,172,173	Add continuous frontage roads and grade separations	$311,611,230	2035	No		
51-00220-00	TxDOT		Travis	US 183	SH 71	SH 130	0152-01-086	Reconstruct existing 4-lane roadway to a 6-lane divided roadway with 3-lane urban frontage roads	$171,000,000	2031	No		
71-00028-00	TxDOT		Burnet|Williamson	US 183	Lampasas County Line	SH 29	0273-02-027, 0273-03-031, 0273-04-042	Reconstruct existing 4-lane to 4-lane divided-rural depressed median	$654,397,860	2035	No		
21-00014-00	TxDOT		Burnet	US 281	1.5 MI N of SH 71	2.00 MI S of SH 71	0252-02-058	Reconstruct interchange, to include the addition of 2 -lane frontage roads in each direction.	$226,240,000	2031	No		2025 2026
21-00016-00	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	No		
71-00015-00	TxDOT		Hays|Travis	US 290	RM 1826	RM 12	0113-07-070	Widen from 4-lane to 6-lane divided, add frontage road 4 to 6	$600,000,000	2040	No		
61-00092-00	TxDOT		Williamson	US 79	IH 35	East of FM 1460	0204-01-063	Add one Lane in each direction	$61,308,799	2032	No		2025 2026
51-00192-00	TxDOT		Travis	US 183	0.46 Miles South of Thompson Ln	0.07 Miles SW of Airport Commerce Dr	0265-01-116	Construct 1-Lane southbound frontage road along US 183 that merges with US 183S-71W Direct Connector		2023	No	2023-2026	
51-00189-03	TxDOT		Travis	Cesar Chavez	IH 35	Colorado River	0914-04-341	Construct Capital Express Central Drainage Tunnel along Cesar Chavez	$267,000,000	2025	No	2025-2028	2025
51-00189-06	TxDOT		Travis	IH 35	Airport Blvd.	Martin Luther King Jr. Blvd	0015-13-440	Construct Capital Express Central West Drainage Tunnel along IH-35	$153,000,000	2025	No	2025-2028	2025
51-00189-04	TxDOT		Travis	IH 35	Martin Luther King Jr. Blvd.	Holly Street	0015-13-433	Construct Capital Express Central East Drainage Tunnel along IH-35	$220,000,000	2025	No	2025-2028	2025
51-00189-02	TxDOT		Travis	IH 35	Holly Street	US 290W/SH 71	0015-13-428	Reconstruct IH-35 to add 2 northbound and 2 southbound non-tolled managed lanes, construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps and general-purpose lanes and frontage roads.	$494,000,000	2025	No	2025-2028	2025

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
51-00189-00	TxDOT		Travis	IH 35	US 290E	US 290W/SH 71	0015-13-388	Reconstruct IH-35 from US 290E to US 290W/SH 71, add 2 northbound (NB) and 2 southbound (SB) non-tolled managed lanes from 51st to US290W/SH71, add 1 NB and 1 SB non-tolled managed lanes from US 290E to 51st St., add 1 NB and SB frontage road (FR) la	$0	2026	No	2025-2028	
51-00189-10	TxDOT		Travis	IH 35	Martin Luther King Jr. Blvd.	Holly Street	0015-13-442	Reconstruct IH-35, add 2 northbound and 2 southbound non-toll managed lanes, add 1 northbound frontage road and 1 southbound frontage road between MLK Blvd and 15th St, add 1 southbound frontage road between 8th St. and 5th St., construct bypass lane	$1,904,635,775	2030	No	2025-2028	2025 2026
51-00233-01	TxDOT		Travis	RM 2222	At SL 360		2100-01-065	Construct diverging diamond intersection.	$4,700,000	2026	No	2025-2028	2025 2026
51-00207-00	TxDOT		Bastrop	SH 71	.85 Miles West of Tucker Hill Lane	Travis/Bastrop County Line	0265-02-042	Construct overpass/grade separate existing SH-71 (two 12-foot main lanes with shoulders in each direction) and add 2-lane one-way eastbound and westbound frontage roads.	$24,304,250	2025	No	2025-2028	2025
51-00207-01	TxDOT		Bastrop	SH 71	Travis/Bastrop County Line	.65 Miles East of Tucker Hill Lane	0265-03-043	Construct overpass/grade separate existing SH-71 (two 12-foot main lanes with shoulders in each direction) and add 2-lane one-way eastbound and westbound frontage roads.	$43,885,670	2025	No	2025-2028	2025
51-00186-00	TxDOT		Travis	SH 71	East of Riverside	US 183	0113-13-163	Construct new 3-lane eastbound frontage road.	$19,841,209	2030	No	2025-2028	2025 2026
11-00036-00	TxDOT		Bastrop	SH 95	SL 230	South of FM 535	0323-01-028	Upgrade from a 2-lane rural to a 3-lane urban roadway with continuous left-turn lane	$14,000,000	2025	No	2025-2028	2025
51-00231-00	TxDOT		Travis	SL 360	At Courtyard Drive		0113-13-168	Grade separate current at-grade signalized intersection with SL 360 main-lane underpass and existing at-grade exit ramps to Courtyard replaced with braided ramps.	$64,500,000	2026	No	2025-2028	2025 2026

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
74-00007-01	TxDOT		Travis|Hays|Williamson	Various	Various	Various	0914-00-576	Hero Program continuation in Hays, Williamson, and Travis Counties. Facilities include IH35, US 183, US 290, SH 71 & SL 1.	$29,511,787	2026	No	2025-2028	
51-00509-00	TxDOT		Travis	FM 812	0.02 Miles West of SH 130 Southbound Frontage Road	Peterson Road	1149-01-033	Upgrade from a 2-Lane roadway to a 4-Lane divided roadway with a continuous left turn lane, curb and gutter, signals, striping, and 10-foot wide shared-use paths in both directions.	$83,537,346	2028	No	2025-2028 2027-2030	2025 2026
51-00189-11	TxDOT		Travis	IH 35	US 290 East	Holly Street	0015-13-452	Relocate Austin Water facilities that are in conflict with IH 35 Cap Ex Central project including water and waste water lines.	$158,852,740	2027	No	2025-2028 2027-2030	2025 2026
51-00189-09	TxDOT		Travis	IH 35	US 290E	51st Street	0015-13-441	Reconstruct IH-35, add 1 northbound and 1 southbound non-tolled managed lanes, construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	$188,329,938	2027	No	2025-2028 2027-2030	2025 2026
51-00189-08	TxDOT		Travis	IH 35	Martin Luther King Jr. Blvd.	Holly Street	0015-13-437	Reconstruct IH-35 cross streets including bridges from 1st to 12th St, main lanes between 9th and 13th St, reconstruct southbound frontage road from 1st to 13th St including adding a boulevard section between 1st ST and 12th ST, reconstruct northbound frontage road from Lambie St to Flores St, add railroad bridge at 4th St, drainage, shared use paths, reconstruct intersections, and temporary ramp construction.	$490,743,039	2027	No	2025-2028 2027-2030	2025 2026

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
51-00189-05	TxDOT		Travis	IH 35	US 290E	Martin Luther King Jr. Blvd.	0015-13-432	Reconstruct IH-35 main lanes at Manor Rd, 32nd St, and from Concordia Ave to 40th St, partially reconstruct northbound frontage road from Manor to 51st St, and southbound frontage road from Concordia Ave to 51st St, reconstruct bridges at Manor, 32nd, & 38 1/2 St, drainage, shared use paths, reconstruct intersections, bypass lane at 51st St, and ramps.	$251,110,932	2027	No	2025-2028 2027-2030	2025 2026
51-00189-01	TxDOT		Travis	IH 35	51st Street	Martin Luther King Jr. Boulevard	0015-13-423	Reconstruct IH-35 to add 2 northbound (NB) and 2 southbound (SB) non-tolled managed lanes, add 1 NB and 1 SB frontage road lane between 32nd St. and MLK Blvd., construct bypass lanes, railroad bridge, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	$2,594,120,187	2029	No	2025-2028 2027-2030	2025 2026
61-00086-01	TxDOT		Williamson	SH 130	IH 35	Gattis School Road	0440-05-015	Widen from 4 to 6-lane facility, adding 1 lane in each direction on main lanes.	$328,679,230	2027	No	2025-2028 2027-2030	
51-00205-01	TxDOT		Travis	SH 130	Gattis School Road	RM 685	0440-06-030	Widen from 4 to 6-lane facility, adding 1 lane in each direction on main lanes.	$65,735,846	2027	No	2025-2028 2027-2030	
11-00010-00	TxDOT		Bastrop	SH 71	0.04 MI W of Holman Lane	0.07 MI E of Still Forest Drive	0265-03-042	Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	$85,620,333	2027	No	2025-2028 2027-2030	2025 2026
51-00191-00	TxDOT		Travis	SH 71	SH 71/US 183 Interchange	Presidential Boulevard	0265-01-113	Construct 3-lane eastbound frontage road, 1-lane direct connector from 183S to 71E and 1-lane direct connector from 183N to 71E	$78,079,892	2030	No	2025-2028 2027-2030	2025 2026
11-00011-00	TxDOT		Bastrop	SH 71	Zip Lost Pines Way	SH 21	0265-03-041	Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	$161,370,436	2030	No	2025-2028 2027-2030	2025 2026
21-00001-00	TxDOT		Burnet	Wirtz Dam Road	RM 1431	RM 2147	0914-24-028	Construct bridge over Lake LBJ and add 2-lane roadway in each direction.	$49,299,488	2028	No	2025-2028 2027-2030	

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
51-00189-14	TxDOT		Travis	IH 35	Howard Lane	Parmer Lane	0015-13-462	Construct a bus-only direct connector from IH 35 managed lanes to CapMetro Tech Ridge Park and Ride	$13,412,278	2027	No	2027-2030	
61-00275-00	TxDOT		Williamson	IH 35	SH 45N	Grand Avenue Parkway	0015-10-073	Operational Improvements, Construct Direct Connectors to Construct NB IH 35 direct connectors to EB/WB SH 45 and EB/WB SH 45 direct connectors to SB IH 35	$224,824,398	2027	No	2027-2030	
61-00224-00	TxDOT		Williamson	SH 130	At Gattis School Road		0440-05-016	Construct diverging diamond intersection	$19,174,374	2027	No	2027-2030	
61-00274-00	TxDOT		Williamson	SH 45	A.W. Grimes	Travis County Line	0683-06-035	Restripe existing eastbound main lanes from 2 lanes to 3 lanes	$4,148,392	2027	No	2027-2030	
51-00551-00	TxDOT		Travis	SH 45	Williamson County Line	SH 130	0683-07-013	Restripe existing eastbound main lanes from 2 lanes to 3 lanes	$3,394,139	2027	No	2027-2030	
51-00217-00	TxDOT		Travis	SL 360	At Lakewood Drive		0113-13-169	Grade-separate current at-grade signalized intersection with SL 360 main-lane overpass	$92,949,052	2029	No	2027-2030	2025 2026
51-00213-00	TxDOT	City of Austin	Travis	SL 360	At Spicewood Springs		0113-13-167	Grade separate current at-grade signalized intersection	$89,466,648	2030	No	2027-2030	2025 2026
61-00135-00	TxDOT/City of Cedar Park		Williamson	US 183	RM 1431	Avery Ranch Blvd.	0151-10-001	Construct 2-lane grade separated NB & SB frontage roads	$162,849,614	2025	No	2025-2028	
61-00100-00	Williamson County		Williamson	ANDERSON MILL ROAD EXTENSION	PARMER LN (FM 734)/END OF ANDERSON MILL RD	ROBINSON RANCH RD		CONSTRUCT 3 LANES OF A FUTURE 6 LANES	$21,900,000	2032	Yes		
61-00010-00	Williamson County		Williamson	ANDERSON MILL ROAD EXTENSION	ROBINSON RANCH RD	MC NEIL ROAD		CONSTRUCT 3 LANES OF A FUTURE 6 LANES	$48,900,000	2034	Yes		
61-00246-00	Williamson County		Williamson	BAGDAD ROAD / CR 279	LOOP 332	CR 281 / LEANDER CITY LIMITS		Construct 3 lanes of future 6 lanes	$35,700,000	2025	Yes		
61-00096-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	EAST WILCO HIGHWAY (CORRIDOR E)	SH 95		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED	$106,900,000	2036	Yes		
61-00095-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	SH 130	EAST WILCO HIGHWAY (CORRIDOR E)		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED	$112,500,000	2035	Yes		
61-00097-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	SH 95	FM 619		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$41,500,000	2035	Yes		
61-00097-01	Williamson County		Williamson	CHANDLER ROAD (FM 1660 OVERPASS)	AT FM 1660			CONSTRUCT OVERPASS WITH RAMPS TO FM 1660	$15,100,000	2026	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
61-00248-00	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	No		
61-00146-00	Williamson County		Williamson	CORRIDOR I	WILCO / BURNET COUNTY LINE	CR 214		CONSTRUCT NEW 2-LANE ROAD	$180,000,000	2037	Yes		
61-00179-00	Williamson County		Williamson	CORRIDOR I	WILCO / BURNET COUNTY LINE	US 183		WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED	$173,700,000	2047	Yes		
61-00147-00	Williamson County		Williamson	CORRIDOR I / FM 3405	US 183	RONALD REAGAN BOULEVARD		WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED	$33,900,000	2035	Yes		
61-00164-00	Williamson County		Williamson	CORRIDOR J	SH 195	IH 35		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$200,400,000	2035	Yes		
61-00163-00	Williamson County		Williamson	CORRIDOR J	US 183	SH 195		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED	$108,700,000	2040	Yes		
51-00185-00	Williamson County		Williamson	CORRIDOR J	SH 195	IH 35		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED	$224,400,000	2045	Yes		
61-00206-00	Williamson County		Williamson	CR 175	SOUTH OF CREEK MEADOW COVE	RM 2243		RECONSTRUCT EXISTING 2 LANE ROADWAY TO A 4 LANE ROADWAY W/MEDIAN	$22,900,000	2027	Yes		
61-00063-00	Williamson County		Williamson	CR 200	BOLD SUNDOWN	CR 236		CONSTRUCT FIRST 3 LANES OF ULTIMATE 6 LANE	$71,400,000	2035	Yes		
61-00161-00	Williamson County		Williamson	CR 200	CR 201	BOLD SUNDOWN		CONSTRUCT FIRST 3 LANES OF ULTIMATE 6 LANE	$33,600,000	2035	Yes		
61-00172-00	Williamson County		Williamson	CR 214	END OF CR 214	US 183		NEW 2 LANE ROADWAY INCLUDING BRIDGE AT NORTH FORK SAN GABRIEL RIVER	$19,500,000	2026	Yes		
61-00273-00	Williamson County		Williamson	CR 233	SH 195	FM 487		Reconstruct and realign 2-lane roadway	$55,000,000	2030	Yes		
51-00183-00	Williamson County		Williamson	CR 305	CR 307	IH 35		CONSTRUCT 3 LANE OF FUTURE 6 LANE	$18,600,000	2026	Yes		
61-00247-00	Williamson County		Williamson	CR 314 SAFETY IMPROVEMENTS	IH 35	EAST OF CR 3001		Construct 3 lanes of future 6 lanes	$21,200,000	2025	Yes		
61-00190-00	Williamson County		Williamson	CR 460	AT FUTURE SCHOOL			RECONSTRUCT EXISTING 2-LANE ROADWAY AND DRAINAGE IMPROVEMENTS	$2,400,000	2025	Yes		
61-00166-00	Williamson County		Williamson	EAST WILCO HIGH (CORRIDOR E)	FM 971	SH 29		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$86,200,000	2028	Yes		

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61-00165-00	Williamson County		Williamson	EAST WILCO HIGH (CORRIDOR E)	IH 35	FM971		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$272,100,000	2030	Yes		
61-00270-00	Williamson County		Williamson	EAST WILCO HIGH (CORRIDOR E)	IH 35	FM971		Widen 2-lane with a continuous left turn lane to 6-lane divided	$311,700,000	2040	Yes		
61-00099-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	CR 138	CR 404		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$76,000,000	2024	Yes		
61-00169-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	SH 29	CHANDLER ROAD (CORRIDOR B2)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$86,700,000	2027	Yes		
61-00266-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	SH 130	US 79		Widen 2-lane with a continuous left turn lane to 6-lane divided	$138,400,000	2034	Yes		
61-00170-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	SH 29	CHANDLER ROAD (CORRIDOR B2)		Widen 2-lane with a continuous left turn lane to 6-lane divided	$124,000,000	2040	Yes		
61-00167-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	FM 971	SH29		Widen 2-lane with a continuous left turn lane to 6-lane divided	$118,100,000	2042	Yes		
61-00267-00	Williamson County		Williamson	EAST WILCO HIGHWAY / CR 101 (CORRIDOR E)	CHANDLER ROAD (CORRIDOR B)	US 79		Widen 2-lane with a continuous left turn lane to 6-lane divided	$70,500,000	2035	Yes		
61-00121-00	Williamson County		Williamson	FM 971 (GRANGER)	FM 971 AT FUTURE HIGH SCHOOL			CONSTRUCT TURN LANE AND TWO RIGHT TURN LANES	$1,300,000	2025	Yes		
61-00109-02	Williamson County		Williamson	Hero Way	183A	GAREY PARK		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED	$60,890,000	2030	Yes		
61-00108-00	Williamson County		Williamson	Hero Way	183A	GAREY PARK		WIDEN 4-LANE DIVIDED TO 6-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION	$208,010,000	2040	Yes		
61-00123-00	Williamson County		Williamson	HUTTO ATERIAL	CHANDLER ROAD	US 79		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$49,000,000	2034	Yes		
61-00124-00	Williamson County		Williamson	HUTTO ATERIAL	US 79	FM 1660		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$83,000,000	2038	Yes		
61-00189-00	Williamson County		Williamson	HUTTO ATERIAL	CHANDLER ROAD	US 79		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED	$106,000,000	2042	Yes		
61-00195-00	Williamson County		Williamson	HUTTO ATERIAL	US 79	FM 1660		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED	$89,000,000	2046	Yes		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
61-00119-00	Williamson County		Williamson	LIBERTY HILL BYPASS	CR 279 / BAGDAD ROAD	183A		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$35,400,000	2025	Yes		
61-00112-00	Williamson County		Williamson	LIBERTY HILL BYPASS	SH 29	RM 1869		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$46,000,000	2026	Yes		
61-00234-00	Williamson County		Williamson	PARMER LANE (FM 734) AT SH 45	PARMER LANE (FM 734)	SH 45		OPERATIONAL IMPROVEMENTS	$5,600,000	2026	Yes		
61-00093-00	Williamson County	City of Cedar Park	Williamson	RM 1431 (Whitestone Boulevard)	RONALD REAGAN BOULEVARD	IH 35		Widen 4 lane undivided to 6-lane divided	$207,000,000	2040	Yes		
61-00110-00	Williamson County	TxDOT	Williamson	RM 2243	Garey Park	Southwest Bypass	2103-01-040	Reconstruct 2-Lane undivided roadway to a 4-Lane Divided roadway.	$136,000,000	2037	Yes		
61-00155-00	Williamson County		Williamson	ROBINSON RANCH ROAD	SH 45/RM 620	McNeil RD		CONSTRUCT 3 NEW LANES OF FUTURE 6 LANE ROADWAY	$64,500,000	2028	Yes		
61-00268-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD	FM 3405	SUN CITY BLVD.		WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED	$92,600,000	2026	Yes		
61-00154-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD	SUN CITY BLVD.	IH 35		WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED	$89,000,000	2030	No		
61-00245-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD	WHITESTONE BOULEVARD / RM 1431	SH29		WIDEN 4-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 2-LANE FRONTAGE ROADS IN EACH DIRECTION	$974,000,000	2040	Yes		
61-00272-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D)	IH 35	EAST WILCO HIGHWAY (CORRIDOR E)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$76,000,000	2030	Yes		
61-00156-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D)	IH 35	SH 95		Widen 2-lane with a continuous left turn lane to 6-lane divided	$487,000,000	2043	Yes		
61-00233-00	Williamson County		Williamson	SAM BASS (ARTERIAL H)	RM 1431	WYOMING SPRINGS DRIVE		CONSTRUCT NEW ADDITIONAL 3-LANES	$52,000,000	2037	Yes		
61-00235-00	Williamson County		Williamson	SAMSUNG HIGHWAY (CORRIDOR A)	CR 406	SH 95		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$30,200,000	2030	Yes		
61-00236-00	Williamson County		Williamson	SAMSUNG HIGHWAY (CORRIDOR A)	US 79	CHANDLER ROAD (CORRIDOR B)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$54,000,000	2035	Yes		
61-00105-00	Williamson County		Williamson	SAMSUNG HIGHWAY (CORRIDOR A)	SH 95	US 79		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	$83,000,000	2035	Yes		

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61-00271-00	Williamson County		Williamson	SAMSUNG HIGHWAY (CORRIDOR A)	FM 3349 (CORRIDOR E)	FM 973		WIDEN 4-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED	$48,000,000	2040	Yes		
61-00237-00	Williamson County		Williamson	SAMSUNG HIGHWAY (CORRIDOR A)	FM 973	CHANDLER ROAD (CORRDIOR B)		Widen 2-lane with a continuous left turn lane to 6-lane divided	$270,000,000	2045	Yes		
61-00175-00	Williamson County		Williamson	SH 130	US 79	LIMMER LOOP		CONSTRUCT NEW 2-LANE FRONTAGE ROAD IN EACH DIRECTION	$22,700,000	2030	No		
61-00139-00	Williamson County	City of Georgetown	Williamson	SOUTHWEST BYPASS	SH 29	IH 35		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED	$120,000,000	2035	Yes		
61-00103-00	Williamson County		Williamson	Corridor A2	FM 973	CR 406	0000-00-000	Construct new 2-lane roadway with continuous left-turn lane.	$42,100,000	2026	No	2025-2028	
61-00109-00	Williamson County		Williamson	Hero Way	183A	RM 2243	0914-05-222	Reconstruct 2-Lane undivided roadway to 2 travel lanes with continuous left-turn lane, and extend existing Hero Way to RM 2243.	$38,650,000	2026	No	2025-2028	
61-00109-01	Williamson County		Williamson	RM 2243	West of Hero Way	0.199 Miles West of Escalera Parkway	2103-01-040	Realign and reconstruct 2-lane undivided roadway to 2 travel lanes and continuous left turn lane.	$0	2026	No	2025-2028	
52-00238-00	Williamson County		Williamson	SH 195	1.33 MI W of Ronald Reagan Blvd	0.60 MI E of Ronald Reagan Blvd	0440-09-005	Interchange improvements on SH 195 including the addition of two entrance ramps and one exit ramps.	$20,772,834	2030	No	2027-2030	

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
41-00082-00	Hays County		Hays	Fitzhugh Road	RM 12	Hays/Travis County Line		Conduct roadway study		2025	Yes		
41-00127-00	Hays County		Hays	Old San Antonio Road	Main Street	Travis County Line		Conduct roadway study		2025	Yes		
41-00109-00	Hays County		Hays	RM 150 East	Lehman Road	SH 21		Conduct roadway study		2025	Yes		
75-00111-00	Travis County		Travis|Hays| Comal|Bexar	Conventional Passenger Rail Service Feasibility Study (Austin to San Antonio)	Austin	San Antonio		The Feasibility Study will provide recommendations on the best approach for implementing an efficient passenger rail system between Austin and San Antonio.		2025	Yes		
61-00074-00	TxDOT		Williamson	FM 734 (Parmer Lane)	SL 1 (MoPac)	RM 1431 (Whitestone Blvd)	0914-00-460	Conduct feasibility study		2025	No		
21-00023-00	TxDOT		Burnet	SH 29	CR 258	WILLIAMSON COUNTY LINE		Conduct feasibility study		2026	No		
61-00264-00	TxDOT		Williamson	US 79	FM 1460	FM 619		Conduct feasibility study		2026	No		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
71-00010-00	CAMPO		Travis	Various	Various	Various	0914-00-425, 0914-00-531	Implementation of the Regional Transportation Demand (TDM) Program.	$4,000,000	2025	No	2025-2028	
55-00001-00	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	No		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
53-00040-00	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	$5,987,400,000	2027	No		
53-00040-01	Austin Transit Partnership		Travis	Various	Various	Various		Austin Light Rail Phase I (Guadalupe / 3rd St. / Trinity / S. Congress / Riverside Dr.)	$186,400,000	2025	Yes	2025-2028	
53-00040-02	Austin Transit Partnership		Travis	Various	Various	Various		Austin Light Rail Phase I (Guadalupe / 3rd St. / Trinity / S. Congress / Riverside Dr.)	$538,100,000	2026	Yes	2025-2028	
53-00040-03	Austin Transit Partnership		Travis	Various	Various	Various		Austin Light Rail Phase I (Guadalupe / 3rd St. / Trinity / S. Congress / Riverside Dr.)	$190,100,000	2027	Yes	2025-2028 2027-2030	
53-00040-04	Austin Transit Partnership		Travis	Various	Various	Various		Austin Light Rail Phase I (Guadalupe / 3rd St. / Trinity / S. Congress / Riverside Dr.)	$198,000,000	2028	Yes	2025-2028 2027-2030	
53-00024-00	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	No		
53-00011-00	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	No		
53-00033-00	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	No		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
53-00013-00	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	No		
53-00034-00	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	No		
53-00035-00	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	No		
73-00005-00	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	No		
53-00025-00	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	No		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
73-00006-00	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	No		
73-00001-00	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	No		
53-00007-00	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	No		
53-00014-00	CapMetro		Travis	MoPac	Circle C	Downtown Austin		Capital support for Express route from South Mopac to downtown Austin	$1,000,000	2040	No		
53-00023-00	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	No		
53-00019-00	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	No		
53-00030-00	CapMetro		Travis	North Base Demand Respsonse	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	No		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
53-00016-00	CapMetro		Travis	RM 2222	RM 620	Downtown Austin		Capital support for Express route from Four Points and downtown Austin	$1,000,000	2045	No		
73-00002-00	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	No		
73-00004-00	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	No		
53-00031-00	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	No		
53-00022-00	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	No		
53-00008-00	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	No		
73-00003-00	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	No		
53-00015-00	CapMetro		Travis	US 290, MoPac	Oak Hill	Downtown Austin		Capital support for Express route from Oak Hill to downtown Austin	$1,000,000	2040	No		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
53-00036-00	CapMetro		Travis	Various	Various	Various		Equitable Transit Oriented Development at CapMetro owned properties to include transit facilities as well as mixed-use development.	$30,000,000	2030	No		
53-00032-00	CapMetro		Travis	Various	Various	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	No		
73-00093-00	CapMetro		Travis	Various	Various	Various		MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	$6,283,637	2025	No	2025-2028	
73-00095-02	CapMetro		Travis	Various	Various	Various		Traditional capital projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	$539,674	2025	No	2025-2028	
73-00094-00	CapMetro		Travis	Various	Various	Various		Revenue rolling stock	$4,116,022	2025	No	2025-2028	
73-00093-04	CapMetro		Travis	Various	Various	Various		MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the CapMetro approved Budget and Capital Improvement Plan.	$6,041,445	2025	No	2025-2028	
73-00093-03	CapMetro		Travis	Various	Various	Various		MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the CapMetro approved Budget and Capital Improvement Plan.	$5,783,011	2025	No	2025-2028	
73-00091-04	CapMetro		Travis	Various	Various	Various		Preventive Maintenance	$40,789,143	2025	No	2025-2028	
73-00093-02	CapMetro		Travis	Various	Various	Various		MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the CapMetro approved Budget and Capital Improvement Plan.	$3,683,685	2025	No	2025-2028	
73-00091-05	CapMetro		Travis	Various	Various	Various		Bus replacement and other capital items (bus)	$13,082,923	2025	No	2025-2028	
73-00092-00	CapMetro		Travis	Various	Various	Various		Revenue rolling stock	$0	2025	No	2025-2028	

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
73-00095-01	CapMetro		Travis	Various	Various	Various		Traditional Capital, other capital and operating projects to enahance mobility for seniors and individuals with disabilities. Includes subwards and program administration	$2,417,439	2025	No	2025-2028	
73-00093-01	CapMetro		Travis	Various	Various	Various		MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	$2,073,654	2025	No	2025-2028	
73-00091-03	CapMetro		Travis	Various	Various	Various		Non Fixed Route ADA Paratransit Service	$6,142,700	2025	No	2025-2028	
73-00091-02	CapMetro		Travis	Various	Various	Various		Bus replacement and other capital items (bus)	$13,344,581	2025	No	2025-2028	
73-00091-01	CapMetro		Travis	Various	Various	Various		Preventive Maintenance	$41,604,925	2025	No	2025-2028	
73-00091-00	CapMetro		Travis	Various	Various	Various		Non fixed route ADA paratransit service.	$6,265,554	2025	No	2025-2028	
73-00099-00	CapMetro		Travis	Various	Various	Various		Revenue rolling stock	$4,220,659	2026	No	2025-2028	
73-00098-00	CapMetro		Travis	Various	Various	Various		MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	$6,443,379	2026	No	2025-2028	
73-00097-00	CapMetro		Travis	Various	Various	Various		Revenue rolling stock	$11,414,638	2026	No	2025-2028	
73-00096-00	CapMetro		Travis	Various	Various	Various		Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	$50,187,051	2026	No	2025-2028	
73-00095-00	CapMetro		Travis	Various	Various	Various		Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	$2,377,252	2027	No	2025-2028 2027-2030	

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
73-00100-00	CapMetro		Travis	Various	Various	Various		Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	$2,437,687	2027	No	2025-2028 2027-2030	
73-00102-00	CapMetro		Travis	Various	Various	Various		Revenue rolling stock	$8,153,313	2027	No	2025-2028 2027-2030	
73-00101-00	CapMetro		Travis	Various	Various	Various		Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	$51,669,877	2027	No	2025-2028 2027-2030	
73-00108-00	CapMetro		Travis	Various	Various	Various		Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	$2,437,687	2027	No	2025-2028 2027-2030	
73-00103-00	CapMetro		Travis	Various	Various	Various		MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	$6,443,379	2027	No	2025-2028 2027-2030	
73-00104-00	CapMetro		Travis	Various	Various	Various		Revenue rolling stock	$4,220,659	2027	No	2025-2028 2027-2030	
73-00111-00	CapMetro		Travis	Various	Various	Various		Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	$2,437,687	2028	No	2025-2028 2027-2030	
73-00110-00	CapMetro		Travis	Various	Various	Various		Revenue rolling stock	$4,220,659	2028	No	2025-2028 2027-2030	
73-00109-00	CapMetro		Travis	Various	Various	Various		MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	$6,443,379	2028	No	2025-2028 2027-2030	

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
73-00106-00	CapMetro		Travis	Various	Various	Various		Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	$51,669,877	2028	No	2025-2028 2027-2030	
73-00107-00	CapMetro		Travis	Various	Various	Various		Revenue rolling stock	$8,153,313	2028	No	2025-2028 2027-2030	
43-00009-00	CARTS		Hays	Belterra Microtransit Service	Belterra			Belterra Microtransit Service	$250,000	2030	No		
53-00027-00	CARTS		Travis	Briarcliff/Spicewood Microtransit Service	Briarcliff/Spicewood			Briarcliff/Spicewood Microtransit Service	$250,000	2030	No		
33-00005-00	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	No		
13-00005-00	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	No		
23-00005-00	CARTS		Burnet	CARTS Burnet Intermodal Station	City of Burnet			Construction of new Burnet Intermodal Station with park-and-ride facility	$3,000,000	2030	No		
43-00005-00	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	No		
63-00002-00	CARTS		Williamson	CARTS Jarrell Intermodal Station	City of Jarrell			Construction of new Jarrell Intermodal Station with park-and-ride facility	$3,000,000	2040	No		
33-00003-00	CARTS		Caldwell	CARTS Lockhart Intermodal Station	City of Lockhart			Construction of new Lockhart Intermodal Station with park-and-ride facility	$3,000,000	2030	No		
33-00004-00	CARTS		Caldwell	CARTS Luling Intermodal Station	City of Luling			Construction of new Luling Intermodal Station with park-and-ride facility	$3,000,000	2035	No		
23-00004-00	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	No		
43-00010-00	CARTS		Hays	CARTS San Marcos Station Rehabilitation	City of San Marcos			CARTS San Marcos Station Rehabilitation	$2,000,000	2030	No		
73-00021-00	CARTS		Bastrop|Burnet|Caldwell|Hays|Travis|Williamson	CARTS System	Various	Various		Rural Vanpool Program	$500,000	2025	No		
73-00017-00	CARTS		Williamson|Hays|Bastrop	CARTS System	Various	Various		Increased Interurban Coach service	$1,500,000	2025	No		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
74-00001-00	CARTS		Bastrop|Burnet|Caldwell|Hays|Travis|Williamson	CARTS System	Various	Various		Upgrade digital network for data and voice system-wide and Smart Bus Transit Technology	$2,000,000	2030	No		
73-00020-00	CARTS		Bastrop|Burnet|Caldwell|Hays|Travis|Williamson	CARTS System	Various	Various		Electric Vehicles for Rural Fleet	$5,000,000	2030	No		
63-00003-00	CARTS		Williamson	CARTS Taylor Transit Station	City of Taylor			CARTS Taylor Transit Station improvements. Construction of new Amtrak rail platform.	$500,000	2030	No		
43-00006-00	CARTS		Hays	CARTS Wimberley/Woodcreek Intermodal Station	Woodcreek / Wimberley			Construction of new Wimberley Intermodal Station with park-and-ride facility	$3,000,000	2035	No		
13-00002-00	CARTS		Bastrop	City of Bastrop Microtransit Service	City of Bastrop			City of Bastrop Microtransit Service (Expanded)	$500,000	2025	No		
23-00001-00	CARTS		Burnet	City of Burnet Microtransit Service	City of Burnet			City of Burnet Microtransit Service	$250,000	2030	No		
43-00003-00	CARTS		Hays	City of Dripping Springs Microtransit Service	City of Dripping Springs			City of Dripping Springs Microtransit Service	$250,000	2030	No		
73-00015-00	CARTS		Bastrop|Travis	City of Elgin Microtransit Service	City of Elgin			City of Elgin Microtransit Service	$500,000	2025	No		
33-00001-00	CARTS		Caldwell	City of Lockhart Microtransit Service	City of Lockhart			City of Lockhart Microtransit Service (Expanded)	$500,000	2025	No		
33-00002-00	CARTS		Caldwell	City of Luling Microtransit Service	City of Luling			City of Luling Microtransit Service	$250,000	2030	No		
23-00003-00	CARTS		Burnet	City of Marble Falls Microtransit Service	City of Marble Falls			City of Marble Falls Microtransit Service	$500,000	2025	No		
23-00014-00	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	No		
23-00013-00	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	No		
13-00003-00	CARTS		Bastrop	City of Smithville Microtransit Service	City of Smithville			City of Smithville Microtransit Service	$250,000	2030	No		
63-00001-00	CARTS		Williamson	City of Taylor Microtransit Service	City of Taylor			City of Taylor Microtransit Service (Expanded to Samsung)	$500,000	2025	No		
53-00039-00	CARTS		Travis	Del Valle Microtransit Service	Del Valle			Del Valle Microtransit Service	$250,000	2030	No		
73-00019-00	CARTS		Hays|Travis	Dripping Springs-Belterra-Austin Connector Service	Dripping Springs	Austin		Dripping Springs-Belterra-Austin Connector Service	$250,000	2030	No		
43-00008-00	CARTS		Hays	Drippings Springs-Driftwood Connector Service	Dripping Springs	Driftwood		Drippings Springs-Driftwood Connector Service	$125,000	2030	No		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
13-00011-00	CARTS		Bastrop	Elgin-Bastrop Connector Bus Service	Elgin	Bastrop		Elgin-Bastrop Connector Bus Service	$100,000	2030	No		
63-00006-00	CARTS		Williamson	Florence-Jarrell Connector Service	Florence	Jarrrell		Florence-Jarrell Connector Service	$125,000	2030	No		
53-00038-00	CARTS		Travis	Hornsby Bend Microtransit Service	Hornsby Bend			Hornsby Bend Microtransit Service	$250,000	2030	No		
63-00007-00	CARTS		Williamson	Jarrell-Georgetown Connector Service	Jarrrell	Georgetown		Jarrell-Georgetown Connector Service	$125,000	2030	No		
73-00014-00	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	No		
33-00006-00	CARTS		Caldwell	Lockhart-Luling Connector Service	Lockhart	Luling		Lockhart-Luling Connector Service	$125,000	2030	No		
23-00012-00	CARTS		Burnet	North Bastrop Microtransit Service	North Bastrop County			North Bastrop Microtransit Service	$250,000	2025	No		
73-00016-00	CARTS		Williamson|Travis|Hays|Comal|Guadalupe|Bexar	Super Regional Intercity Bus Service	Jarrell	San Antonio		Super Regional Intercity Bus Service	$5,000,000	2025	No		
73-00013-00	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	No		
13-00004-00	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	No		
43-00004-00	CARTS		Hays	Woodcreek/Wimberley Microtransit Service	Woodcreek / Wimberley			Woodcreek/Wimberley Microtransit Service	$250,000	2025	No		
53-00028-00	City of Austin		Travis	Transit Enhancement Program	Various	Various		The Transit Enhancement Program will design and construct transit infrastructure improvements at high-priority locations throughout the city.	$80,100,000	2040	Yes		
61-00114-00	City of Round Rock		Williamson	Various	Various	Various		Facility Improvements and Upgrades	$126,174	2025	No	2025-2028	
73-00112-01	City of Round Rock		Williamson	Various	Various	Various		Job Access Reverse Commute	$1,167,356	2025	No	2025-2028	
73-00112-00	City of Round Rock		Williamson	Various	Various	Various		On Demand: City of Round Rock Public Transit Operations	$682,647	2025	No	2025-2028	
61-00115-00	City of Round Rock		Williamson	Various	Various	Various		Facility Improvements and Upgrades	$129,962	2026	No	2025-2028	
73-00113-00	City of Round Rock		Williamson	Various	Various	Various		On Demand: City of Round Rock Public Transit Operations	$719,250	2026	No	2025-2028	
73-00113-01	City of Round Rock		Williamson	Various	Various	Various		Job Access Reverse Commute	$1,200,000	2026	No	2025-2028	
73-00114-01	City of Round Rock		Williamson	Various	Various	Various		Job Access Reverse Commute	$1,210,000	2027	No	2025-2028	

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	Total Cost	Fiscal Year	Local Funding Only	TIP Inclusion	UTP Inclusion
73-00114-00	City of Round Rock		Williamson	Various	Various	Various		On Demand: City of Round Rock Public Transit Operations	$743,750	2027	No	2025-2028	
61-00118-00	City of Round Rock		Williamson	Various	Various	Various		Facility Improvements and Upgrades	$133,862	2027	No	2025-2028 2027-2030	
73-00115-00	City of Round Rock		Williamson	Various	Various	Various		On Demand	$752,500	2027	No	2025-2028 2027-2030	
73-00115-01	City of Round Rock		Williamson	Various	Various	Various		Other capital program items including ADA complementary paratransit service, capital cost of contracting.	$1,314,000	2027	No	2025-2028 2027-2030	
61-00133-00	City of Round Rock		Williamson	Various	Various	Various		Facility Improvements and Upgrades	$137,875	2028	No	2025-2028 2027-2030	
73-00105-01	City of San Marcos		Hays	Various	Various	Various		Purchase of 5 Transit Vehicles (Vehicle Replacement)	$144,682	2025	No	2025-2028	
73-00120-00	City of San Marcos		Hays	Various	Various	Various		City of San Marcos Revenue Rolling Stock	$149,046	2025	No	2025-2028	
73-00105-00	City of San Marcos		Hays	Various	Various	Various		Purchase of 5 Transit Vehicles (Vehicle Replacement)	$140,430	2025	No	2025-2028	
73-00105-02	City of San Marcos		Hays	Various	Various	Various		Purchase of 5 Transit Vehicles (Vehicle Replacement)	$1,067,196	2025	No	2025-2028	
73-00116-00	City of San Marcos		Hays	Various	Various	Various		City of San Marcos Public Transit Operations	$9,366,218	2025	No	2025-2028	
73-00121-00	City of San Marcos		Hays	Various	Various	Various		City of San Marcos Revenue Rolling Stock	$153,518	2026	No	2025-2028	
73-00105-03	City of San Marcos		Hays	Various	Various	Various		Revenue Rolling Stock for Texas State University	$3,000,000	2026	No	2025-2028	
73-00117-00	City of San Marcos		Hays	Various	Various	Various		City of San Marcos Public Transit Operations	$9,647,204	2026	No	2025-2028	
73-00118-00	City of San Marcos		Hays	Various	Various	Various		City of San Marcos Public Transit Operations	$9,936,620	2027	No	2025-2028 2027-2030	
73-00122-00	City of San Marcos		Hays	Various	Various	Various		City of San Marcos Revenue Rolling Stock	$158,123	2027	No	2025-2028 2027-2030	
73-00119-00	City of San Marcos		Hays	Various	Various	Various		City of San Marcos Public Transit Operations	$10,234,719	2028	No	2025-2028 2027-2030	
73-00123-00	City of San Marcos		Hays	Various	Various	Various		City of San Marcos Revenue Rolling Stock	$162,867	2028	No	2025-2028 2027-2030	
51-00189-13	TxDOT		Travis	IH 35	At 4th St. CapMetro Red Line		0015-13-461	Transport rail passengers by bus, between the Plaza Saltillo Station and the Downtown Station, for the portion of the Red Line route affected by the IH35 Capital Express (Central) project.	$9,400,000	2027	No	2027-2030	

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
52-00212-00	City of Austin		Travis	ADELPHI LN	AMHERST DR	WATERS PARK RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00009-03	City of Austin		Travis	All Ages and Abilities Bicycle Priority Network System Improvements	Various	Various		Design and construction of all ages and abilities bicycle facilities in the Austin area.		
52-00213-00	City of Austin		Travis	ALUM ROCK DR	COLTON BLUFF SPRINGS RD	THAXTON RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00214-00	City of Austin		Travis	AZIE MORTON RD	Barton Springs Rd	BARTON HILLS DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00215-00	City of Austin		Travis	BECKETT RD	MC CARTY LN	REYNOLDS RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00216-00	City of Austin		Travis	BLOOR RD/BLUE BLUFF RD/LINDELL LN	DECKER LN	BRAKER LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00217-00	City of Austin		Travis	BLUE BLUFF RD	BLUE BLUFF RD	WILDHORSE CONNECTOR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00218-00	City of Austin		Travis	BLUE GOOSE RD	E CAMERON RD	E BRAKER LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00219-00	City of Austin		Travis	BLUEBONNET LN	S LAMAR BLVD (SL 343)	DEL CURTO RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00221-00	City of Austin		Travis	BROWN LN	DUNGAN LN	FERGUSON LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00223-00	City of Austin		Travis	CAMERON LOOP	DAVIS LN	LEO STREET		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00224-00	City of Austin		Travis	CAMERON RD	E PARMER LN	BLUE GOOSE RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00225-00	City of Austin		Travis	CHAPARRAL RD	CIRCLE S RD	S IH-35 SVRD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00050-00	City of Austin		Travis	CITY PARK RD	PEARCE RD	FM 2222 RD		Reconstruct a 2-lane divided roadway with bicycle and pedestrian improvements.		
52-00227-00	City of Austin		Travis	CLAWSON RD	LIGHTSEY RD	FORT VIEW RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00228-00	City of Austin		Travis	COLTON BLUFF SPRINGS RD	SPRINGTIME TRL	MC KINNEY FALLS PKWY		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00231-00	City of Austin		Travis	CORRAL LN	CIRCLE S RD	S IH-35 SVRD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00051-00	City of Austin		Travis	CROSS PARK DR	Cameron Rd	FORBES DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
52-00232-00	City of Austin		Travis	CROZIER LN	THORNBERRY RD	CROZIER LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00233-00	City of Austin		Travis	CULLEN LN	RALPH ABLANEDO DR	E SLAUGHTER LN		Reconstruct a 2-lane divided roadway with bicycle and pedestrian improvements.		
52-00234-00	City of Austin		Travis	DALTON LN	CITY LIMIT	BASTROP HWY SVRD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00235-00	City of Austin		Travis	DAVID MOORE DR	W SLAUGHTER LN	DAVID MOORE DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00236-00	City of Austin		Travis	DEL CURTO RD	BLUEBONNET LN	LIGHTSEY RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00237-00	City of Austin		Travis	DUNGAN LN	DESSAU RD	BROWN LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
52-00239-00	City of Austin		Travis	E 5TH ST	Onion St	N PLEASANT VALLEY RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00240-00	City of Austin		Travis	E ALPINE RD	S CONGRESS AVE	EAST OF WILLOW SPRINGS RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00241-00	City of Austin		Travis	E ST ELMO RD	S CONGRESS AVE	TERRY O LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00243-00	City of Austin		Travis	FALLWELL LN	SH 71 WB	GUERRERO DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00244-00	City of Austin		Travis	FERGUSON CTOF	E US 290 HWY SVRD EB	OLD MANOR RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00245-00	City of Austin		Travis	FERGUSON LN	PLEASANT LN	FERGUSON LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00246-00	City of Austin		Travis	FISH LN	HARRIS GLENN DR	DESSAU RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00247-00	City of Austin		Travis	FLETCHER LN	W SH 71	OLD BEE CAVES RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00248-00	City of Austin		Travis	FORT VIEW RD	VALLEY VIEW RD	CLAWSON RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00249-00	City of Austin		Travis	FOSTER RANCH RD	SOUTHWEST PKWY	TRAVIS COUNTRY CIR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00250-00	City of Austin		Travis	GUIDEPOST TRL/LEO ST	GUIDEPOST TRL	CAMERON LOOP		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00251-00	City of Austin		Travis	HERGOTZ LN	HERGOTZ LN	THOMPSON LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00252-00	City of Austin		Travis	HUDSON ST	DELANO ST	ED BLUESTEIN BLVD SB (US 183)		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00253-00	City of Austin		Travis	INDUSTRIAL BLVD	S CONGRESS AVE	E ST ELMO RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00254-00	City of Austin		Travis	LAKEWOOD DR	CAPITAL OF TEXAS HWY	FM 2222 RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00136-00	City of Austin		Travis	Lamplight Village Dr	Parmer Ln	Metric Blvd		Construct Complete Street improvements		
52-00255-00	City of Austin		Travis	LIGHTSEY RD	DEL CURTO RD	CLAWSON RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00256-00	City of Austin		Travis	LONGVIEW RD	HARPERS FERRY LN	CAMERON LOOP		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00257-00	City of Austin		Travis	MC CARTY LN	W US 290 HWY	W WILLIAM CANNON DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00258-00	City of Austin		Travis	MC KALLA PL	MC KALLA PL	RUTLAND DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00259-00	City of Austin		Travis	MC NEIL RD	W RUNDBERG LN	BURNET RD (FM 1325)		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00261-00	City of Austin		Travis	OLD FREDERICKSBURG RD	W US-290 HWY	350' ft EAST OF SMITH OAK TRL		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00262-00	City of Austin		Travis	OLD LAMPASAS TRL/SPICEWOOD SPRINGS RD	TALLEYRAN DR	RESEARCH BLVD		Reconstruct roadway to 2- to 4-lanes with a raised median and bicycle and pedestrian improvements.		
52-00263-00	City of Austin		Travis	OLD MANCHACA RD	RIDDLE RD	DREW LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00264-00	City of Austin		Travis	OLD MANOR RD	SPRINGDALE RD	JOHNNY MORRIS RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
52-00265-00	City of Austin		Travis	OLD SAN ANTONIO RD	IH-35 SB	PURYEAR RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00266-00	City of Austin		Travis	OLD WALSH TARLTON	BEE CAVE RD (RM 2244)	EANES CROSSING		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00267-00	City of Austin		Travis	PEACEFUL HILL LN	W DITTMAR RD	RALPH ABLANEDO DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00268-00	City of Austin		Travis	POWELL LN	N LAMAR BLVD	IH-35 SB		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00269-00	City of Austin		Travis	RALPH ABLANEDO DR	S 1ST ST	S CONGRESS AVE (SL 275)		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00350-00	City of Austin		Travis	REDBUD TRL	WESTLAKE DR	STRATFORD DR		Reconstruct a 2-lane divided roadway with bicycle and pedestrian improvements.		
52-00270-00	City of Austin		Travis	REID DR	LONGHORN BLVD	INDUSTRIAL TERRACE		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00271-00	City of Austin		Travis	RIDDLE RD	W SLAUGHTER LN	W SLAUGHTER LANE		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00272-00	City of Austin		Travis	ROGGE LN	MANOR RD	SPRINGDALE RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00157-00	City of Austin		Travis	Rundberg Lane	Metric Blvd	Cameron Rd		Construct Complete Street improvements		
52-00273-00	City of Austin		Williamson	RUTLEDGE SPUR	LAKELINE MALL DR	N FM 620		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00028-00	City of Austin		Travis	Safe Routes to School- District 1	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.		
52-00028-09	City of Austin		Travis	Safe Routes to School- District 10	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.		
52-00028-01	City of Austin		Travis	Safe Routes to School- District 2	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.		
52-00028-02	City of Austin		Travis	Safe Routes to School- District 3	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.		
52-00028-03	City of Austin		Travis	Safe Routes to School- District 4	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.		
52-00028-04	City of Austin		Travis	Safe Routes to School- District 5	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.		

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52-00028-05	City of Austin		Travis	Safe Routes to School- District 6	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.		
52-00028-06	City of Austin		Travis	Safe Routes to School- District 7	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.		
52-00028-07	City of Austin		Travis	Safe Routes to School- District 8	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.		
52-00028-08	City of Austin		Travis	Safe Routes to School- District 9	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.		
52-00275-00	City of Austin		Travis	SPRINKLE CUTOFF RD	SPRINKLE CUTOFF RD	SPRINKLE RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00276-00	City of Austin		Travis	STRATFORD DR	ELGIN AVE	LOU NEFF RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00277-00	City of Austin		Travis	TERRY O LN	SHELBY LN	E BEN WHITE BLVD SVRD EB		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00279-00	City of Austin		Travis	THOMPSON LN	BASTROP HWY NB	HERGOTZ LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00280-00	City of Austin		Travis	THORNBERRY RD	E SH 71 WB	CROZIER LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00009-01	City of Austin		Travis	Tier 2 Urban Trails	Various	Various		Design and construct 78 miles of Tier 2 urban trails in the Austin area.		
52-00009-02	City of Austin		Travis	Tier 3 Urban Trails	Various	Various		Design and construct 96 miles of Tier 3 urban trails in the Austin area.		
52-00281-00	City of Austin		Travis	TRAVIS COOK RD	SOUTHWEST PKWY	OLD BEE CAVES RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00282-00	City of Austin		Travis	UNITED DR	INDUSTRIAL TERR	RESEARCH BLVD SVRD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00283-00	City of Austin		Travis	WATERS PARK RD	ADELPHI LN	N MOPAC EXPY SVRD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
52-00284-00	City of Austin		Travis	WILDERNESS DR	WALSH TARLTON LN	OLD WALSH TARLTON		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
42-00006-00	City of Buda		Hays	RM 967	WEST GOFORTH ROAD	IH 35		SHARED USE PATH		
51-00089-00	City of Lakeway		Travis	North/South Shared Use Path	Oak Grove Boulevard	Aria Drive		Construct new shared-use path		
62-00010-00	City of Leander		Williamson	Red Line Trail	Leander City limits (south)	South Fork San Gabriel River		Design and construct shared-use path adjacent to the Red Line railroad tracks		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
61-00207-00	City of Georgetown		Williamson	FM 1460	S. Austin Avenue	460 ft south of Coach Light Dr		Installation of traffic detection and traffic signal control pre-emption technology to all legs of the 3 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles.		
61-00209-00	City of Georgetown		Williamson	FM 971	Austin Avenue	SH 130		Installation of traffic detection and traffic signal control pre-emption technology to all legs of the 3 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles.		
61-00211-00	City of Georgetown		Williamson	Leander Road (RM 2243)	Limestone Creek Road	S. Austin Avenue		Installation of traffic detection and traffic signal control pre-emption technology to all legs of the 8 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles.		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
55-00002-01	City of Austin	TxDOT	Travis	IH 35	US 290 E	MLK Jr Blvd	0015-13-455	Construct enhancements funded by City of Austin including underground shafts and walls for pedestrian CAPS to be constructed over I-35 between CapMetro crossing at Airport Blvd & E 41st St, and additional SUP along east edge of I-35.		
55-00002-02	City of Austin	TxDOT	Travis	IH 35	MLK Jr Blvd	Holly Street	0015-13-456	Construct Enhancements funded by City of Austin including underground shafts and Walls for Pedestrian CAPS to be constructed over I-35 between Cesar Chavez & 7th St and between 11th & 12th Streets, and additional SUP along East Edge of I-35.		
55-00002-00	City of Austin		Travis	Our Future 35 Cap and Stitch Program (remaining phases)	Various	Various		This project will design and construct connections within the I-35 corridor between east and west Austin through the cap and stitch program.		
55-00002-03	University of Texas at Austin	TxDOT	Travis	IH 35	MANOR RD	MLK Jr Blvd	0015-13-457	Construct enhancements funded by University of Texas including underground shafts and walls for pedestrian CAP to be constructed over I-35 between Manor Rd and MLK Jr. Blvd.		
55-00002-04	University of Texas at Austin	TxDOT	Travis	IH 35	MLK Jr Blvd	15th St	0015-13-458	Construct enhancements funded by University of Texas including underground shafts and walls for pedestrian CAP to be constructed over I-35 between MLK Jr. Blvd & 15th St.		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
11-00054-00	Bastrop County		Bastrop	Central Ave	Elgin City Limits	Littig Rd		Upgrade existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks.		
11-00051-00	Bastrop County		Bastrop	Cottle Town Rd, New Facility, Gotier Trace Rd	SH 71	Gotier Trace Rd 0.66 Mi E of Old Pin Oak Rd		Upgrade and realign existing 2-lane undivided facilities into 2-lane divided arterials with continuous left turn lanes and buffered bike lanes and connect with new 2-lane divided arterial.		
11-00053-00	Bastrop County		Bastrop	Littig Rd	Bastrop/Travis County Line	Upper Elgin River Rd		Upgrade existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks.		
11-00059-00	Bastrop County		Bastrop	Longhollow Rd, New Facility	Bastrop/Travis County Line/Maha Rd	SH 21		Upgrade existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks and construct an extension to SH 21. This project will connect to a corridor identified in the Travis County Blueprint.		
11-00045-00	Bastrop County		Bastrop	Lower Elgin Rd, New Facility	FM 969	SH 95		Upgrade and realign existing 2-lane undivided facility to a 2-lane undivided arterial with buffered bike lanes and connect to SH 95 with a new 2-lane undivided arterial with buffered bike lanes.		
11-00042-00	Bastrop County		Bastrop	N Gaines Rd, New Facility, Walter Hoffman Rd, New Facility	SH 21	FM 812		Upgrade and realign existing 2-lane undivided facilities to 4-lane divided arterials with buffered bike lanes and sidewalks and connect upgraded facilities with new 4-lane divided facilities.		
11-00049-00	Bastrop County		Bastrop	New Facility	SH 304	Technology Dr		Construct a new 2-lane undivided arterial with buffered bike lanes and a new bridge across the Colorado River.		
11-00058-00	Bastrop County		Bastrop	New Facility	SH 71	FM 535		Construct a new 4-lane divided arterial with buffered bike lanes and sidewalks that will connect SH 71 with FM 535 in western Bastrop County.		
11-00060-00	Bastrop County		Bastrop	New Facility	Littig Rd	Old Sayers Rd/Wayside Ct		Construct a new 4-lane divided arterial with buffered bike lanes and sidewalks and connect FM 1704 to Littig Rd.		
11-00047-00	Bastrop County		Bastrop	New Facility, Old Austin Trl, New Facility	Bastrop/Travis County Line/Union Lee Church Rd	FM 1704		Upgrade existing 2-lane undivided facility to a 2-lane divided arterial with a continuous left turn lane and buffered bike lanes and connect to Travis County/Union Lee Church Rd and FM 1704 with new 2-lane divided facilities.		
11-00040-00	Bastrop County		Bastrop	New Facility, Pope Bend N	SH 71	FM 969		Upgrade and realign existing 2-lane undivided facility to a 4-lane divided arterial with buffered bike lanes and sidewalks and construct a new 4-lane divided bridge across the Colorado River.		
11-00043-00	Bastrop County		Bastrop	New Facility, St Mary's Rd	Sand Hills Rd/Red Rock Ranch Rd	SH 304		Upgrade existing 2-lane undivided facility to a 2-lane divided arterial with a continuous left turn lane and buffered bike lanes and connect to Sand Hills Rd (Project 2) with a new, 2-lane divided facility.		
11-00055-00	Bastrop County		Bastrop	New Facility, Upper Elgin River Rd, New Facility	Youngs Prairie Rd	SH 71		Connect SH 71 with Upper Elgin River Rd by constructing a new facility from Upper Elgin River Rd/Youngs Prairie to Upper Elgin River Rd (3 Mi N. of FM 969), upgrading Upper Elgin River Rd, and constructing a new bridge across the Colorado River. Improvements will be to a 4-lane divided arterial cross-section with buffered bike lanes and sidewalks.		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
11-00044-00	Bastrop County		Bastrop	New Facility, Watts Ln	FM 535	FM 812		Upgrade existing 2-lane undivided facility to a 4-lane divided arterial with buffered bike lanes and sidewalks and connect to FM 535 with a new 4-lane divided facility.		
11-00057-00	Bastrop County		Bastrop	Old Lexington Rd, New Facility	FM 3000	FM 696		Upgrade and realign existing 2-lane undivided facility to a 2-lane divided facility with a continuous left turn lane and buffered bike lanes, and construct an extension to FM 696.		
11-00052-00	Bastrop County		Bastrop	OLD SAN ANTONIO RD	FM 812	(Bastrop/Caldwell) County Line Rd		Upgrade and realign existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks.		
11-00046-00	Bastrop County		Bastrop	Pope Bend S, New Facility	SH 71	FM 535		Upgrade existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks and connect to FM 535 with new 4-lane divided arterial facility.		
11-00050-00	Bastrop County		Bastrop	S Old Potato Rd, Antioch Rd, New Facility	SH 21	FM 2104		Upgrade and realign existing 2-lane undivided facilities into 2-lane divided arterials with continuous left turn lanes and buffered bike lanes and construct a new arterial connection to FM 2104.		
11-00056-00	Bastrop County		Bastrop	Sayers Rd, New Facility	SH 95	FM 969		Upgrade and realign existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks and construct a new 4-lane divided bridge with sidewalks and buffered bike lanes across the Colorado River to connect to FM 969/FM 1209 with SH 95.		
11-00048-00	Bastrop County		Bastrop	Upper Elgin River Rd	Littig Rd	Youngs Prairie Rd		Upgrade and realign existing 2-lane undivided facility to a 4-lane divided arterial with buffered bike lanes and sidewalks.		
11-00061-00	Bastrop County		Bastrop	Wolf Ln	Bastrop/Travis County Line	FM 535		Upgrade existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks.		
21-00003-00	Burnet County		Burnet	Alternate Route to SH 29	RM 2341	WILLIAMSON COUNTY LINE		Divided Arterial, 4-lanes in Each Direction, New Location and Improvements to Existing Segments		
21-00002-00	Burnet County		Burnet	CR 200 / CR 210 / RM 2657	RM 963	Lampasas County Line		Upgrade to undivided arterial, include safety and operational improvements		
21-00004-00	Burnet County		Burnet	New Facility	RM 2147	SH 71		Undivided Arterial, 1 Lane in Each Direction, New Location		
31-02009-00	Caldwell County		Caldwell	Borchert Drive/Loop	SH 142	Black Ankle Road		Upgrade existing 2-lane facility to 3-lane section including sidewalks, at least along one side		
31-02018-00	Caldwell County		Caldwell	Bridle Path	US 183	FM 2984		Reconstruct existing 2-lane roadway		
31-02010-00	Caldwell County		Caldwell	City Line Road	SH 142	FM 20		Upgrade existing 2-lane facility to 3-lane section including sidewalks, at least along one side, and extend new location segment to FM 20.		
31-02013-00	Caldwell County		Caldwell	FM 20 (State Park Rd.)	S. Medina St.	S. Commerce St.		Upgrade and realignment of existing 2-lane facility to 3-lane section including sidewalks, at least along one side. Realignment segment extends from Lion Country Dr. to US 183 (Colorado St.) overlapping portion of Blackjack St. between S. Main St. and Colorado St.		
31-02019-00	Caldwell County	Hays County	Caldwell	FM 2720/Grist Mill	SH 21			PS&E for the realignment of intersection to connect with Grist Mill Rd. on east side of SH 21.		
31-02023-00	Caldwell County		Caldwell	Hackberry Ave.	SH 80	US 90		Full depth reconstruction of existing roadway to create a truck route and divert trucks from the US 183 / US 90 intersection.		

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31-02022-00	Caldwell County		Caldwell	Holz Lane	SH 21			PS&E for the realignment of intersection to connect with SH 21 and eliminate skewed intersection.		
31-02024-00	Caldwell County		Caldwell	Magnolia Ave. (US 183)	SH 80	US 90		Widening of Magnolia Ave. (US 183) to add TWLTL from Austin Ave. (US 80) to Pierce St. (US 90/US 183).		
31-02015-00	Caldwell County		Caldwell	Pierce St. (US 183)	Magnolia Ave. (US 183)	Plum Creek		Add two-way left turn lane (TWLTL) as safety improvement throughout project limits		
31-02020-00	Caldwell County		Caldwell	Rocky Road	SH 21			PS&E for realignment of intersection to connect to with SH 21 and realignment of Old Spanish Trail to connect with Rocky Rd. east of SH 21.		
31-02021-00	Caldwell County		Caldwell	Schuelke Road	SH 21			PS&E for the realignment of intersection to connect with SH 21 and eliminate skewed intersection.		
31-02017-00	Caldwell County		Caldwell	Various				Low water crossing upgrades at: 1) CR 140 (Wattsville Rd.) at Copperas Crk.; 2) Old Lytton Springs Rd. at Dry Crk.; 3) CR 182 (Dry Creek Rd.) at Dry Crk.; 4) CR 205 (Seawillow) at Plum Crk. Branch, and; 5) CR 133 (Ivy Switch) at McNeil Crk.		
31-00001-02	Caldwell County		Caldwell	William Pettus Rd. (CR 238)	SH 21	SH 142		Upgrade and realignment of existing 2-lane facility to 4-lane section. Realignment segment extends from UPRR crossing to SH 142 including bridge over UPRR.		
51-00005-00	City of Austin		Travis	AXEL LN-BLUESTEIN DR CONNECTOR	AXEL LN	BLUESTEIN DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00020-00	City of Austin		Travis	BARTON SPRINGS RD	S CONGRESS AVE	E RIVERSIDE DR		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.		
51-00047-00	City of Austin		Travis	BARTON SPRINGS RD	S LAMAR BLVD (SL 343)	S CONGRESS AVE		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00003-00	City of Austin		Travis	BLUE BLUFF RD	E PARMER LN	LINDELL LN		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00048-00	City of Austin		Travis	BLUE GOOSE RD	HARRIS BRANCH PKWY	E US 290 SVRD WB		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00030-00	City of Austin		Travis	Boston Ln	SOUTHWEST PKWY	W US 290 Svrd WB		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00037-00	City of Austin		Travis	BROCKTON DR	Burnet Rd	W Braker Ln		Construct a 2-lane roadway with bicycle and pedestrian improvements		
51-00041-00	City of Austin		Travis	BURNET RD CONNECTOR	Burnet Rd	SKYRISE AVE		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00049-00	City of Austin		Travis	CAPITAL OF TEXAS HWY-READ GRANBERRY TRL CONNECTOR	N MOPAC EXPY SVRD	READ GRANBERRY TRAIL		Construct a 4-lane undivided roadway with bicycle and pedestrian improvements.		
61-00002-00	City of Austin		Williamson	CASSANDRA DR EXTENSION	LAKELINE BLVD	W PARMER LN		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00052-00	City of Austin		Travis	CEDAR BEND DR	RUNNING BIRD LN	CEDAR BEND CV		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00055-00	City of Austin		Travis	CENTER LAKE DR	W PARMER LN	MCCALLEN PASS		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00056-00	City of Austin		Travis	CENTER RIDGE DR	N IH-35 SVRD	MC CALLEN PASS		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		

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51-00069-00	City of Austin		Travis	CLEARSIGHT TRL/MATHEWS PRAIRIE PATH/WILMINGTON DR	COLONY LOOP DR	LOYOLA LN		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00070-00	City of Austin		Travis	COLONY LOOP DR	COLONY LOOP DR	VALLEYFIELD DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00082-00	City of Austin		Travis	DAFFAN LN	OLD MANOR RD	JOHNNY MORRIS RD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00065-00	City of Austin		Travis	DIME CIR/METRO CENTER DR	Burleson Rd	METRO CENTER DR		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.		
61-00003-00	City of Austin		Williamson	DUNHAM FOREST RD-LAKELINE BLVD CONNECTOR	BALLYCASTLE TRL	LAKELINE BLVD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00053-00	City of Austin		Travis	E 51ST ST	SPRINGDALE RD	RANGOON RD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00054-00	City of Austin		Travis	E 51ST ST	IH 35 SVRD	BERKMAN DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00100-00	City of Austin		Travis	E 51ST ST-NORTHDALE DR CONNECTOR	E 51ST ST	NORTHDALE DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00104-00	City of Austin		Travis	E 51ST-BUNDYHILL DR CONNECTOR	E 51ST ST	BUNDYHILL DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00109-00	City of Austin		Travis	E BRAKER LN	DECKER LN (FM 3177)	BLOOR RD		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.		
51-00123-00	City of Austin		Travis	ELMONT DR	WICKERSHAM LN	CROSSING PL		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00131-00	City of Austin		Travis	ENFIELD RD	Lake Austin Blvd	EXPOSITION BLVD		Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements.		
51-00057-00	City of Austin		Travis	ESCARPMENT BLVD	SH-45 WB	La Crosse Ave		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00133-00	City of Austin		Travis	ESPERANZA XING-STONEHOLLOW DR CONNECTOR	ESPERANZA XING	STONEHOLLOW DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00135-00	City of Austin		Travis	EXCHANGE DR	CROSS PARK DR	TUSCANY WAY		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00058-00	City of Austin		Travis	EXPOSITION BLVD	Enfield Rd	W 35TH ST		Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements.		
51-00139-00	City of Austin		Travis	FAR WEST BLVD	MESA DR	MOPAC EXPY SVRD		Retrofit roadway to 4- to 6-lanes with a raised median and bicycle and pedestrian improvements.		
51-00145-00	City of Austin		Travis	FARO DR	E Oltorf St	FARO DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00149-00	City of Austin		Travis	FARO DR-MONTOPOLIS DR CONNECTOR	FARO DR	Montopolis Dr		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00021-00	City of Austin		Travis	FOUR POINTS DR-MC NEIL DR CONNECTOR	RIVER PLACE BLVD	MC NEIL DR		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.		
51-00187-00	City of Austin		Travis	FRATE BARKER RD	BUCKINGHAM GATE RD	Menchaca Rd (FM 2304)		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		

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51-00188-00	City of Austin		Travis	FRONTIER VALLEY DR-BASTROP HWY CONNECTOR	Frontier Valley Dr	BASTROP HWY SB		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00060-00	City of Austin		Travis	GRACY FARMS LN	Burnet Rd	Metric Blvd		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00195-00	City of Austin		Travis	GRACY FARMS LN-KRAMER LN CONNECTOR	ESPERANZA XING-STONEHOLLOW DR CONNECTOR	GRACY FARMS LN		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00201-00	City of Austin		Travis	HAROLD CT	DELANO ST	HAROLD CT		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00062-00	City of Austin		Travis	HARRIS RIDGE BLVD	E PARMER LN (FM 734)	E HOWARD LN		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00023-00	City of Austin		Travis	INDUSTRIAL OAKS BLVD	SH 71 SVRD WB	SOUTHWEST PKWY		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.		
51-00210-00	City of Austin		Travis	INDUSTRIAL TERR	NEILS THOMPSON DR	REID DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00063-00	City of Austin		Travis	JOLLYVILLE RD	JOLLYVILLE RD	BUSINESS PARK DR		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
61-00004-00	City of Austin		Williamson	Lakeline Blvd	STAKED PLAINS DR	S CANOA HILLS TRL-LAKELINE BLVD CONNECTOR		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00064-00	City of Austin		Travis	LONGHORN BLVD	YORK BLVD	BURNET RD (FM 1325)		Construct a 4-lane roadway with bicycle and pedestrian improvements.		
51-00066-00	City of Austin		Travis	METROPOLIS DR	Burleson Rd	US 183 HWY		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00234-00	City of Austin		Travis	METROPOLITAN DR	STONEHOLLOW DR	METROPOLITAN DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00235-00	City of Austin		Travis	MOUNTAIN SHADOWS DR	OLD BEE CAVES RD	W SH 71		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
61-00005-00	City of Austin		Williamson	NORTH LAKE CREEK PKWY	Avery Ranch Blvd	S LAKELINE BLVD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00239-00	City of Austin		Travis	OAK KNOLL DR	JOLLYVILLE RD	RESEARCH BLVD SVRD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00240-00	City of Austin		Travis	OHLEN RD	PAYTON GIN RD	RESEARCH BLVD SVRD		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00035-00	City of Austin		Travis	OLD BEE CAVES RD	MOUNTAIN SHADOWS DR	W US-290 HWY		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00034-00	City of Austin		Travis	OLD BEE CAVES RD	W SH 71	Mountain Shadows Dr		Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements.		
51-00246-00	City of Austin		Travis	OLD SAN ANTONIO RD	IH-35 SB	E FM-1626 RD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00036-00	City of Austin		Travis	ONION CREEK PKWY	OLD SAN ANTONIO RD	IH-35 SB		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.		
51-00248-00	City of Austin		Travis	PARKFIELD DR	Rutland Dr	W RUNDBERG LN		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00251-00	City of Austin		Travis	PLEASANT VALLEY DR-ELMONT DR CONNECTOR	ELMONT DR	S LAKESHORE BLVD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		

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71-00006-00	City of Austin		Travis	POND SPRINGS RD-OAK KNOLL CONNECTOR	MCNEIL DR	OAK KNOLL DR		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.		
61-00007-00	City of Austin		Williamson	POND WOODS RD TO POND SPRINGS RD CONNECTOR	COPPER CREEK DR	POND SPRINGS RD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00254-00	City of Austin		Travis	RAINEY ST	E CESAR CHAVEZ	DRISKILL ST		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00068-00	City of Austin		Travis	READ GRANBERRY TR	N MOPAC EXPY SVRD NB	Burnet Rd		Construct a 4-lane roadway with bicycle and pedestrian improvements.		
51-00258-00	City of Austin		Travis	RIVERS EDGE WAY	E RIVERSIDE DR	E OLTORF ST		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00260-00	City of Austin		Travis	Ross Rd	E SH 71 EB	PEARCE LN		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00261-00	City of Austin		Travis	RUBY DR	N IH 35 SVRD NB	JOSEPH CLAYTON DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00262-00	City of Austin		Travis	RUTLAND DR-SAUNDERS LN CONNECTOR	Rutland Dr	SAUNDERS LN		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00263-00	City of Austin		Williamson	S CANOA HILLS TRL-LAKELINE BLVD CONNECTOR	BALLYCASTLE TRAIL	LAKELINE BLVD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00265-00	City of Austin		Travis	S LAKESHORE BLVD-E RIVERSIDE DR CONNECTOR	E RIVERSIDE DR	ELMONT DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00266-00	City of Austin		Travis	SENDERO HILLS PKWY TO COLONY LOOP CONNECTOR	ASTRO VIEW DR	SENDERO HILLS PKWY		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00267-00	City of Austin		Travis	SH 71 FR-FM 973 CONNECTOR	SH 71 FR	FM 973 RD		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.		
51-00268-00	City of Austin		Travis	SHADY LN	E 7TH ST	E 5TH ST		Widen roadway to 2-lanes with a center turn lane and bicycle and pedestrian improvements.		
51-00073-00	City of Austin		Travis	SHOAL CREEK BLVD	STECK AVE	FOSTER LN		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00269-00	City of Austin		Travis	SILVERMINE DR	500' N OF RACCOON RUN	160' N OF RED WILLOW DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
61-00009-00	City of Austin		Williamson	Spectrum Dr	LAKELINE BLVD	Spectrum Dr		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00272-00	City of Austin		Travis	STONEHOLLOW DR	Metric Blvd	Metric Blvd		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
71-00007-00	City of Austin		Travis	TECHNOLOGY BLVD	MC NEIL DR	RESEARCH BLVD SVRD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00273-00	City of Austin		Travis	TERI RD	S IH 35 SVRD NB	FRIEDRICH LN		Retrofit a 2-lane roadway with a raised median and bicycle and pedestrian improvements.		
51-00274-00	City of Austin		Travis	TRACOR LN	TANNEHILL LN	ED BLUESTEIN BLVD SB		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00076-00	City of Austin		Travis	TUSCANY WAY	FERGUSON LN	US 290 HWY SVRD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00042-00	City of Austin		Travis	VEGA AVE	SOUTHWEST PKWY	EIGER RD		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		

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51-00078-00	City of Austin		Travis	W 45TH ST	ROSEDALE AVE	AVENUE A		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00275-00	City of Austin		Travis	W 51ST ST	N LAMAR BLVD	W GUADALUPE ST		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00276-00	City of Austin		Travis	W YAGER LN	N LAMAR BLVD	N IH 35 SVRD SB		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00278-00	City of Austin		Travis	WALL ST	CROSS PARK DR	FERGUSON LN		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.		
51-00279-00	City of Austin		Travis	WELLS BRANCH PKWY-SCOBEE ST CONNECTOR	STRICKLING DR	WELLS BRANCH PKWY		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00280-00	City of Austin		Travis	WIER HILLS RD	RIALTO BLVD	OLD BEE CAVES RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
51-00281-00	City of Austin		Travis	WILDHORSE CONNECTOR	BLUE BLUFF RD	FM 973		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.		
51-00282-00	City of Austin		Travis	WILLOW HILL DR	WILLOW CREEK DR	WICKERSHAM LN		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.		
11-00006-00	City of Bastrop		Bastrop	Extension of Agnes Street	SH 304	Hasler Blvd		Extension of Agnes Street to provide needed east/west connectivity south of SH71		
11-00007-00	City of Bastrop		Bastrop	Jessica Place	Blakey Lane	Jessica Place		Extension of Jessica Place to provide needed east/west connectivity north of SH71		
41-00134-00	City of Buda		Hays	CABELAS DRIVE	Main Street	FUTURE E-W ARTERIAL/ RANKIN AVE		NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS		
41-00133-00	City of Buda		Hays	FM 2770	ROBERT S. LIGHT	RM 967		RECONSTRUCT 2-LANES WITH BIKE LANES AND SIDEWALKS		
41-00138-00	City of Buda		Hays	MAIN STREET	IH 35	FIRECRACKER DRIVE		WIDEN TO 4 TO 6-LANE DIVIDED W/ SHARED USE PATHS		
41-00136-00	City of Buda		Hays	MARATHON ROAD	RM 967	SH-45 SW		NEW 4-LANE DIVIDED WITH SHARED USE PATH		
41-00139-00	City of Buda		Hays	OLD FM 2001 / RAY ROMERO	FM 2001	OLD GOFORTH ROAD		RECONSTRUCT 2-LANES WITH BIKE LANES AND SIDEWALKS		
41-00130-00	City of Buda		Hays	OLD SAN ANTONIO RD	MAIN ST	HAYS COUNTY LINE		RECONSTRUCT 2-LANES WITH BIKE LANES AND SIDEWALKS		
61-00184-01	City of Cedar Park		Travis	RM 1431 (Whitestone Boulevard)	Williamson/Travis County Line	West of New Hope Drive		Widen 4-lane undivided with continuous left turn lane to 6-lane divided with Shared-Use Path		
61-00205-00	City of Georgetown		Williamson	NE Inner Loop	SH 29	IH 35		Widen from 2-lanes to 4-lanes divided with pedestrian improvements, signal and intersection improvements. Limited Access		
61-00204-00	City of Georgetown		Williamson	Shell Road	Sycamore	Williams Drive		Widen from 2-lane undivided to 5-lane divided arterial with pedestrian improvements, signal and intersection improvements		
61-00265-00	City of Hutto		Williamson	CR 132 Overpass	Branson BlvdUS 79	LIMMER LOOP		Construct new 4-lane divided road with an elevated interchange over US 79 and the UPRR rail line.		
51-00086-00	City of Lakeway		Travis	Flintrock Road expansion	FM 620	Serene Hills		WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED		
51-00088-00	City of Lakeway		Travis	Flintrock Road extension	Serene Hills Road	Bee Creek Rd		Construct new 4-lane divided		
51-00087-00	City of Lakeway		Travis	Serene Hills Road expansion	SH 71	Lakeway Blvd		WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
61-00212-00	City of Leander		Williamson	Lakeline Boulevard	Stinnett Drive	CR 281		New location four-lane divided facility with raised medians and shared use paths and widen existing two-lane undivided to four-lane divided facility with raised medians and shared use paths.		
61-00213-00	City of Leander		Williamson	RM 2243	US 183	Hero Way (future 2243)		Widen current two-lane undivided facility to a four-lane divided facility with raised median and shared use paths.		
61-00214-00	City of Leander		Williamson	San Gabriel Parkway West	Hero Way West	183A		Section of new location 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.		
31-00006-00	City of Lockhart		Caldwell	NE Lockhart Loop	US 183	FM 20 East		Construct new 4-lane divided		
31-00012-00	City of Lockhart		Caldwell	North Mockingbird Ln.	Windridge Subdivision	FM 2001		Construct 2-lane undivided arterial		
61-00069-00	City of Round Rock		Williamson	FM 1460 (AW Grimes)	US 79	Old Settlers Blvd.		Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided		
61-00070-00	City of Round Rock		Williamson	FM 1460 (AW Grimes)	Old Settlers Blvd.	University Blvd.		Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided		
61-00071-00	City of Round Rock		Williamson	FM 1460 (AW Grimes)	University Blvd.	Westinghouse Rd.		Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.		
61-00058-00	City of Round Rock		Williamson	Old Settlers Blvd	IH 35	Sunrise Rd.		Upgrade existing 4-lane urban divided to a 6-lane urban divided		
61-00059-00	City of Round Rock		Williamson	Old Settlers Blvd	Sunrise Rd.	FM 1460 (AW Grimes)		Upgrade existing 4-lane urban divided to a 6-lane urban divided		
61-00060-00	City of Round Rock		Williamson	Old Settlers Blvd	FM 1460 (AW Grimes)	Red Bud Lane (CR 122)		Upgrade existing 4-lane urban divided to a 6-lane urban divided		
61-00062-00	City of Round Rock		Williamson	Red Bud Lane - South	Forest Ridge Blvd.	Gattis School Rd.		Upgrade existing 3-lane roadway to a 4-lane urban divided roadway.		
41-00035-00	City of San Marcos		Hays	Centerpoint Road extension	Proposed Blvd 1	FM 2439 (Hunter Rd)		Construct new 4-lane divided with off-street shared paths		
41-00018-00	City of San Marcos		Hays	CM Allen Pkwy	University Drive	IH 35		Reconstruct 2-lane undivided to include pedestrian/bicycle improvements		
41-00020-00	City of San Marcos		Hays	E Aquarena Springs Drive	IH 35	River Road		Retrofit of 2-lane with continuous left turn lane to 2 -lane with continuous left turn lane and on-street parking, and pedestrian/bicycle improvements		
41-00028-00	City of San Marcos		Hays	McCarty Lane	FM 2439 (Hunter Rd)	IH 35		Reconstruct 2-lane to 4-lane boulevard with pedestrian/bicycle improvements		
41-00188-00	City of San Marcos		Hays	Proposed Avenue	Post Rd	S Old Stagecoach Rd		Construct new two-lane undivided with two-way left turn lane and pedestrian/bicycle facilities/on-street parking.		
41-00027-00	City of San Marcos		Hays	Proposed Boulevard 14	Crystal River Pkwy	McCarty Lane		Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.		
41-00040-00	City of San Marcos		Hays	Proposed Boulevard 14	McCarty Lane	Posey Road		Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.		
41-00026-00	City of San Marcos		Hays	Proposed Boulevard 14	Staples Road	Crystal River Pkwy		Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.		
41-00032-00	City of San Marcos		Hays	Proposed Parkway Loop	Yarrington Road	RM 12		Construct new 4-lane divided with off-street shared paths		
41-00033-00	City of San Marcos		Hays	Proposed Parkway Loop (La Cima Tract)	RM 12	Proposed Parkway Loop		Construct new 4-lane divided with off-street shared paths		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
41-00017-00	City of San Marcos		Hays	Riverway Ave Extension East (Proposed Avenue)	Riverway Ave at IH 35 SBFR	SH 21		Construct new two-lane undivded with two-way left turn lane and pedestrian/bicyle facilities/on-street parking.		
41-00016-00	City of San Marcos		Hays	Riverway Ave Extension West (Proposed Avenue)	End of existing Riverway Ave west	Proposed Centerpoint Rd Extension		Construct new two-lane undivided with two-way left turn lane and pedestrian/bicycle facilities/on-street parking.		
41-00030-00	City of San Marcos		Hays	RM 12 (Wonder World Drive)	FM 2439 (Hunter Rd)	Stagecoach Trail		Reconstruct 4-lane with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements		
41-00031-00	City of San Marcos		Hays	RM 12 (Wonder World Drive)	Stagecoach Trail	SH 123		Reconstruct 4-lane with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements		
41-00041-00	City of San Marcos		Hays	SH 123	Wonder World Drive/RM 12	FM 110		Reconstruct 4-lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements		
41-00023-00	City of San Marcos		Hays	SH 80	River Road	Old Bastrop Highway		Reconstruct 4-lane undivided with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements		
41-00024-00	City of San Marcos		Hays	SH 80	I-35	River Road		Widen 4-lane with continuous left turn lane to 6-lane divided boulevard with on-street parking and pedestrian/bicycle improvements		
41-00177-00	City of San Marcos		Hays	SH 80 (Hopkins Street)	CM Allen Pkwy	IH 35		Reconstruct 4-lane undivided with continuous left turn to 4-lane divided with on-street parking, and pedestrian/bicycle improvements		
41-00043-00	City of San Marcos		Hays	SL 82 (Aquarena Springs Drive)	IH 35 SB FR	University Drive		Reconstruct 4-lane undivided to 4-lane divided boulevard with pedestrian/bicycle improvements		
41-00019-00	City of San Marcos		Hays	Stagecoach Road extension	Gravel Street	Dutton Drive		Construct 2-lane undivided with continuous left turn lane with pedestrian/bicycle improments and on-street parking		
41-00029-00	City of San Marcos		Hays	Thorpe Lane	SL 82 (Aquarena Springs Drive)	Hopkins Street/SH 80		Retrofit of 4-lane to 2-lane with continuous left turn lane, on-street parking, and pedestrian/bicycle improvements		
41-00057-00	Hays County	City of Kyle	Hays	Kyle Loop (NF 17)	FM 150 W	FM 1626		Construct new 4-lane divided		
41-00098-00	Hays County	City of San Marcos	Hays	Posey Rd (CR 235)	FM 2439 (Hunter Rd)	IH 35		Add safety improvements to 4-lane divided with grade separated UPRR crossing		
41-00063-00	Hays County	TxDOT	Hays	RM 12	FM 3237	RM 32		Add shoulders, median and turn lanes to 2-lane divided		
41-00067-00	Hays County		Hays	RM 12	RM 32	Old RR 12 /SH 80		Widen from 2-lane parkway□ to 4-lane parkway		
41-00066-00	Hays County		Hays	RM 12	FM 3238	Fitzhugh Rd		Add shoulders, median and turn lanes to 2-lane divided		
41-00062-00	Hays County		Hays	RM 12	Winters Mill	FM 3237		Construct new 2-lane divided		
41-00061-00	Hays County	TxDOT	Hays	RM 12	FM 150 W	Winters Mill		Add shoulders, median and turn lanes to 2-lane divided		
41-00072-00	Hays County		Hays	RM 2325	Blanco County Line	Jacobs Well		AddSHoulders, median and turn lanes to 2-lane divided		
41-00073-00	Hays County		Hays	RM 2325	Jacobs Well	RM 12		AddSHoulders, median and turn lanes to 2-lane divided		
41-00068-00	Hays County		Hays	RM 32	RM 12	Comal county line		Add shoulders, median and turn lanes to 2-lane divided		
41-00054-00	Hays County		Hays	SH 123	FM 110	Guadalupe County line		Widen from 4-lane divided to 6-lane divided with median and shoulders		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
41-00103-00	Hays County	City of Kyle|City of Buda	Hays	Shadow Creek Blvd	Hillside Terrace	Bebee Road		Construct new 2-lane divided		
41-00104-00	Hays County		Hays	Turnersville Rd Extension (RC 11)	SH 45 SE	FM 2001		Construct new 4-lane divided		
41-00105-00	Hays County		Hays	Turnersville Rd Extension (RC 11)	FM 2001	FM 110		Construct new 4-lane divided		
41-00128-00	Hays County		Hays	Turnersville Road (East Side Corridor) Interim	Main Street Extension (R-10)	Satterwhite Road (FM 107)		Construct 2-lane divided roadway on new location		
41-00140-00	Hays County		Hays	Turnersville Road (East Side Corridor) Interim	Rohde Road (FM 126)	High Road (FM 127)		Construct 2-lane divided roadway on new location		
41-00129-00	Hays County		Hays	Turnersville Road (East Side Corridor) Interim	Satterwhite Road (FM 107)	Rohde Road (FM 126)		Construct 2-lane divided roadway on new location		
41-00141-00	Hays County		Hays	Turnersville Road (East Side Corridor) Interim	High Road (FM 127)	Yarrington Road/CR 158		Construct 2-lane divided roadway on new location		
41-00108-00	Hays County		Hays	Yarrington Road	FM 110	SH 21		Realign 4-lane divided		
51-00138-00	Travis County		Travis	Bee Creek Rd	Lakehurst Blvd	FM 2322		Widen 2-lane undivided to a 2-lane divided (SAFE 2) with bike and pedestrian accommodations		
51-00118-00	Travis County		Travis	BRAKER LN	Taylor Ln	Burleson-Manor Rd		Construct new 4-lane divided roadway with bike and pedestrian accommodations		
51-00140-00	Travis County		Travis	County Line Rd	US 290 E	Littig Rd		Widen 2-lane undivided to a 4-lane divided with bike and pedestrian accommodations		
51-00163-00	Travis County		Travis	Dunlap Rd	FM 969	Harold Green Rd / Tesla Rd		Upgrade existing 2-lane roadway to a 2-lane divided roadway with bike lanes and sidewalks		
51-00156-00	Travis County		Travis	FERGUSON LN	Rundberg Ln	Arterial A		Widen 2-lane undivided and construct new4-lane divided with bike and pedestrian accommodations		
51-00166-00	Travis County		Travis	Fitzhugh Rd (Ph. 2)	US 290 W	Barton Creek Bridge		Widen 2-lane undivided to a 4-lane divided with bike and pedestrian accommodations		
51-00147-00	Travis County		Travis	Greenlawn Blvd	IH 35 N southbound frontage	Grand Avenue Pkwy		Upgrade existing 2-lane to a 4-lane divided with bike and pedestrian accommodations		
51-00146-00	Travis County		Travis	Hamilton Pool Rd	East side of Pedernales River	RM 12		Upgrade 2-lane undivided to a 2-lane divided with bike and pedestrian accommodations		
51-00158-00	Travis County		Travis	Hodde Ln	Rowe Ln	Cele Rd		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks		
51-00168-00	Travis County		Travis	Immanuel Rd (Ph. 2)	Killingsworth Ln	Crystal Bend Dr		Widen 2-lane divided to a 4-lane divided with bike and pedestrian accommodations.		
51-00129-00	Travis County		Travis	Old Kimbro Rd/Parsons Rd.	Blake Manor Rd	Old Kimbro Rd north of US 290 E		Widen 2-lane undivided and construct new 4-lane divided with bike lanes and sidewalks		
51-00162-00	Travis County		Travis	PEARCE LN	FM 973	KELLAM RD		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks		
51-00170-00	Travis County		Travis	Quinlan Park Rd	Country Trails Ln	Tierra Grande Trail		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks		
51-00494-00	Travis County		Travis	Slaughter Ln	US 183	Maha Loop Rd (Burklund Farms Rd)		Construct new and widen existing 2-lane undivided to a 4-lane divided roadway with bike and pedestrian accommodations		
71-00022-00	Travis County		Travis|Bastrop	Wolf Ln	SH 71 E	FM 535		Widen existing 2-lane undivided roadway to a 4-lane divided roadway with bike and pedestrian accommodations		
41-00146-00	TxDOT		Hays	FM 110	Yarrington	SH 123		WIDEN FROM 2-LANE DIVIDED TO 4-LANE Divided		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
51-00197-00	TxDOT		Hays	FM 110	IH 35 N	Yarrington Rd		WIDEN FROM 2-LANE DIVIDED TO 4-LANE Divided		
11-00062-00	TxDOT		Bastrop	FM 1209	SH 21	FM 969		Widen from 2-lane undivided to 4-lane divided		
51-00499-00	TxDOT		Travis	FM 1325	CR 172	Merrilltown Dr		Widen 4-lane to 4-lane divided		
51-00174-00	TxDOT		Travis	FM 1625	US 183	FM 1327		Widen 2-lane to 4-lane with raised median		
51-00175-00	TxDOT		Travis	FM 1626	IH 35	Menchaca Rd (FM 2304)		Widen 2-lane divided to 4-lane undivided with center turn lane		
51-00502-00	TxDOT		Hays	FM 1626	RM 967			Intersection Improvements		
51-00503-00	TxDOT		Hays	FM 1626	FM 2770			CONSTRUCT GRADE SEPERATION/INTERCHANGE		
11-00063-00	TxDOT		Bastrop	FM 1704	US 290	FM 969		Widen from 2?lane undivided to 4?lane divided		
51-00176-00	TxDOT		Travis	FM 1825 (Vision Dr)	Grand Avenue Pkwy	WELLS BRANCH PKWY		Widen 4-lane to 4-lane divided with raised median		
11-00064-00	TxDOT		Bastrop	FM 20	SH 71/SH 21	Caldwell CL		Widen from 2?lane undivided to 4?lane divided		
51-00177-00	TxDOT		Bastrop	FM 3000	SL 109	Old Lexington Rd		Widen from 2?lane undivided to 2?lane divided		
51-00505-00	TxDOT		Travis	FM 3177 (Decker Ln)	S of US 290	FM 969		Widen 4-lane to 4-lane divided with raised median		
11-00066-00	TxDOT		Bastrop	FM 535	East of Stony Point Drive	FM 20		Widen from 2-lane undivided to 4-lane divided		
51-00507-00	TxDOT		Travis	FM 734	Dessau			CONSTRUCT SPUI GRADE SEPERATION		
51-00180-00	TxDOT		Travis	FM 969	Hunters Bend Rd	Bastrop County Line		Widen 2-lane undivided to 4-lane divided with CLTL		
51-00513-00	TxDOT		Travis	FM 973	FM 969			CONSTRUCT GRADE SEPERATION/DIAMOND INTERCHANGE		
51-00184-00	TxDOT		Travis	FM 973	SH 71	US 183		WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED		
31-00290-00	TxDOT		Caldwell	IH 10	Guadalupe County Line	Gonzales County Line		Expand from 4-lane to 6-lane expressway		
41-00148-00	TxDOT		Hays	IH 35	Blanco River	River Ridge Parkway	0016-02-150	Operational Improvements and Ramp Reversals		
41-00121-00	TxDOT		Hays	IH 35	SH 45 SE	S of Posey Rd (Comal County Line)		IH 35 Future Transportation Corridor (2x2 Non tolled managed lanes)		
61-00219-00	TxDOT		Williamson	IH 35	SH 29	SH 130		IH 35 Future Transportation Corridor (2x2 Non tolled managed lanes)		
21-00005-00	TxDOT		Burnet	RM 1431	Mustang Dr	Williamson CL		Widen, add shoulders and safety improvements		
51-00203-00	TxDOT		Travis|Williamson	RM 620	US 183	RM 2222	0683-01-093, 0683-02-067	Reconstruct 4-lane undivided to frontage roads with 3 lanes in each direction and construct 2 managed lanes in each direction		
61-00085-00	TxDOT		Williamson	RM 620	Wyoming Springs	SH 45		Widen 4-lane undivided to 6-lane divided		
51-00533-00	TxDOT		Travis	SH 130/FM 685	Kelly Ln			CONSTRUCT DDI AT SH 130 WITH COLLECTOR DISTRIBUTORS		
31-00008-00	TxDOT		Caldwell	SH 142	SH 80	SH 130	0384-01-026	Widen from a 2-lane undivided to a 4-lane divided roadway with an overpass at CR 238.		
61-00087-00	TxDOT		Williamson	SH 195	APPROX 2930' NORTH OF SHELL RD	APPROX 3720' SOUTH OF SHELL RD	0440-02-016	CONSTRUCT OVERPASS		
41-00124-02	TxDOT		Caldwell|Hays	SH 21	SH 130	SH 80		Widen from 2-lane undivided to 4-lane divided		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
41-00124-01	TxDOT		Caldwell	SH 21	Bastrop County Line	SH 130	0471-04-036	Widen 2-lane undivided roadway to 4-lane divided with a raised median		
41-00124-00	TxDOT		Bastrop	SH 21	SH 71	Caldwell County line		Widen from 2-lane undivided to 4-lane divided		
11-00009-00	TxDOT		Bastrop	SH 21	Lee County Line	0.70 mi E of FM 1441		Widen from 2-lane undivided to 4-lane divided		
61-00230-00	TxDOT		Williamson	SH 29	Corridor E3 / Corridor E4	SH 95		Widen 2-lane with a continuous left turn lane to 6-lane divided		
71-00011-00	TxDOT		Bastrop	SH 304	SH 21	Gonzales County Line		Widen from 2-lane undivided to 4-lane divided		
41-00198-00	TxDOT		Travis	SH 45	At Escarpment Blvd		1200-06-014	Construct U-turn lanes for west and eastbound SH 45 frontage roads at Escarpment Blvd		
51-00209-00	TxDOT		Travis	SH 71	Blanco County Line	Silvermine Dr		Widen from 4-lane undivided to 6-lane divided		
31-00010-00	TxDOT		Caldwell	SH 80	SH 21	US 183		Widen from 2-lane undivided to 4-lane divided		
11-00012-00	TxDOT		Bastrop	SH 95	SH 21/Bastrop	US 290/Elgin		Widen from 2-lane undivided to 4-lane divided		
61-00088-00	TxDOT		Williamson	SH 95	US 79	US 290		Widen from 3-lane undivided to 4-lane divided		
61-00089-00	TxDOT		Williamson	SH 95	FM 487	FM 397		Widen from 4-lane undivided to 4-lane divided		
51-00214-00	TxDOT		Travis	SL 360	US 183			Interchange capacity		
31-00011-00	TxDOT		Caldwell	US 183	US 90	FM 20		Reconstruct existing 4-lane to 4-lane divided		
21-00015-00	TxDOT		Burnet	US 281	Lampasas County Line	Burnet City Limits	0252-02-058	Widen 4-lane undivided to 4-lane with continuous left turn lane		
51-00552-00	TxDOT		Hays	US 290	Roger Hanks Pkwy	E of Rob Shelton Dr	0113-07-080	Upgrade 4-lane divided to 6-lane divided with center turn lane		2025 2026
41-00125-00	TxDOT		Hays	US 290	Roger Hanks Pkwy	Blanco CL	0113-07-070	Reconstruct from 4-lane undivided to 4-lane divided		
61-00010-01	Williamson County		Williamson	ANDERSON MILL ROAD EXTENSION	MC NEIL ROAD	Grand Avenue Parkway		CONSTRUCT 3 LANES OF A FUTURE 6 LANES		
61-00249-00	Williamson County		Williamson	ANDERSSON MILL ROAD	US 183	McNeil RD		CONSTRUCT 3 LANES OF ULTIMATE 6-LANE ROADWAY		
61-00176-00	Williamson County		Williamson	ARTERIAL K	IH 35	EAST WILCO HIGHWAY (CORRIDOR E)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		
61-00177-00	Williamson County		Williamson	ARTERIAL K	IH 35	EAST WILCO HIGHWAY (CORRIDOR E)		Widen 2-lane with a continuous left turn lane to 6-lane divided		
61-00107-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	FM 619	RONALD REAGAN EXTENSION / FM 1063		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		
61-00098-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	SH 95	FM 619		Widen 2-lane with a continuous left turn lane to 6-lane divided		
61-00168-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	FM 619	RONALD REAGAN EXTENSION / FM 1063		Widen 2-lane with a continuous left turn lane to 6-lane divided		
61-00257-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	SH 130	SH95		CONSTRUCT 4-CONTOLLED ACCESS LANES WITH RAMPS		
61-00258-00	Williamson County		Williamson	CORRIDOR J	US 183	IH 35		CONSTRUCT 4-CONTOLLED ACCESS LANES WITH RAMPS		
61-00242-00	Williamson County		Williamson	CORRIDOR L	RONALD REAGAN BOULEVARD	SAMSUNG HIGHWAY (CORRIDOR A)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
61-00243-00	Williamson County		Williamson	CORRIDOR M	Williamson County Line	RONALD REAGAN EXTENSION		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		
61-00185-00	Williamson County		Williamson	CR 100	CHANDLER ROAD	CR 130		RECONSTRUCT AS 3-LANE ROADWAY		
61-00153-00	Williamson County		Williamson	CR 118	CR 119	SH 130		CONSTRUCT 3 LANE OF FUTURE 6 LANE		
61-00194-00	Williamson County		Williamson	CR 130	FM 1660	SH 29		CONSTRUCT 3 LANE OF FUTURE 6 LANE		
61-00101-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	SH 130	IH 35		WIDEN 6-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION		
61-00253-00	Williamson County		Williamson	GEORGETOWN BYPASS	SH 29 WEST OF GEORGETOWN	IH 35		CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS		
61-00254-00	Williamson County		Williamson	GEORGETOWN BYPASS OF SH 29	IH 35	SH 29 EAST OF GEORGETOWN		CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS		
61-00182-00	Williamson County		Williamson	GEORGETOWN-GRANGER CONNECTOR (CORRIDOR C)	SE INNER LOOP	SH 130		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED		
61-00142-00	Williamson County		Williamson	GEORGETOWN-GRANGER CONNECTOR (CORRIDOR C)	SH 130	EAST WILCO HIGHWAY (CORRIDOR E)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		
61-00144-00	Williamson County		Williamson	GEORGETOWN-GRANGER CONNECTOR (CORRIDOR C)	EAST WILCO HIGHWAY (CORRIDOR E)	SH 95		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		
61-00143-00	Williamson County		Williamson	GEORGETOWN-GRANGER CONNECTOR (CORRIDOR C)	SH 130	EAST WILCO HIGHWAY (CORRIDOR E)		Widen 2-lane with a continuous left turn lane to 6-lane divided		
61-00145-00	Williamson County		Williamson	GEORGETOWN-GRANGER CONNECTOR (CORRIDOR C)	EAST WILCO HIGHWAY (CORRIDOR E)	SH 95		Widen 2-lane with a continuous left turn lane to 6-lane divided		
61-00181-00	Williamson County		Williamson	IH 35 AT INNER LOOP	CR 239IH 35 AT INNER LOOP			BRIDGE REPLACEMENT AND INTERSECTION IMPROVEMENT		
61-00218-00	Williamson County		Williamson	JARRELL ARTERIAL (CR 239)	SH 29	FM 487		RECONSTRUCT AS 2-LANES OF FUTURE 4-LANE ROADWAY		
61-00117-00	Williamson County		Williamson	LIBERTY HILL BYPASS	RM 1869	CR 279 / BAGDAD ROAD		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED		
61-00120-00	Williamson County		Williamson	LIBERTY HILL BYPASS	CR 279 / BAGDAD ROAD	183A		WIDEN 2-LANE TO A 4-LANE DIVIDED		
61-00113-00	Williamson County		Williamson	LIBERTY HILL BYPASS	SH 29	RM 1869		WIDEN 2-LANE TO A 4-LANE DIVIDED		
61-00116-00	Williamson County		Williamson	LIMMER LOOP	PARMER LANE (FM 734)	SH 130		RECONSTRUCT AS 3-LANE ROADWAY		
61-00111-00	Williamson County		Williamson	RM 2243	183A	Southwest Bypass		Widen 2-lane undivided to 4-lane controlled access facility with 3-lane frontage raods in each direction.		
61-00260-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD	FM 1431	SH 29		CONSTRUCT 4-MANAGED LANES WITH RAMPS		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
61-00261-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD	SH 29	IH 35		CONSTRUCT 4-MANAGED LANES WITH RAMPS		
61-00158-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION	SH 95	CR 363		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		
61-00159-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION	CR 363	CR 425		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		
61-00160-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION	CR 425	US 79		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		
61-00269-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION	US 79	CR 472		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		
61-00157-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D)	EAST WILCO HIGHWAY (CORRIDOR E)	SH 95		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		
61-00162-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D)	CR 472	WILLIAMSON / LEE COUNTY LINE		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE		
61-00259-00	Williamson County		Williamson	RONALD REAGAN EXTENSION (CORRIDOR D)	IH 35	SH 95		CONSTRUCT 4-MANAGED LANES WITH RAMPS		
61-00251-00	Williamson County		Williamson	TAYLOR BYPASS	SH 95 SOUTH	US 79		CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS		
61-00252-00	Williamson County		Williamson	TAYLOR BYPASS	US 79	SH 95 North		CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS		
61-00250-00	Williamson County		Williamson	TAYLOR BYPASS	FM 973	SH 95		CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
53-00041-00	Austin Transit Partnership		Travis	Priority Extension (Guadalupe / N. Lamar)	Guadalupe @ 38th St.	N. Lamar @ Airport Blvd.		Light Rail extension project to expand service north along Guadalupe and N. Lamar to connect to the Crestview Station		
53-00042-00	Austin Transit Partnership		Travis	Priority Extension (Riverside Dr. / AUS)	Riverside Dr. @ Yellow Jacket	Airport Commerce Dr. @ Austin airport (AUS)		Light Rail extension project to expand service to the Austin airport (AUS)		
53-00010-00	CapMetro		Travis	Airport Blvd, US 290 Service Rd, Cameron/Dessau Rd, Parmer Ln, McAllen Pass, Center Ridge Dr	Highland Mall Blvd	Tech Ridge Park & Ride		Cameron/Dessau BRT Light (Rapid) line from ACC Highland to Tech Ridge park & ride. This line would mainly follow Cameron/Dessau road and have 8 stops along the line including the activity centers of ACC Highland, Norwood & Tech Ridge. There would be 2 park & rides on the line at ACC Highland (shared with Blue Line) and Tech Ridge (shared with Orange Line)		
53-00006-00	CapMetro		Travis	Burnet Rd, 45th St, Lamar Blvd, 5th/6th St	Palm Way	Guadalupe St		Burnet BRT Light (Rapid) line from the Domain to Republic Square. This line would mainly follow Burnet road and have 18 stops along the line including the activity centers of Domain, Triangle, University of Texas, Capitol Complex & Downtown Austin. There would be 1 park & ride at Domain (shared park & ride with Red Line).		
53-00026-00	CapMetro		Travis|Bastrop	Capital Metro Track	Manor	Elgin		Expansion of the Green Line commuter rail line extending out from Manor to Elgin. Approximately 12 miles of existing freight track would be upgraded to passenger service with 1 additional station in Elgin. There is potential for 1 park & ride in Elgin. 2 new vehicles are purchased for service.		
53-00009-00	CapMetro		Travis	Enfield Rd, Guadalupe/Lavaca St, MLK Blvd	Lake Austin Blvd	Decker Ln		MLK BRT Light (Rapid) line from west Austin to northeast Austin. This line would mainly follow Enfield road and MLK Blvd and have 12 stops along the line including the activity centers of Exposition, Capitol Complex & University of Texas. There would be 2 park & rides on the line at Redbud (shared with 7th/Lake Austin BRT light) and Decker Ln.		
53-00004-00	CapMetro		Travis	Lake Austin Boulevard, 5th/6th Streets, Guadalupe/Lavaca Streets, 7th Street, Shady Lane	Enfield Rd	Cesar Chavez St		7th/Lake Austin BRT Light (Rapid) line from west Austin to east Austin. This line would be approximately 8 miles long and mainly follow Lake Austin and 7th Street and have 10 stops along the line including the activity centers of Downtown, Saltillo, and Govalle. There would be two park & rides at Redbud and Shady Ln as well as connections to the CARTS Eastside Bus Plaza at Shady Ln.		
53-00017-00	CapMetro		Travis	Lyndhurst St, Lakeline Blvd, Parmer Ln	LAKELINE MALL DR	Old Highway 20		Parmer BRT Light (Rapid) line from Lakeline Station to Wildhorse. This line would mainly follow Parmer Road road and have stops along the line including the activity centers of Lakeline Station, new Apple Campus, Tech Ridge, Samsung & Wildhorse. There would be 2 park & rides on the line at Lakeline station (shared with Red Line) and Wildhorse (shared with Green Line)		
43-00002-00	CARTS		Hays	Dripping Springs to Buda/Kyle Express Bus Service	Downtown Dripping Springs	Downtown Kyle/Downtown Buda		Dripping Springs to Buda/Kyle Express Bus Service		

MPO ID	Sponsor	Co Sponsor	County	Roadway/Facility	Limits From/At	Limits To	CSJ	Description	TIP Inclusion	UTP Inclusion
43-00001-00	CARTS		Hays	Dripping Springs/Wimberley to San Marcos Express Bus Service	Downtown Dripping Springs to Downtown Wimberley	CARTS San Marcos Transit Center/TxSU		Dripping Springs/Wimberley to San Marcos Express Bus Service		
73-00010-00	CARTS		Hays|Travis	Dripping Springs-Austin Express Bus Service	Downtown Dripping Springs	Downtown Austin/UT		Dripping Springs-Austin Express Bus Service		
73-00009-00	CARTS		Caldwell|Hays	Lockhart-San Marcos Express Bus Service	Downtown Lockhart	CARTS San Marcos Transit Center/TxSU		Lockhart-San Marcos Express Bus Service		
73-00007-00	CARTS		Caldwell|Travis	Luling/Lockhart to Austin Express Bus Service	Downtown Luling to Downtown Lockhart	Downtown Austin/UT		Luling/Lockhart to Austin Express Bus Service		
73-00008-00	CARTS		Caldwell|Travis	Luling-San Marcos Express Bus Service	Downtown Luling	CARTS San Marcos Transit Center/TxSU		Luling-San Marcos Express Bus Service		
73-00011-00	CARTS		Burnet|Travis	Marble Falls - Oak Hill Express Bus Service	CARTS Marble Falls Transit Station	Capital Metro Oak Hill Park-and-Ride		Marble Falls - Oak Hill Express Bus Service		
73-00012-00	CARTS		Burnet|Travis	Marble Falls-Burnet-Bertram-Liberty Hill-Austin Express Bus Service	CARTS Marble Falls Transit Station	Downtown Austin/UT		Marble Falls-Burnet-Bertram-Liberty Hill-Austin Express Bus Service		
13-00001-00	CARTS		Bastrop|Travis	Smithville-Bastrop-Austin Express Bus Service	CARTS Smithville Transit Station	CARTS Bastrop Transit Station		Smithville-Bastrop-Austin Express Bus		