TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, April 13, 2026
2:00 p.m.

Livestream at www.campotexas.org

Persons with Disabilities: Upon request, reasonable accommodations are provided. Please call 737-230-3575 at least three (3) business days prior to the meeting to arrange for assistance.

Transportation from Transit Stops: Upon request, transportation vouchers from adjacent transit stops are available. Please call 737-230-3575 at least three (3) business days prior to the meeting to arrange for a voucher.

AGENDA

1. Certification of Quorum – Quorum requirement is 12 members.
   ..... Council Member Rudy Metayer, Chair

2. Public Comments
   The public is invited to comment on transportation-related topics in the CAMPO geographic area. The number of speakers and speaker time limits are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, April 9, 2026.

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

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

3. Executive Session..... Council Member Rudy Metayer, Chair
   The Transportation Policy Board will recess to an Executive Session, if needed.

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

PUBLIC HEARING:
The public is invited to comment on agenda items 5. Speakers must adhere to the three (3) minute time limit. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, April 9, 2026.

5. Public Hearing and Presentation on Draft 2027-2030 Transportation Improvement Program (TIP) and Amendment to 2050 Regional Transportation Plan (RTP)..... Mr. Ryan Collins, CAMPO
Mr. Collins will present the draft 2027-2030 Transportation Improvement Program (TIP), amendments to the 2050 Regional Transportation Plan (RTP), and provide opportunity for public comment.

The public is invited to comment on agenda items 6-14. Speaker time limits and the number of speakers for each topic are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, April 9, 2026.

6. Discussion and Take Appropriate Action on February 9, 2026 Meeting Minutes
..... Council Member Rudy Metayer, Chair
Chair Metayer will request Transportation Policy Board approval of the February 9, 2026 meeting minutes.

7. Discussion and Take Appropriate Action on FYs 2026 & 2027 Unified Planning Work Program (UPWP) Amendment #2..... Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will present UPWP Amendment #2 and request Transportation Policy Board approval with accompanying Resolution 2026-4-7.

8. Discussion and Take Appropriate Action on Standard Contract Template Revisions
.....Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will present the standard contract template revisions and request Transportation Policy Board approval.

9. Discussion and Take Appropriate Action on Braker Lane North Funding and Scope Change
.....Mr. Ryan Collins, CAMPO
Mr. Collins will present the recommended option for the Braker Lane North Project and request Transportation Policy Board approval with accompanying Resolution 2026-4-9.

10. Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiation on Eanes Creek Trail Feasibility Study Contract..... Mr. Nicholas Samuel, CAMPO
Mr. Samuel will request Transportation Policy Board authorization for the CAMPO Executive Director to begin negotiations with the top-ranked firm on the Eanes Creek Trail Feasibility Study contract.

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11. Briefing on MoPac South Environmental Study…….. Mr. James Bass, CTRMA
Mr. Bass will provide an overview of the study scope and goals and discuss next steps.

12. Discussion on 2026 Federal Performance Measure Targets…….. Mr. Nirav Ved, CAMPO
Mr. Ved will present the 2026 performance measure targets updates.

13. Discussion on Construction Partnership Interlocal Agreement (ILA)…….. Mr. Nirav Ved, CAMPO
Mr. Ved will provide an overview of the Construction Partnership Program, a multi-agency effort to ensure construction and closure coordination occurs among agencies and with the traveling public during a period of large construction projects in the region.

14. Update on 2028-2031 Call for Projects…….. Mr. Ryan Collins, CAMPO
Mr. Collins will provide an update on the 2028-2031 Call for Projects.

15. Executive Director's Report on Transportation Planning Activities

16. Announcements
    a. Transportation Policy Board Chair Announcements
    b. Next Technical Advisory Committee Meeting, April 27, 2026 – 2:00 p.m.
    c. Next Transportation Policy Board Meeting, May 11, 2026 – 2:00 p.m.

17. Adjournment

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

Transportation from Transit Stops:
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Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting
via Microsoft Teams
Meeting Minutes
March 23, 2026 – 2:00 p.m.

Livestream at: www.campotexas.org

1. Certification of Quorum ..... Ms. Emily Barron, Chair

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:00 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate/ Attended By
1.	Richard Mendoza, P.E.	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Lila Valencia	City of Austin	Y	
4.	Randall Skinner	City of Cedar Park	Y	
5.	Lua Saluone	City of Georgetown	N	
6.	Mike Trimble	City of Kyle	N	Ravali Kosaraju
7.	Ann Weis	City of Leander	Y	
8.	Emily Barron, Chair	City of Pflugerville	Y	
9.	Brian Kuhn	City of Round Rock	Y	
10.	Shaun Condor, P.E.	City of San Marcos	Y	
11.	Kayla Ewt	Bastrop County	Y	

12.	Alondria Macias	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Russell Sander	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	Y	
16.	David Fowler	Caldwell County (Smaller Cities)	Y	
17.	Marti Reich	Hays County	Y	
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Michelle Meaux, AICP	Travis County	Y	
20.	Charlie Watts	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	N	
22.	Matt Rector	Williamson County (Smaller Cities)	N	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	N	Oscar Solis, P.E.
25.	Sharmila Mukherjee	Capital Metro	N	Katherine Youngbluth
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

2. Approval of February 23. 2026 Meeting Summary

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the February 23, 2026 meeting summary, as presented.

Mr. Charlie Watts moved for approval of the February 23, 2026 meeting summary, as presented.

Ms. Michelle Meaux seconded the motion.

The motion prevailed unanimously.

Video of this item can be viewed here. Start Video at 00:10:20

3. Update on Regional Transit Coordination Committee (RTCC)

The Chair recognized Ms. Simone Serhan, CAMPO Regional Planner who informed the Committee that the RTCC provides coordination support for transportation organizations, health and human services agencies, and other transit providers. Ms. Serhan identified and discussed RTCC goals, service areas, transportation providers, service recipients, and online funding resources. Ms. Serhan also highlighted RTCC mapping tools and functions.

Ms. Serhan later informed the Committee that the RTCC Plan is currently being updated and serves as a toolbox for regional coordination. Ms. Serhan added that the staff is working on provider profiles. The update concluded without questions or comments.

Video of this item can be viewed here. Start Video at 00:11:04

4. Discussion on Presentation of 2027-2030 Transportation Improvement Program (TIP) and Amendments to 2050 Regional Transportation Plan (RTP)

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who provided a brief overview of the TIP and 2050 RTP. Mr. Collins reported that the 2050 RTP is adopted every five (5) years and the TIP is adopted biennially. Mr. Collins further reported that the TIP and RTP are amended regularly and noted that there are no amendments to the current TIP, which is the 2025-2028 TIP. Mr. Collins informed the Committee that a public hearing for the 2027-2030 TIP and amendments to the 2050 RTP will be held on April 13, 2026 at the next Transportation Policy Board Meeting. Mr. Collins later provided a high-level overview of the contents of the 2027-2030 TIP and presented a visual representation of the 2027-2030 TIP and amendments to the 2050 RTP.

Mr. Will Lisska, CAMPO Regional Planning Manager later identified and briefly discussed a total of four (4) amendments to the 2050 RTP for Burnet, Caldwell, Travis, and Hays Counties.

Ms. Doise Miers, CAMPO Community Outreach Manager informed the Committee that the public comment period for the 2027-2030 TIP and amendments to the 2050 RTP began on March 16, 2026 and will close on April 20, 2026. Ms. Miers provided a calendar of upcoming in-person public outreach events in each county. Ms. Miers briefly discussed various options for submitting public comment and added that opportunity to provide public comments during the online open house which opened on March 16, 2026 will also be available. The Committee was informed that a summary of the public comments received will be provided to the TAC for review and recommendation at the close of the public comment period. The presentation concluded without questions or comments.

Video of this item can be viewed here. Start Video at 00:18:13

5. Update on 2028-2031 Call for Projects

The Chair recognized Mr. Ryan Collins who continued with an update on the 2028-2031 Call for Projects. Mr. Collins informed the Committee that the project application review and readiness assessment process is in progress and noted that the deadline for the review process is April 10, 2026. Mr. Collins provided a brief overview of the project application review and readiness assessment processes.

Mr. Collins later highlighted the determination framework for the readiness (Risk) Assessment, foundation for project recommendation, and schedule for the 2028-2031 Call for Projects. The update concluded without questions or comments.

Video of this item can be viewed here. Start Video at 00:25:05

6. Report on Transportation Planning Activities

Mr. Chad McKeown, CAMPO Deputy Executive Director informed the Committee that CAMPO Staff did not have any transportation planning activities to report.

Video of this item can be viewed here. Start Video at 00:33:04

7. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on April 13, 2026 at 2:00 p.m. The Chair also announced that the next Technical Advisory Committee Meeting will be held on April 27, 2026 at 2:00 p.m.

Video of this item can be viewed here. Start Video at 00:33:24

8. Adjournment

The March 23, 2026 meeting of the Technical Advisory Committee was adjourned at 2:23 p.m.

Date:	April 13, 2026
Continued From:	N/A
Action Requested:	Information

To:	Transportation Policy Board
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	5
Subject:	Public Hearing and Presentation of 2027-2030 Transportation Improvement Program (TIP) and Amendments to 2050 Regional Transportation Plan (RTP)

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) is conducting community outreach for the upcoming 2027-2030 Transportation Improvement Program (TIP) as well as the routine amendment cycle for the 2050 Regional Transportation Plan (RTP). This process includes a public hearing, 30-days of public comment, in-person and online open houses, and concludes with direct approval by the Transportation Policy Board as detailed in both the Public Participation Plan and Amendment Procedures. Please refer to Attachment A for a summary of the 2027-2030 TIP and submitted amendments to the 2050 RTP.

FINANCIAL IMPACT

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

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

Attachment A – *2027-2030 TIP Project List and 2050 RTP Amendment Summary*
Attachment B – Online Open House

2027- 2030 Transportation Improvement Program – Highway Projects (Draft for Public Comment)										
MPO ID	CSJ	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Fiscal Year	Total Cost
11-00010-00	0265-03-042	Bastrop	TxDOT	SH 71	0.04 MI W of Holman Lane	0.07 MI E of Still Forest Drive	Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	Construction	2027	$85,620,333.00
11-00011-00	0265-03-041	Bastrop	TxDOT	SH 71	Zip Lost Pines Way	SH 21	Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	Construction	2030	$161,370,436.00
21-00001-00	0914-24-028	Burnet	TxDOT	Wirtz Dam Road	RM 1431	RM 2147	Construct bridge over Lake LBJ and add 2-lane roadway in each direction.	Construction	2028	$49,299,488.00
41-00117-00	0914-33-113	Hays	Hays County	Old Kyle Road	RM 12	RM 3237	Multimodal improvements, conversation from two-way to one-way facility, and construction of roundabout at Blue Hole Lane.	Construction	2027	$4,961,957.00
41-00126-00	1197-01-029	Hays	Hays County	RM 150	At RM 12	-	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.	Construction	2027	$5,848,972.00
41-00196-00	0914-33-076	Hays	Hays County	FM 150	Burleson Street	Kohlers Crossing	Relocation of the UP Rail-Siding in downtown Kyle where it crosses FM 150 to north of FM 1626	Construction	2028	$28,919,021.00
51-00189-01	0015-13-423	Travis	TxDOT	IH 35	51st Street	Martin Luther King Jr. Boulevard	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.	Construction	2029	$2,594,120,187.00
51-00189-05	0015-13-432	Travis	TxDOT	IH 35	US 290E	Martin Luther King Jr. Blvd.	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.	Construction	2027	$251,110,932.00
51-00189-08	0015-13-437	Travis	TxDOT	IH 35	Martin Luther King Jr. Blvd.	Holly Street	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.	Construction	2027	$490,743,039.00
51-00189-09	0015-13-441	Travis	TxDOT	IH 35	US 290E	51st Street	Reconstruct IH-35, add 1 northbound and 1 southbound non-tolled managed lanes, construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	Construction	2027	$188,329,938.00

Draft for Public Comment

51-00189-11	0015-13-452	Travis	TxDOT	IH 35	US 290 East	Holly Street	Relocate Austin Water facilities that are in conflict with IH 35 Cap Ex Central project including water and waste water lines.	Construction	2027	$158,852,740.00
51-00189-12	0914-04-373	Travis	TxDOT	Various	Along Colorado River from South Congress Ave.	South 1st Street	Construct boardwalk extension as mitigation for IH-35 Capital Express Central	Construction	2028	$30,218,822.00
51-00189-13	0015-13-461	Travis	TxDOT	IH 35	At 4th St. CapMetro Red Line	-	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.	Construction	2027	$9,400,000.00
51-00189-14	0015-13-462	Travis	TxDOT	IH 35	Howard Lane	Parmer Lane	Construct a bus-only direct connector from IH 35 managed lanes to CapMetro Tech Ridge Park and Ride	Construction	2027	$13,412,278.00
51-00191-00	0265-01-113	Travis	TxDOT	SH 71	SH 71/US 183 Interchange	Presidential Boulevard	Construct 3-lane eastbound frontage road, 1-lane direct connector from 183S to 71E and 1-lane direct connector from 183N to 71E	Construction	2030	$84,953,181.00
51-00205-01	0440-06-030	Travis	TxDOT	SH 130	Gattis School Road	RM 685	Widen from 4 to 6-lane facility, adding 1 lane in each direction on main lanes.	Construction	2027	$65,735,846.00
51-00213-00	0113-13-167	Travis	TxDOT	SL 360	At Spicewood Springs	-	Grade separate current at-grade signalized intersection	Construction	2030	$89,466,648.00
51-00217-00	0113-13-169	Travis	TxDOT	SL 360	At Lakewood Drive	-	Grade-separate current at-grade signalized intersection with SL 360 main-lane overpass	Construction	2029	$92,949,052.00
51-00222-00	0914-04-314	Travis	City of Austin	West Rundberg Lane	Metric Blvd	Burnet Road	Extend current roadway as a four-lane divided arterial with sidewalks, bike lanes, and new signalized intersection.	Construction	2028	$21,603,880.00
51-00225-00	0914-05-194	Williamson	City of Austin	Lakeline Blvd	Parmer Lane	Lyndhurst Street	Reconstruct South Lakeline Blvd from a 2-lane undivided roadway to a 4-Lane divided roadway with sidewalks and bike path.	Construction	2027	$26,160,341.00
51-00230-00	0914-04-329	Travis, Bastrop	Travis County	Pearce Lane	Kellam Road	Wolf Lane	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks.	Construction	2028	$84,331,307.00
51-00230-01	0807-05-024	Bastrop	Travis County	FM 535	Travis County Line	East of Stoney Point Drive	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	Construction	2028	$18,123,842.00
51-00299-00	0000-00-000	Travis	City of Austin	Barton Springs Road	Lou Neff	Azie Morton	Bridge replacement with bicycle and pedestrian accommodations.	Engineering, ROW, Construction	2028	$40,000,000.00

Draft for Public Comment

51-00509-00	1149-01-033	Travis	TxDOT	FM 812	0.02 Miles West of SH 130 Southbound Frontage Road	Peterson Road	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.	Construction	2028	$83,537,346.00
51-00551-00	0683-07-013	Travis	TxDOT	SH 45	Williamson County Line	SH 130	Restripe existing eastbound main lanes from 2 lanes to 3 lanes	Construction	2027	$3,394,139.00
52-00238-00	0440-09-005	Williamson	Williamson County	SH 195	1.33 MI W of Ronald Reagan Blvd	0.60 MI E of Ronald Reagan Blvd	Interchange improvements on SH 195 including the addition of two entrance ramps and one exit ramps.	Construction	2030	$20,772,834.00
61-00073-00	0914-05-238	Williamson	TxDOT	183A	Hero Way	SH 45N	Widen from 3 toll lanes to 4 toll lanes northbound and southbound.	Construction	2028	$197,207,538.00
61-00086-01	0440-05-015	Williamson	TxDOT	SH 130	IH 35	Gattis School Road	Widen from 4 to 6-lane facility, adding 1 lane in each direction on main lanes.	Construction	2027	$328,679,230.00
61-00191-00	2103-01-036	Williamson	City of Georgetown	RM 2243 (Leander Rd)	SW Bypass	Norwood Drive	Upgrade from a two-lane to a four-lane divided with center turn lane and new traffic signals and pedestrian improvements	Construction	2027	$21,703,460.00
61-00224-00	0440-05-016	Williamson	TxDOT	SH 130	At Gattis School Road	-	Construct diverging diamond intersection	Construction	2027	$19,174,374.00
61-00274-00	0683-06-035	Williamson	TxDOT	SH 45	A.W. Grimes	Travis County Line	Restripe existing eastbound main lanes from 2 lanes to 3 lanes	Construction	2027	$4,148,392.00
61-00275-00	0015-10-073	Williamson	TxDOT	IH 35	SH 45N	Grand Avenue Parkway	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	Construction	2027	$224,824,398.00

Draft for Public Comment

2027- 2030 Transportation Improvement Program – Transit Projects (Draft for Public Comment)									
MPO ID	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Fiscal Year	Total Cost
43-00011-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Public Transit Operations	Operations	2030	$10,858,014.00
43-00012-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Revenue Rolling Stock	Capital, Operations, Administration	2029	$161,042.00
43-00013-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Public Transit Operations	Operations	2029	$10,415,760.00
43-00014-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Revenue Rolling Stock	Capital, Operations, Administration	2030	$165,873.00
53-00040-03	Travis	Austin Transit Partnership	Various	Various	Various	Austin Light Rail Phase I (Guadalupe / 3rd St. / Trinity / S. Congress / Riverside Dr.)	Capital	2027	$190,100,000.00
53-00040-04	Travis	Austin Transit Partnership	Various	Various	Various	Austin Light Rail Phase I (Guadalupe / 3rd St. / Trinity / S. Congress / Riverside Dr.)	Capital	2028	$198,000,000.00
61-00118-00	Williamson	City of Round Rock	Various	Various	Various	Facility Improvements and Upgrades	Capital	2027	$133,862.00
61-00133-00	Williamson	City of Round Rock	Various	Various	Various	Facility Improvements and Upgrades	Capital	2028	$137,875.00
63-27000-00	Williamson	City of Round Rock	Various	Various	Various	Other capital program items including ADA complementary paratransit service, capital cost of contracting.	Operations	2028	$2,612,000.00
63-27001-00	Williamson	City of Round Rock	Various	Various	Various	Other capital program items including ADA complementary paratransit service, capital cost of contracting.	Operations	2029	$2,750,000.00
63-27002-00	Williamson	City of Round Rock	Various	Various	Various	Other capital program items including ADA complementary paratransit service, capital cost of contracting.	Operations	2030	$2,825,000.00
63-27003-00	Williamson	City of Round Rock	Various	Various	Various	Facility Improvements and Upgrades	Capital	2029	$150,000.00

Draft for Public Comment

63-27004-00	Williamson	City of Round Rock	Various	Various	Various	Facility Improvements and Upgrades	Capital	2030	$162,500.00
73-00095-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operations, Administration	2027	$2,377,252.00
73-00100-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital	2027	$2,437,687.00
73-00101-00	Travis	CapMetro	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.	Capital, Operations, Administration	2027	$51,669,876.00
73-00102-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2027	$8,153,312.00
73-00103-00	Travis	CapMetro	Various	Various	Various	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2027	$6,443,379.00
73-00104-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2027	$4,220,659.00
73-00106-00	Travis	CapMetro	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.	Capital	2028	$51,669,876.00
73-00107-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2028	$8,153,312.00
73-00108-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operations, Administration	2027	$2,437,687.00
73-00109-00	Travis	CapMetro	Various	Various	Various	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2028	$6,443,379.00
73-00110-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2028	$4,220,659.00
73-00111-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operations, Administration	2028	$2,437,687.00

Draft for Public Comment

73-00115-00	Williamson	City of Round Rock	Various	Various	Various	On Demand	Operations	2027	$752,500.00
73-00115-01	Williamson	City of Round Rock	Various	Various	Various	Other capital program items including ADA complementary paratransit service, capital cost of contracting.	Operations	2027	$1,314,000.00
73-00118-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Public Transit Operations	Operations	2027	$9,936,620.00
73-00119-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Public Transit Operations	Operations	2028	$10,234,718.00
73-00122-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Revenue Rolling Stock	Capital, Operations, Administration	2027	$158,123.00
73-00123-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Revenue Rolling Stock	Capital, Operations, Administration	2028	$162,866.00
73-27000-00	Travis	CapMetro	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.	Capital, Operations, Administration	2029	$51,669,876.00
73-27001-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2029	$8,153,312.00
73-27002-00	Travis	CapMetro	Various	Various	Various	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2029	$6,443,379.00
73-27003-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2029	$4,220,659.00
73-27004-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operations, Administration	2029	$2,437,687.00
73-27005-00	Travis	CapMetro	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.	Capital, Operations, Administration	2030	$51,669,876.00
73-27006-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2030	$8,153,312.00

Draft for Public Comment

73-27007-00	Travis	CapMetro	Various	Various	Various	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2030	$6,443,379.00
73-27008-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2030	$4,220,659.00
73-27009-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operations, Administration	2030	$2,437,687.00

Draft for Public Comment

2050 Regional Transportation Plan – Amendments (Draft for Comment)											
MPO ID	CSJ	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Fiscal Year	Total Cost	Amendment Detail
21-00014-00	0252-02-058	Burnet	TxDOT	US 281	1.5 MI N of SH 71	2.00 MI S of SH 71	Reconstruct interchange and construct 2-lane frontage roads	Construction	2031	$226,240,000	**Project Description:** Updating existing project description from "reconstruct interchange" to include the addition of 2-lane frontage roads in each direction. **Let Year:** Updating anticipated Let Year from 2030 to 2031
31-00008-00	0384-01-026	Caldwell	TxDOT	SH 142	SH 80	SH 130	Widen existing SH 142 from 2-lane undivided to a 4-lane divided facility, with overpass over new CR 238 intersection	Construction	N/A*	N/A*	**Project Description:** Updating existing illustrative project description from a 6-lane widening project to a 4-lane divided roadway with an overpass at CR 238.
41-00198-00	1200-06-014	Travis	TxDOT	SH 45	At Escarpment Blvd	-	Construct U-turn lanes for west and east bound SH 45 frontage roads at Escarpment Blvd	Construction	N/A*	N/A*	**New Listing:** Adding to illustrative list.
51-00552-00	0113-07-080	Hays	TxDOT	US 290	Roger Hanks Pkwy	E of Rob Shelton Dr	Upgrade 4-lane divided to 6-lane divided with center turn lane	Construction	N/A*	N/A*	**New Listing:** Adding to illustrative list.

Draft for Public Comment

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

Regional Transportation Plan (RTP) Amendment

*Value is not applicable (N/A) because the project is illustrative and not part of the financially constrained RTP project list.

Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting
The Junior League of Austin Community Impact Center
5330 Bluffstone Lane Austin, TX 78759
Monday, February 9, 2026 – 2:00 p.m.
Livestream at: www.campotexas.org

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1. Certification of Quorum – Quorum requirement is 12 members.
.....Council Member Rudy Metayer, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:07 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Rudy Metayer, Chair	City of Pflugerville, Place 4	Y	
2	Josh Schroeder, Vice Chair	Mayor, City of Georgetown	Y	
3	Edward Theriot, Secretary	Commissioner, Caldwell County	Y	
4	Clara Beckett	Commissioner, Bastrop County	N	
5	Andy Brown	Judge, Travis County	N	Ms. Amy Pattillo
6	Joe Don Dockery	Commissioner, Burnet County	Y	
7	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
8	Vanessa Fuentes	City of Austin, District 2	Y	
9	Matt Harriss	CapMetro Board Member	Y	
10	Ann Howard	Commissioner, Travis County	Y	
11	Jane Hughson	Mayor, City of San Marcos	Y	
12	Debbie Ingalsbe	Commissioner, Hays County	Y	
13	Krista Laine	City of Austin, District 6	Y	
14	Cynthia Long	Commissioner, Williamson County	Y	

15	Marc McKinney	City of Kyle, District 5	Y	
16	Craig Morgan	Mayor, City of Round Rock	N	Mayor Pro Tem Kristin Stevens
17	Amy Pattillo	Travis County	Y	
18	Jim Penniman-Morin	City of Cedar Park	Y	
19	Zohaib "Zo" Qadri	City of Austin, District 9	Y	
20	Mike Siegel	City of Austin, District 7	N	Council Member Vanessa Fuentes
21	Na'Cole Thompson	Mayor Pro Tem, City of Leander	N	Mayor Jim Penniman-Morin
22	Jeffrey Travillion	Commissioner, Travis County	N	Commissioner Ann Howard

2. Public Comments

There were no public comments.

Video of this item can be viewed here. Start Video at 00:00:09

3. Executive Session

The Transportation Policy Board recessed at 2:08 p.m. to convene an Executive Session in the VP Board Room of The Junior League of Austin Community Impact Center for legal advice on Agenda Item 10 Update on 2028-2031 Call for Projects.

The Transportation Policy Board adjourned the Executive Session and reconvened the Transportation Policy Board Meeting at 2:28 p.m.

The Chair announced no action or decisions were made.

Video of this item can be viewed here. Start Video at 00:21:44.

4. Report from Technical Advisory Committee (TAC) Chair

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who informed the Board that the January TAC Meeting was canceled due to the winter storm.

Mr. McKeown reported that there were no action items on the January agenda and that the information items will be deferred to the next meeting.

Video of this item can be viewed here. Start Video at 00:21:54.

5. Discussion and Take Appropriate Action on January 12, 2026 Meeting Minutes

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who informed the Board that the minutes for the January 12, 2026 meeting were amended to include the voice-roll-call vote for Vice Chair in Agenda Item 6 Election of Officers for Chair, Vice Chair, and Secretary of the Transportation Policy Board.

The Chair entertained a motion for approval of the January 12, 2026 meeting minutes, as amended.

Commissioner Cynthia Long moved for approval of the January 12, 2026 meeting minutes, as amended.

Council Member Vanessa Fuentes seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Clara Beckett,

Video of this item can be viewed here. Start Video at 00:22:18.

6. Discussion and Take Appropriate Action on Funding Swap for the 183A Frontage Road Projects

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who informed the Board that the Funding Swap for the 183A Frontage Road Projects was presented as an information item at the January 12, 2026 meeting. Mr. Collins highlighted current funding for the 183A Frontage Road Project and noted a delta of approximately $30 million in funding as the result of a low bid for the contract. Mr. Collins reported that TxDOT is requesting Transportation Policy Board approval to exchange $23,407,984 in Surface Transportation Block Grant (Category 7) funding for the equivalent in Category 2 funding to be applied to the 183A Frontage Road Projects to cover the funding delta.

Mr. Collins further reported that the Category 2 funding provided by TxDOT will be applied to eligible recommended projects in the 2028-2031 Call for Projects. The presentation was concluded by a request for Transportation Policy Board approval of the funding swap for the 183A Frontage Road Projects as presented with accompanying Resolution 2026-2-6.

Mayor Jim Penniman-Morin moved for approval of the funding swap for the 183A Frontage Road Projects as presented with accompanying Resolution 2026-2-6.

Commissioner Cynthia Long seconded the motion.

Council Member Krista Laine offered comments in opposition to the request for approval of the funding swap for the 183A Frontage Road Projects as presented. Council Member Laine later made an alternate motion not to do the funding swap, and replace the 183A Frontage Road Project with a project on RM 620 submitted by the City of Austin in the ongoing Transportation Improvement Program (TIP) Call for Projects instead.

Following a detailed discussion by the Board, Council Member Krista Laine withdrew the alternate motion.

The Chair called the question on the original motion on the floor to approve the funding swap for the 183A Frontage Road Projects with accompanying Resolution 2026-2-6.

The motion prevailed by majority vote.

Ayes: Council Member Rudy Metayer, Mayor Josh Schroeder, Commissioner Edward Theriot, Commissioner Joe Don Dockery, Mr. Tucker Ferguson, P.E., Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Commissioner Jeffrey Travillion), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Commissioner Cynthia Long, Council Member Marc McKinney, Ms. Amy Pattillo (Proxy for Judge Andy Brown), and Mayor Jim Penniman-Morin (Proxy for Mayor Pro Tem Na'Cole Thompson)

Nays: Council Member Vanessa Fuentes (Proxy for Council Member Mike Siegel), Council Member Krista Laine, and Council Member Zohaib "Zo" Qadri

Abstain: None

Absent and Not Voting: Commissioner Clara Beckett

Video of this item can be viewed here. Start Video at 00:24:14.

The Chair changed the order of business to address Agenda Item 8 Briefing on the Integrated Infrastructure Consortium Concept as the next order of business.

8. Briefing on the Integrated Infrastructure Consortium Concept

The Chair recognized Mr. Ashby Johnson who informed the Board that he initiated a discussion with CAMPO Staff in identifying the most risks for getting projects completed. Mr. Johnson noted that the relocation of utilities and

the purchase of right-of-way was determined as the most risky. Mr. Johnson added that additional discussions continued with Mr. Matt Harriss, Transportation Policy Board member, Mr. Tim Tuggey, CAMPO Legal Counsel, and Mr. Pete Peters, CAMPO Consultant to develop a process that would reduce those risks and achieve project construction and completion in the least amount of time. Mr. Johnson reported that the result of those discussions led to the Integrated Infrastructure Consortium (IIC) concept which would partner CAMPO with local governments and utility providers in the region such as the Lower Colorado River Authority (LCRA), Austin Energy, AT&T, and Atmos Gas to form a working group consortium to begin to share information on utilities and progress on projects entering the construction process.

Mr. Johnson reported that Mr. Matt Harriss joined him in a meeting with Mr. Phil Wilson, General Manager of the Lower Colorada River Authority (LCRA) and staff to pitch the concept and seek their support. Mr. Johnson further reported that additional meetings were held with the remaining two (2) regional river authorities and other local governments which prompted strong consensus for the IIC. Mr. Johnson later introduced Mr. Hondo Powell, Vice President of Regional Affairs, LCRA who offered comments on specific projects with utility challenges in the construction phase and his support of the proposed IIC.

Mr. Matt Harriss also offered comments on the utility challenges impacting projects in the construction phase and his support of the proposed IIC.

Video of this item can be viewed here. Start Video at 00:49:51.

The Chair reverted back to Agenda Item 7 Discussion on Braker Lane North Funding Scope Change as the next order of business.

7. Discussion on Braker Lane North Funding Scope Change

The Chair recognized Mr. Ryan Collins who recalled that the discussion on the Braker Lane North funding scope change was deferred from last month's meeting. Mr. Collins informed the Board that the Braker Lane North Project is currently under discussion to determine the appropriate path forward regarding changes that have impacted scope feasibility. Mr. Collins provided a brief overview of the Braker Lane North Project and reported that project sponsors City of Austin and Travis County jointly received a funding award approved by the Transportation Policy Board in 2011.

Mr. Collins reported that the original approved scope was for 100% design at County standards, which is no longer appropriate following the City of Austin's annexation impacts. Mr. Collins further reported that Transportation Policy Board approval is required for changes to the original project scope and noted that compliance with the policy on continual progress is also required.

Mr. Collins informed the Board that the Braker Lane North Project has since been brought to 30% design status as of December 2025 and added that CAMPO staff advised the City of Austin to pause work on the project until the next steps have been determined by the Transportation Policy Board.

Mr. Collins highlighted the following Braker Lane North Project Scope Options.

A. Approve scope change to 60% at City of Austin design standards
B. Approve scope change to 30% at County design standards
C. No scope change. 100% at County design standards
D. Project cancellation. Funding spent is reimbursed to CAMPO

Mr. Collins informed the Board that the City of Austin and Travis County are requesting Option A - 60% scope change at City of Austin standards with the maximum design achievable with the current funding available. Mr. Collins noted that CAMPO Staff has requested a firm commitment from the City of Austin to continue project development to support the Option A recommendation to the Transportation Policy Board. Mr. Collins also informed the Board that the Braker Lane North Funding and Scope Change will be brought back for Transportation Policy Board approval at the next meeting.

Video of this item can be viewed here. Start Video at 01:17:02.

9. Update on CAMPO Corridors Program

The Chair recognized Mr. Eric Busker, BGE, Inc. and CAMPO's General Engineering Consultant who provided a refresher on the Project Readiness Program and provided a brief overview of the project development process.

Mr. Busker later provided brief updates on the following corridors.

1. FM 973 (US 290 to US 79)
2. FM 734-Parmer Lane (RM 1431 to Loop 1 (MoPac)
3. FM 969 (SH 130to SH 71)

The update was concluded by next steps.

Video of this item can be viewed here. Start Video at 01:28:43.

10. Update on 2028-2031 Call for Project

The Chair recognized Mr. Ryan Collins who reported that the 2028-2031 Call for Projects will be a standing agenda item through June 2026. Mr. Collins informed the Board that the 2028-2031 Call for Projects closed on January 30, 2026 and the application review process will begin for the 123 project applications received. Mr. Collins highlighted the applications received by category, phase, and funding requests.

Mr. Ashby Johnson later informed the Board that an item will be added to the April agenda to request direction from the Transportation Policy Board on Planning, Engineering/Environmental or the Construction phase as the desired focus for projects in the project evaluation process.

Video of this item can be viewed here. Start Video at 01:42:18.

11. Executive Director's Report on Transportation Planning Activities

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who called attention to the transportation planning activities calendar included in the meeting packet. Mr. Johnson reported that the transportation planning activities calendar includes items that are anticipated to be presented for action in the next ten (10) months. Mr. Johnson highlighted upcoming action items and noted that the calendar is a draft and subject to change.

Video of this item can be viewed here. Start Video at 01:47:20.

12. Announcements

The Chair announced that the next Technical Advisory Committee Meeting will be held on February 23, 2026 at 2:00 p.m. The Chair also announced that the Transportation Policy Board meeting scheduled for March 9, 2026 has been canceled and that the next Transportation Policy Board Meeting will be held on April 13, 2026 at 2:00 p.m.

The Chair highlighted a letter received from Mr. Bill Keyrouze, Executive Director of the Association of Metropolitan Planning Organizations (AMPO) commending Mr. Ashby Johnson, CAMPO Executive Director, on his invaluable leadership, support, guidance on a national level, and shared efforts with the Transportation Policy Board. The Chair provided comments affirming Mr. Johnson and CAMPO Staff's demonstrative efforts in the region and nationally.

Video of this item can be viewed here. Start Video at 00:41:46

13. Adjournment

The February 9, 2026 meeting of the CAMPO Transportation Policy Board was adjourned at 3:58 p.m. by unanimous consent.

Date:	April 13, 2026
Continued From:	November 10, 2025
Action Requested:	Approval

To:	Transportation Policy Board
From:	Ms. Theresa Hernandez, Finance and Administration Manager
Agenda Item:	7
Subject:	Discussion and Take Appropriate Action on FYs 2026 & 2027 Unified Planning Work Program (UPWP) Amendment #2

RECOMMENDATION

CAMPO staff recommends the Transportation Policy Board approve FY 2026 & 2027 Unified Planning Work Program (UPWP) Amendment Two and accompanying Resolution 2026-4-7 **(Attachment A)**.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to update terminology to align with the U.S. Department of Transportation memorandum dated July 2, 2025. To update the title of the City of San Marcos Transit Route Study and include the projects for Travis County and the Great Springs Project.

FINANCIAL IMPACT

Amendment Two will increase the FY 2026 & 2027 UPWP **(Attachment B)** by the amount of $1,885,000.

BACKGROUND AND DISCUSSION

The UPWP is the federally-required document that identifies work tasks to be completed in the CAMPO region. The proposed Amendment Two to the FY 2026 & 2027 UPWP is detailed as follows:

2026 & 2027 Unified Planning Work Program: Amendment Two	
Subtask 4.4.7	Rename City of San Marcos Transit Route Study to City of San Marcos Transit Development Plan
Subtask 4.4.8	Add $662,400 TASA and $165,600 Local Funds for Travis County Active Transportation Plan Update
Subtask 4.4.9	Add $845,600 TASA and $211,400 Local Funds for Alamo to the Capitol Rail-Trail Compatibility and Safety Study

SUPPORTING DOCUMENTS

Attachment A – *Resolution 2026-4-7 (Draft)*
Attachment B – *FYs 2026 & 2027 Unified Planning Work Program with Proposed Amendment #2*

Resolution 2026-4-7

Acknowledging the Transportation Policy Board's Adoption of Amendment Two to the CAMPO FYs 2026 & 2027 Unified Planning Work Program

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

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

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

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

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

WHEREAS, CAMPO's Transportation Policy Board adopted the *FYs 2026 & 2027 Unified Planning Work Program (UPWP*) on June 9, 2025); and approved Amendment One on November 10, 2025; and

NOW, THEREFORE BE IT RESOLVED staff is proposing Amendment Two to update terminology to align with the U.S. Department of Transportation memorandum dated July 2, 2025. To update the title of the City of Marcos Transit Route Study and include the projects for Travis County and the Great Springs Project. This revision is depicted in the background material accompanying this proposed resolution; and

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

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

The above resolution being read, a motion to adopt the CAMPO FYs *2026 & 2027 Unified Planning Work Program* as reflected was made on April 13, 2026, by _____ duly seconded by _____.

DRAFT

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 13th day of April 2026.

_____

Chair, CAMPO Board

Attest:

_____

Executive Director, CAMPO

DRAFT

FY 2026 and FY 2027

UNIFIED PLANNING WORK PROGRAM (UPWP)

Capital Area MPO

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Transportation Management Area (TMA)

AIR QUALITY STATUS:

Attainment

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

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

Adopted by *the Transportation Policy Board*: *June 9, 2025*

Approved by the Transportation Policy Board: November 10, 2025

Approved by the Transportation Policy Board: April 13, 2026

Federal Approval:

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

Template last revised February 2025

EXECUTIVE SUMMARY

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

Task 1: Administration and Management

Task 2: Data Development and Maintenance

Task 3: Short Range Planning

Task 4: Metropolitan Transportation Plan

Task 5: Special Studies

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

The goals that guide the subtasks detailed in the UPWP are: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, ~~Environmental Sustainability~~Quality of Life, and Reduced Project Delivery Delays. Funding for the programs and activities in the UPWP come from federal, state, and local sources. Local funds come from the cities, counties, and transportation authorities in the CAMPO region, and state funds are administered through the Texas Department of Transportation (TxDOT). Federal funds include Transportation Planning Funds, made up of Federal Highway Administration PL-112 funds and Federal Transit Administration Section 5303 funds, Surface Transportation Program funds, and Surface Transportation Block Grants. The total funding from all sources and covering all expenditures including subtasks administered by other agencies in the CAMPO region is $~~15,335,860~~19,144,380 for FY 2026 and $~~6,003,054~~6,047,054 for FY 2027.

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

Statistics and Metrics Dashboard

D. SUBTASKS

Subtask 1.1 – MPO Staff Support for Task 1

The primary activities, to be completed by September 30, 2027, which will take place under MPO Staff Work include the following:

1.1.1 Program Administration:

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

1.1.2 Public Participation:

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

1.1.3 Title VI Civil Rights:

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

1.1.4 Travel and Training:

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This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops (AMPO, APA, ESRI, TransCad, TxDOT, TRB, UT at Austin,

CNU, TEMPO, Planning Conference, Planning Forum, etc.). CAMPO will seek prior approval from TxDOT for Out-of-State travel.

~~1.1.4~~1.1.5 Equipment/Office Space & Computer Hardware/Software:

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

Responsible Agency: CAMPO

Funding Requirement: $4,917,964 ~~PL~~ TPF

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

Subtask 1.2 – Legal Services – Consultant Work

1.2.1 Legal Services:

This activity, to be completed by September 30, 2027, is for legal services that are necessary for planning purposes. Ongoing contract.

Responsible Agency: CAMPO

Funding Requirement: $160,000 ~~PL~~TPF

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

Subtask 1.3 – Audit Services – Consultant Work

1.3.1 Audit Services:

This activity, to be completed by September 30, 2027, is for audit services that are necessary to comply with the Single Audit Act. Ongoing contract.

Responsible Agency: CAMPO

Funding Requirement: $56,000 ~~PL~~TPF

Product(s): Single Audit Report, financial statements

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II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

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

2050 Plan related performance measures

Demographic forecasts and travel demand model for the 2055 Plan updates

Interactive Web Viewer updates

UrbanSim (Demographic Allocation Tool)

Development 2055 Travel Demand Model

C. PREVIOUS WORK

Previous work completed in FY 2024 & 2025:

Updated demographic forecasts and travel demand model for the 2045 Plan

2045 Plan related performance measures

Development 2050 Travel Demand Model

UrbanSim (Demographic Allocation Tool)

D. SUBTASKS

Subtask 2.1 – MPO Staff Support for Task 2

The primary activities, to be completed by September 30, 2027, which will take place under MPO Staff Work include the following:

2.1.1 General Administration:

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

2.1.2 General GIS:

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

2.1.3 Demographic Forecasting:

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

2.1.4 Travel Demand Modeling:

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

2.1.5 Environmental Analysis:

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

Responsible Agency: CAMPO

Funding Requirement: $469,196 ~~PL~~TPF

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

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

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

Conduct activities, to be completed by September 30, 2027, related to the travel demand model in support of development of the 2055 Plan. It is noted that the demographic forecasting and travel demand modeling procedures applied in the CAMPO area are integrated. Conduct activities related to the production of the regional employment and population profiles for inclusion in the CAMPO travel demand model and the 2050 toll analysis. Ongoing contract.

Responsible Agency: CAMPO

Funding Requirement: $50,000 ~~PL~~TPF

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

E. FUNDING SUMMARY

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[5]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[6]
2.1	CAMPO	~~240,977~~215,977				~~240,977~~215,977	
2.2	CAMPO	25,000				25,000	
	Total	**240,977**				**240,977**	

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[7]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[8]
2.1	CAMPO	~~278,219~~253,219				~~278,219~~253,219	
2.2	CAMPO	25,000				25,000	
	Total	**278,219**				**278,219**	

[5] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.
[6] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.
[7] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.
[8] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

D. SUBTASKS

Subtask 3.1 – MPO Staff Work for Task 3.0

The primary activities, to be completed by September 30, 2027, which will take place under MPO Staff Work, include the following:

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3.1.1 General Administration:

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

3.1.2 General Activities:

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

3.1.3 Public Participation:

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

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

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

3.1.5 Transportation Improvement Program:

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

Responsible Agency: CAMPO

Funding Requirement: $836,096 ~~PL~~TPF

Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos, ~~2023~~2025-~~2026~~ 2028 TIP

amendments, ~~2025~~2027-~~2028~~ 2030 TIP, Congestion Management Process (CMP) Plan

Subtask 3.2 – Congestion Management – Consultant Work

3.2.1 Congestion Management Process Data Collection and Analysis:

This subtask provides support for the CMP through congestion data collection and analysis, to be completed by September 30, 2026.

Responsible Agency: CAMPO

Funding Requirement: $250,000 ~~PL~~ TPF

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

Subtask 3.3 – Regional Transportation Demand Management Program– Consultant Work

3.3.1 Regional Transportation Demand Management Program:

The Regional Transportation Demand Management (TDM) Program will provide TDM services throughout the region with the goal of reducing congestion without adding capacity on the region's roadway network. Contract ongoing, Completion date September 30, 2027.

Responsible Agency: CAMPO

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

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

E. FUNDING SUMMARY

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[9]	FTA Section 5307 Funds	Other Federal Funds*	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[10]
3.1	CAMPO	579,999				579,999	
3.2	CAMPO	250,000				250,000	
3.3	CAMPO			1,920,000		1,920,000	
	Total	**829,999**		**1,920,000**		**2,749,999**	

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

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

* Supplemental Transportation Programs funding

[9] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

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

[11] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

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

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Maintenance of the 2050 Regional Transportation Plan

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

Maintenance of Regional Active Transportation Plan

Regional State of Safety Report

C. PREVIOUS WORK

Previous work completed in FY 2024 & 2025:

2050 Regional Transportation Plan

2045 Regional Transportation Plan Amendments

Regional Active Transportation Plan

Regional Bicycle and Pedestrian Facility Inventory

Coordinated Public Transit – Health and Human Services Transportation Plan Update

Regional Traffic Safety Plan

Regional State of Safety Report

D. SUBTASKS

Subtask 4.1 – MPO Staff Work for Task 4.0

The primary activities, to be completed by September 30, 2027, which will take place under MPO Staff Work, include the following:

4.1.1 General Administration:

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

4.1.2 Public Participation:

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

4.1.3 Regional Public Transportation Coordination:

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

4.1.4 Bicycle and Pedestrian Planning:

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

4.1.5 Safety Planning:

This subtask includes access management and corridor studies for the region, crash data hot spot analyses for regional and local governments, coordinating the regional safety coalition and its safety emphasis area team's associated activities, including, but not limited to, regional workshops, Safety Summits, data analyses, and updating and maintaining the safety analysis tool. This subtask monitors the 2.5% FHWA set-aside, per the Infrastructure Investment and Jobs Act (IIJA)~~Bipartisan Infrastructure Law §11206~~ and TxDOT policy, for safety planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Activities related to the 2.5% FHWA set-aside include development, maintenance, and technical assistance/guidance on a complete streets policy template; development and maintenance of a road to zero crash dashboard the help plan for multimodal improvements on the regional high-injury network; and corridor and citywide planning conducted by CAMPO staff with a focus on complete streets. The complete streets policy template is available for all CAMPO member agencies to use in local planning and policy-setting, and CAMPO staff provide technical assistance to agencies interested in adapting the template to their local context, as requested. The road to zero crash dashboard provides safety insights including crash trends, contributing circumstances, and treatment options for roadways on the regional high-injury network, with a focus on low-cost, high-impact improvements to support multimodal safety and mobility. Corridor and citywide planning

assistance by CAMPO staff includes support on citywide safe routes to school improvement plans and the multimodal long-range transportation plan for the City of Niederwald. This subtask also includes maintenance and implementation tasks associated with the Regional Safety Action Plan.

Responsible Agency: CAMPO

Funding Requirement: $932,155 ~~PL~~ TPF

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

Subtask 4.2 – 2050 Metropolitan Transportation Plan

4.2.1 2050 Metropolitan Transportation Plan

Maintenance of the 2050 Regional Transportation Plan and associated data products, including regular amendments and out of cycle amendments, as directed. Completion date, September 30, 2027.

Responsible Agency: CAMPO

Funding Requirement: $100,000 ~~PL~~TPF

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

Subtask 4.3 – Regional Transit Coordination - Related MPO Staff Work

4.3.1 Regional Transit Coordination

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

Responsible Agency: CAMPO

Funding Requirement: $140,000 FTA 5304 and 28,000 TDCs

Product(s): Reports, memos, agendas

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

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

The Capital Metropolitan Transportation Authority received funding to plan for a pilot TOD site at the North Lamar Transit Center. The plan would enhance economic and community

development by creating mixed-use development, increasing affordable housing, supporting bicycle and pedestrian access, and bringing essential services to the area.

Responsible Agency: CapMetro

Funding Requirement: $900,000 FTA Section 20005(b) and $500,000 Local Funds

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

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

Responsible Agency: CapMetro

Funding Requirement: $780,100 FTA 5307 Funds

4.4.3 Connecting Austin Equitably Mobility Study

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

Responsible Agency: City of Austin

Funding Requirement: $1,120,000 USDOT Reconnecting Communities Pilot Program Funds and $280,000 Local Funds

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4.4.4 Collaborative Northeast District Plan

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

Responsible Agency: City of Austin and Travis County

Funding Requirement: $2.08 million Local Funds

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

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

Responsible Agency: Travis County

Funding Requirement: $500,000 Local Funds

4.4.6 City of San Marcos Transportation Master Plan

2018 Transportation Master Plan update.

Responsible Agency: City of San Marcos

Funding Requirement: $750,000 Local Funds

4.4.7 City of San Marcos Transit Development Plan~~Route Study~~

The study will review current transit operations for the City of San Marcos and Texas State University, identifying opportunities to better coordinate services. It will also assess future capital investment needs within the Urbanized Area and outline a financial outlook for leveraging federal, state, and local funding.

Responsible Agency: City of San Marcos

Funding Requirement: $176,000 FTA 5307 and $44,000 Local Funds

4.4.8 Travis County Active Transportation Plan Update

The Travis County Active Transportation Plan Update will produce a county-wide, interconnected, multi-modal active transportation plan that improves safety, mobility, and access for users of all ages and abilities with special attention to underserved and vulnerable users. The Plan will result in a safe, connected, comprehensive active transportation plan based on robust public and stakeholder input and technical analyses.

Responsible Agency: Travis County

Funding Requirement: $662,400 TASA and $165,600 Local Funds

4.4.9 Alamo to the Capitol Rail-Trail Compatibility and Safety Study

Coordinate trail construction with the safety and efficiency needs of heavy rail users in these three counties. The study uses qualitative and quantitative methods to evaluate each interaction location, identifying priority opportunities for designing safe rail trail interactions, including grade-separated rail crossings, with multi-modal benefits. Then, the project iteratively develops concept designs for 10 of the highest priority rail-trail interactions to ensure that regional active transportation and heavy rail infrastructure are compatible in the Great Springs corridor. The project will also produce an implementation plan, including conceptual cost estimates, for each priority interaction, and initiate formal coordination with Union Pacific Railroad to support project implementation.

Responsible Agency: Great Springs Project

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Funding Requirement: $845,600 TASA and $211,400 Local Funds

E. FUNDING SUMMARY

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[13]	FTA Section 5307 Funds	Other Federal Funds*	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[14]
4.1	CAMPO	415,775				415,775	~~346,555.02~~75,170.56
4.2	CAMPO	50,000				50,000	
4.3	CAMPO			106,000		106,000	
4.4	OTHER AGENCIES		~~176,000~~956,100	~~2,800,100~~3,528,000	~~4,154,000~~4,531,000	~~7,130,100~~9,015,100	
	Total	**465,775**	**~~176,000~~956,100**	**~~2,906,100~~3,634,000**	**~~4,154,000~~4,531,000**	**~~7,701,875~~9,586,875**	**~~346,555.02~~75,170.56**

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

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

*FTA 5304, FTA 5307, FTA 20005(b) and USDOT Reconnecting Communities Pilot Program funding

[13] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

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

[15] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

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

D. SUBTASKS

Subtask 5.1 – MPO Staff Work for Task 5.0

The primary activities, to be completed by September 30, 2027, which will take place under MPO Staff Work, include the following:

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5.1.1 General Activities:

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

Responsible Agency: CAMPO

Funding Requirement: $389,456 ~~PL~~TPF

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

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

5.2.1 Marathon Road and Garrison Road Connectivity Study

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

Responsible Agency: CAMPO and City of Buda

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

5.2.2 Interchange Bottleneck Study

The Interchange Bottleneck Study will evaluate major interchanges throughout CAMPO's six-county region. Currently, most freeway-to-freeway interchanges in the CAMPO region lack full connectivity through direct-connect ramps and drivers must use frontage road intersections to make connections between many highways. The Bottleneck Study will evaluate these interchanges to identify where improvements between highways may be needed, including additional direct-connect ramps. The Study will also evaluate connections between high-volume principle arterial roadways to identify bottlenecks where intersection or interchange improvements may be needed. Contract ongoing. Completion date, March 31, 2026.

Responsible Agency: CAMPO

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

5.2.3 Project Readiness for Regional Corridor Improvement Projects

Multimodal corridor studies to advance recommendations for inclusion in CAMPO's long-range Regional Transportation Plan (RTP) and for future funding consideration in CAMPO's Transportation Improvement Program (TIP). Contract ongoing. Completion date, May 31, 2027

Responsible Agency: CAMPO

Funding Requirement: $800,000 State Funds

5.2.4 Regional Carbon Reduction Plan

Develop a comprehensive, data-driven, and practical transportation emission reduction plan that will evaluate emissions related to transportation and provide a regional implementation strategy that will contribute to their reduction. Contract ongoing. Completion date, September 30, 2026.

Responsible Agency: CAMPO

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

5.2.5 Regional Truck Parking Plan

This plan will identify areas of deficiency in truck parking availability in the region and identify ways to address those challenges. Contract ongoing. Completion date, October 31,2026.

Responsible Agency: CAMPO

Funding Requirement: $650,000 ~~PL~~TPF

5.2.6 Hunter Road Trail Connectivity and Development Study

This study will examine feasibility, alignment, and potential implementation strategies for a trail and other active transportation improvements along the Hunter Road (FM 2439) corridor in Hays and Comal County from FM 1102 to Purgatory Creek (north of Wonder World Drive) in San Marcos. The corridor is identified as needing walking and biking improvements in the CAMPO Regional Active Transportation Plan, the San Marcos Transportation Master Plan, the TxDOT Bicycle Tourism Trails Study, and the Great Springs Trails Plan. Contract TBD.

Responsible Agency: CAMPO and Great Springs Project

Funding Requirement: $458,640 TASA and $152,880 Local Funds

5.2.7 Eanes Creek Trail Feasibility Study

This study will examine feasibility, alignment, and implementation strategies for a trail and other active transportation improvements along or near Eanes Creek between SL 360 and SL 1 (MoPac Expressway). The study will build upon previous local and regional plans such as the

CAMPO Regional Active Transportation Plan, the City of West Lake Hills Master Plan, and the City of Austin Urban Trails Plan and Bicycle Plan. Contract TBD.

Responsible Agency: CAMPO and City of West Lake Hills

Funding Requirement: $416,000 TASA and $104,000 Local Funds

5.2.8 myProjects

MyProjects is a cloud-based project management software utilized for the management and execution of MPO-planning and programming projects. The continued development of the MyProjects software includes the creation of custom modules to directly manage the work-flow process and production of the Transportation Improvement Program (TIP), Regional Transportation Plan (RTP), Unified Planning Work Program (UPWP), and Project Selection. Each custom module includes project and financial management functions, data-processing and visualization, and other functions required for MPO-product administration. Contract ongoing. Completion date, December 31, 2027.

Responsible Agency: CAMPO

Funding Requirement: $366,000 ~~PL~~ TPF Funds

E. FUNDING SUMMARY

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[17]	~~FTA Section 5307~~State Funds	Other Federal Funds*	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[18]
5.1	CAMPO	163,633				163,633	
5.2	CAMPO	900,000	800,000	~~2,692,587~~ 1,892,587	326,880	3,919,467	
	Total	**1,063,633**	**800,000**	**~~2,692,587~~ 1,892,587**	**326,880**	**4,083,100**	

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[19]	~~FTA Section 5307~~State Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[20]
5.1	CAMPO	225,823				225,823	
~~5.2~~5.2	CAMPO	116,000				116,000	
	Total	**341,823**				**341,823**	

* Surface Transportation Block Grant, Supplemental Transportation Programs, and Transportation Alternatives Set-Aside funds

[17] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

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

[19] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

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

BUDGET SUMMARY

Table 6a: Funding Summary - FY 2026

UPWP Task	Description	TPF[21]	FTA Sect. 5307 Funds	Other Federal Funds	State Funds	Local Funds	Total Funds	Amt of 2.5% Safety/Complete Streets Set Aside Funding[22]
1.0	Administration – Management	2,483,429					2,483,429	
2.0	Data Development and Maintenance	240,977					240,977	
3.0	Short Range Planning	829,999		1,920,000			2,749,999	
4.0	Metropolitan Transportation Plan	465,775		106,000			571,775	~~346,555.0275,176~~ .56
4.0	MTP (Other Agencies)		~~176,0009~~ 56,100	~~2,800,1003~~ ,528,000		~~4,154,0004,5~~ 31,000	~~7,130,1009,0~~ 15,100	
5.0	Special Studies	1,063,633		~~2,692,5871~~ ,892,587	800,000	326,880	4,083,100	
	Total	**~~5,083,813~~**	**~~176,000~~ 956,100**	**~~7,518,687~~ 7,446,587**	**800,000**	**~~4,480,8804,~~ 857,880**	**~~17,259,380~~ 19,144,380**	**~~346,555.027~~ 70**

Table 6b: Funding Summary - FY 2027

UPWP Task	Description	TPF[23]	FTA Sect. 5307 Funds	Other Federal Funds	State Funds	Local Funds	Total Funds	Amt of 2.5% Safety/Complete Streets Set-Aside Funding[24]
1.0	Administration – Management	2,650,535					2,650,535	
2.0	Data Development and Maintenance	278,219					278,219	
3.0	Short Range Planning	256,097		1,920,000			2,176,097	
4.0	Metropolitan Transportation Plan	566,380		34,000			600,380	
4.0	MTP (Other Agencies)							
5.0	Special Studies	341,823					341,823	
	Total	**4,093,054**		**1,954,000**			**6,047,054**	

[21] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.
[22] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.
[23] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.
[24] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Combined TPF Allocations (WO 1 and WO 2) for FY 2025and FY 2026	$8,353,416
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	$3,615,950*
TOTAL TPF for FY 2026 and FY 2027	**$~~8,810,867~~9,176,867**

*Excess funds are saved for future efforts.

Date:	April 13, 2026
Continued From:	N/A
Action Requested:	Approval

To:	Transportation Policy Board
From:	Ms. Theresa Hernandez, Finance and Administration Manager
Agenda Item:	8
Subject:	Discussion and Take Appropriate Action on Standard Contract Template Revisions

RECOMMENDATION

CAMPO staff recommends the Transportation Policy Board approve the revised Standard Contract Template **(Attachment A)**.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to revise the Standard Contract Template.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

CAMPO proposes revisions to the Standard Contract Template based on guidance from the Texas Department of Transportation regarding the U.S. Department of Transportation's Interim Final Rule on the Disadvantaged Business Enterprise (DBE) Program and the Airport Concessions Disadvantaged Business Enterprise (ACDBE) Program. Additional updates reflect modifications to the Historically Underutilized Business (HUB) Program issued by the Texas Comptroller. All proposed changes have been reviewed and approved by CAMPO legal counsel.

SUPPORTING DOCUMENTS

Attachment A – *Standard Contract Template revision 1 (Draft)*

THE STATE OF TEXAS §

COUNTY OF TRAVIS §

KNOW ALL MEN BY THESE PRESENTS

This contract is made, entered into and executed this ***XX*** day of ***XX***, ~~2022~~ 20xx by and between the ***Capital Area Metropolitan Planning Organization***, which is the designated Metropolitan Planning Organization of the Austin urbanized area, hereinafter called the MPO, and ***Consultant*** hereinafter called Consultant.

W I T N E S S E T H

WHEREAS, pursuant to provisions of 23 USC 134, the Governor of the State of Texas has designated the MPO to be the single-focus planning organization for the Austin urbanized area and has executed an agreement to effectuate the designation; and,

WHEREAS, pursuant to the Governor's designation and in compliance with applicable federal, state and local laws, regulations, and ordinances, the MPO has developed and maintains the Fiscal Year ~~2024~~ 20xx & ~~2025~~ 20xx Unified Planning Work Program (UPWP) which outlines work tasks and estimated expenditures; and,

WHEREAS, the latest approved UPWP has been approved by the Policy Board, the State of Texas, acting by and through the Texas Department of Transportation (TxDOT), and the U.S. Department of Transportation (US DOT), acting by and through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and,

WHEREAS, in the latest approved UPWP, the MPO is authorized to engage a consultant to conduct the ***Study or Project name;*** and

WHEREAS, the Consultant desires to perform said study;

NOW, THEREFORE, in consideration of the premises of the mutual covenants and agreements of the parties hereto, the MPO and the Consultant do mutually agree as follows:

A G R E E M E N T

ARTICLE I

PURPOSE

1.01 This contract stipulates the terms and conditions whereby the Consultant agrees to perform the Scope of Work, affixed hereto as Attachment A and incorporated herein by reference, and the terms and conditions whereby the MPO agrees to reimburse the Consultant for work approved by the Policy Board, or its designated representative.

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ARTICLE II

TERM

2.01 The term of this contract will begin on ***begin date*** and shall terminate upon the MPO's final approval of work completed by the Consultant or on ***end date*** whichever occurs earlier, unless otherwise terminated or modified as hereinafter provided.

ARTICLE III

SERVICES TO BE PERFORMED

3.01 The Consultant shall undertake with its own personnel and resources or through contractors authorized pursuant to ARTICLE V, Subsection 5.04, the tasks as described in the Scope of Work outlined in Attachment A, which has been made a part of this contract by reference.

3.02 Specifically, the Consultant agrees to perform the tasks described in the Scope of Work and report the work accomplished under each task in accordance with the Scope of Work.

3.03 If the Consultant is of the opinion that any work it has been directed to perform is beyond the scope of this contract and constitutes additional work, the Consultant shall promptly notify the MPO in writing. In the event that the MPO finds that such work does constitute additional work, the MPO shall so advise the Consultant and provide compensation for doing the work on the same basis as the original work or the MPO shall advise the Consultant not to perform the work. If the compensation for the additional work will cause the maximum amount payable to be exceeded, a written amendment, approved by the Policy Board or its designated representative, will be executed. Any amendment so executed must be approved within the contract period specified in Article II.

3.04 When the Scope of Work requires a completed work product, the MPO will review the work as specified in the Scope of Work. If the MPO finds it necessary to request changes in previously satisfactorily completed work or parts hereof, the Consultant will make such revisions as requested and directed by the MPO. Such work will be considered as additional work and subject to the requirements established in Article III, Subsection 3.03.

3.05 If the MPO finds it necessary to require the Consultant to revise completed work to correct errors appearing therein, the Consultant will make such corrections, and no compensation will be paid for the corrections.

ARTICLE IV

PERSONNEL

4.01 The Consultant represents that it has or will secure, and agrees to furnish, personnel with qualifications, skills, and expertise required to perform the Scope of Work. The Consultant will provide all necessary supervision and coordination of activities that may be required to complete the activities described in the approved Scope of Work.

4.02 The Consultant designates ***Consultant,*** as the Consultant Project Manager. The MPO designates ***CAMPO Staff,*** as the Project Manager.

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ARTICLE V

FISCAL MANAGEMENT & DISBURSEMENT

5.01 The maximum amount payable under this contract shall not exceed the total amount ***XX*** dollars and xx cents ($***xx.xx***). The Consultant will be paid as indicated herein upon the successful completion of work authorizations issued. Attachment B is hereby incorporated in full in this contract by reference. The MPO will withhold five percent (5%) of the total contract amount pending completion of the Scope of Work as described in Attachment A. Upon satisfactory completion of the Scope of Work, the Consultant may invoice for the withheld amount.

5.02 The MPO agrees to reimburse the Consultant for work approved by the Policy Board, or its designated representative, that is performed in accordance with the approved Scope of Work, within thirty (30) days after the MPO has received an approved invoice. Reimbursement will not exceed the total budgeted for the Consultant in the approved Budget Summary.

5.03 The Consultant agrees to submit bills monthly within forty-five (45) days of the end of the month within which the work was performed (see Appendix A). The MPO agrees to promptly request reimbursement from the fiscal agent for bills submitted by the Consultant. Reimbursement under this contract shall be in accordance with applicable federal regulations including Cost Principles, 48 CFR, Chapter 1, Part 31, FAR 31 herein made a part of this contract by reference. Further, to be eligible for reimbursement, a cost must be incurred within the contract period specified in ARTICLE II. ~~The Consultant shall include as part of his request for payment a list of all Disadvantage Business Enterprise subcontractors and the amounts to be paid to each of the subcontractors from the request for payment. This requirement is in accordance with FTA Circular 4716.1A.~~ All costs must be supported by source documents which comply with generally accepted accounting practices.

5.04 In the event the Consultant contracts with an individual and/or an organization to perform certain tasks in order to accomplish the Scope of Work, the Consultant agrees to submit any and all contracts for such work to the MPO for approval prior to execution of said contracts and said agreements must contain all required provisions of this contract and must specify that all bills be submitted to the Consultant. The Consultant will be responsible for all work under this contract even if the work has been subcontracted to another individual and/or organization.

5.05 The Consultant agrees that the MPO, TxDOT, the US DOT, and the Comptroller General of the United States, or any of their duly authorized representatives, shall, for the purpose of audit and examination be permitted to inspect all work, materials, payrolls, and other data and records with regard to the study, and to audit the books, records, and accounts with regard to the study. Further, the Consultant agrees to maintain all fiscal records and supporting documentation for a period of four (4) years after the MPO makes final payments and all other pending matters are closed. The Consultant further agrees that, in the event, any expenditures under this contract are found to be ineligible for reimbursement by an audit, and/or any additional audits performed within the four (4) years following acceptance of the original audit, the Consultant will reimburse the MPO for those expenditures declared ineligible within ninety (90) days after being notified in writing of the findings.

5.06 Authorization for expenditure of funds under this contract is contingent upon funding by the appropriate agencies of the US DOT and/or TxDOT.

In the event that funds provided by and/or through the US DOT and/or TxDOT are not made available, withdrawn in whole or in part, and/or canceled for whatever reason such that the Scope of Work will not be completed, this contract will be terminated effective the date of said termination of funds, in such event:

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a. The MPO shall give notice to the Consultant in writing within thirty (30) days of being advised of any funding cutback affecting this contract.

b. the Consultant agrees that upon receipt of such notice, the conditions and requirements outlined in ARTICLE VIII, Subsection 8.01, will be accomplished by the Consultant.

5.07 In the event that it becomes necessary to amend the Consultant's budget during the course of this contract, the MPO and the Consultant agree that such amendments must have the mutual written concurrence of both parties. In the event that both parties cannot reach mutual agreement, the provisions outlined in ARTICLE VIII, Subsection 8.01, may be applied.

ARTICLE VI

REPORTING REQUIREMENTS

6.01 The Consultant shall submit to the MPO monthly progress reports, Attachment D. These reports shall outline work accomplished during the previous month or since the last progress report for the Consultant's work under this contract. These reports will include, but not be limited to, the percentage of completion of the overall work project and each work phase, special problems or delays encountered or anticipated, changes in the estimated value of each phase of work, the anticipated work activities for the next month, and a brief description of work accomplished for each task.

6.02 Upon completion of the Scope of Work, the Consultant will provide electronic files (both Microsoft Word and an Adobe Acrobat pdf) of the final report which documents all steps of the study process with supporting data to the MPO. The MPO will also be furnished all computer-generated graphics in a format compatible with ArcInfo/ArcView/ArcGIS software and systems and all supporting documentation (i.e. Synchro model runs and data).

ARTICLE VII

DISPUTES

7.01 The Consultant shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered in support of contract work.

7.02 The MPO shall act as referee in all disputes regarding non-procurement issues, and the MPO's decision shall be final and binding subject to review and approval by the TxDOT, FHWA, and FTA.

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ARTICLE VIII

TERMINATION

8.01 This contract may be terminated in whole or in part by either party hereto whenever such termination is found to be in the best interests of either party. Termination shall be effected by the conveyance of a written notification thereof to the other party at least thirty (30) days in advance of the effective date of the termination. In the event either party to this contract terminates this contract, the Consultant agrees to the following:

a. Stop work under the contract on the date and to the extent specified in the notice of termination.

b. Place no further orders of subcontracts except as may be necessary for completion of the work not terminated.

c. Terminate all orders and subcontracts to the extent that they relate to the performance of work terminated by notice of termination.

d. Submit to the MPO their termination claim within sixty (60) days of the effective date of termination. The termination claim shall not exceed the total amount of funds authorized in this contract less the estimated cost of the work not completed, and the amount of payments previously made.

8.02 Violation or breach of contract terms by the Consultant shall be grounds for termination of the contract, and any increased cost arising from the Consultant's default, breach of contract, or violation of terms shall be paid by the Consultant.

8.03 This contract shall not be considered as specifying the exclusive remedy for any default, but all remedies existing at law and in equity may be availed by either party and shall be cumulative.

8.04 Upon termination of this contract, whether for cause or at the convenience of the parties hereto, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the Consultant shall be covered by the provision of ARTICLE XVIII under this contract with respect to ownership.

8.05 Except with respect to defaults of subcontractors, the Consultant shall not be in default by reason of any failure in performance of this contract in accordance with its terms (including any failure by the Consultant to progress in the performance of the work) if such failure arises out of causes beyond the control and without the default or negligence of the Consultant. Such causes may include, but are not restricted to acts of God or of the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the Consultant.

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ARTICLE IX

NON-DISCRIMINATION

9.01 It is mutually agreed that all parties hereto shall be bound by the provisions of Title 49, Code of Federal Regulations, Part 21, which was promulgated to effectuate Title VI of the Civil Rights Act of 1964, Title 23, Code of Federal Regulations, Part 710.405(b). In furtherance of the requirements of Title 49, a copy of "Notice to Contractors--Compliance with Title VI of the Civil Rights Act of 1964 for Federal Aid Contracts" is marked Appendix "B", attached hereto, and made a part hereof.

~~9.02 It is the policy of the US DOT that Minority Business Enterprises as defined in 49 CFR Part 26, as amended, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds. Consequently, Minority Business Enterprise requirements of 49 CFR Part 26, as amended, apply to this contract as follows:~~

~~The Consultant agrees to guarantee that Minority Business Enterprises as defined in 49 CFR Part 26, as amended, have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds. In this regard, the Consultant shall take all necessary and reasonable steps in accordance with 49 CFR Part 26, as amended, to ensure that Minority Business Enterprises have the maximum opportunity to compete for and perform contracts.~~

~~The Consultant and any subcontractors shall not discriminate on the basis of race, color, national origin, religion, age, sex, or disability in the award and performance of contracts funded in whole or in part with Federal funds. These requirements shall be physically included in any subcontract. Failure to carry out the requirements set forth above shall constitute a breach of contract and, after written notification from the MPO, may result in termination of the contract by the MPO or other such remedy as the MPO deems appropriate.~~

9.0~~2~~3 The Consultant and any subcontractors shall not discriminate on the grounds of race, color, sex, national origin, age or disability in the performance of this contract, including the procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR Part 21.

9.0~~3~~4 In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, religion, age, sex, or disability.

9.0~~4~~5 The Consultant shall provide all information and reports required by the Regulations, or directives issues pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the TxDOT or the US DOT to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the Consultant is in the exclusive possession of another who fails or refuses to furnish information, the Consultant shall so certify to the TxDOT or the US DOT, as appropriate, and shall set forth what efforts it has made to obtain the information.

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9.056 In the event of the Consultant's noncompliance with the non-discrimination provisions of this contract, the MPO shall impose such contract sanctions as it, TxDOT or the US DOT may determine to be appropriate, including but not limited to:

a. withholding of payments to the Consultant under the contract until the Consultant complies, and/or

b. cancellation, termination, or suspension of the contract in whole or in part.

9.067 The Consultant shall include the provisions of Subsections 9.01 through 9.056 in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the MPO may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that in the event the Consultant becomes involved in, or is threatened with litigation with a subcontractor or supplier as a result of such direction, the Consultant may request the MPO to enter into such litigation to protect the interests of the MPO; in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

9.078 No otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The Consultant shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations regarding Nondiscrimination on the basis of disability in programs and activities receiving or benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.

~~ARTICLE X~~

~~EQUAL EMPLOYMENT OPPORTUNITY~~

~~10.01The Consultant agrees to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR 60).~~

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ARTICLE XI~~I~~

INDEMNITY

11.01 The Consultant agrees to be responsible for all claims and liabilities due to the negligent acts or omissions of the Consultant, its agents or employees while performing this contract. The Consultant also agrees to be responsible for any and all expenses incurred by the Consultant in litigation or otherwise resisting such claims or liabilities as a result of any negligent activities of the Consultant, its agents or employees only.

ARTICLE XII~~I~~

GOVERNING LAW

12.01 This contract shall be governed by the law of the State of Texas and all obligations hereunder of the parties are performable in Travis County.

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ARTICLE XII

AMENDMENT

13.01 No provision of this contract shall be deemed waived, amended, or modified by either party unless and until such waiver, amendment, or modification is in writing, approved by the MPO, TxDOT, and the US DOT before additional work may be performed or additional costs incurred which will be eligible for reimbursement, and signed by the party against whom it is sought to be enforced.

13.02 Changes in the scope, objectives, character, cost or complexity of the work as approved in the latest approved UPWP must be submitted in writing and must be approved by the MPO and TxDOT or the US DOT before additional work may be performed or additional costs incurred which will be eligible for reimbursement. Said charges must be approved by the MPO prior to submittal to TxDOT or the US DOT.

ARTICLE ~~XIV~~XIII

PRECEDENCE OF AGREEMENT

14.01 This contract constitutes the sole and only agreement between the parties hereto for 23 USC Section 104(f) and 49 USC Section 5301 et seq. funds and supersedes any prior understanding, written or oral, between the parties respecting the matters herein contained.

ARTICLE XIV

GENDER

15.01 Words of any gender used in this contract shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural, unless the context requires otherwise.

ARTICLE XV

LEGAL CONSTRUCTION

16.01 In case any one or more of the provisions contained in this contract shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceable provision shall not affect any other provision hereof and this contract shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.

ARTICLE XVI

SANCTIONS

17.01 In the event the Consultant does not accomplish the Scope of Work and is unable or unwilling to provide satisfactory cause to the MPO as to the reasons and/or justifications for not accomplishing the work, the MPO reserves the right to impose one or both of the following sanctions on the Consultant:

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a. Retain a percentage of current and/or future reimbursements to the Consultant until the Consultant satisfactorily completes the work. The percentage to be retained will be determined by the MPO.

b. Require a reimbursement from the Consultant of funds expended under this contract in an amount not to exceed the amount reimbursed to the Consultant in the study which the Consultant has failed to satisfactorily complete. The exact amount to be reimbursed to the MPO will be determined by the MPO; however, such determination shall not preclude the Consultant's rights under law.

ARTICLE XVII~~I~~

OWNERSHIP OF WORK PRODUCT

18.01 It is agreed that the MPO, TxDOT and the US DOT shall own any and all information in whatsoever form and character produced in accordance with this contract. It is expressly agreed that the information, data, written information, or other work produced, collectively "the work", which is produced pursuant to this contract shall be considered a work made for hire, having been specifically ordered or commissioned for use as a contribution to a collective work, as a supplementary work, as a compilation, or as an information, and/or other work produced under this contract shall be furnished to the MPO upon request.

18.02 The MPO, TxDOT and the US DOT shall, with regard to any reports or other products produced under this contract, have the royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes. Any modifications made by the MPO to any of the Consultant's documents, or any use, partial use, or reuse of the documents without written authorization or adaptation by the Consultant will be at the MPO's sole risk and without liability to the Consultant.

18.03 The Consultant agrees not to release data or information about the results of the study to any person outside the MPO without first obtaining written authorization to release such information from the MPO.

ARTICLE ~~XIX~~XVIII

ACKNOWLEDGMENT OF FUNDING SOURCE

19.01 The Consultant shall give credit to the US DOT, TxDOT, and the MPO as the funding source in all oral presentations, written documents, publicity, and advertisement regarding any activities which ensue from this contract.

ARTICLE XIX

PROHIBITED INTEREST

20.01 No member of or delegate to the Congress of the United States shall be admitted to any share or part of the contract or to any benefit arising therefrom. No member, officer, or employee of the

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MPO during his tenure or one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof.

ARTICLE XX~~I~~

INSPECTION OF WORK

21.01 The MPO, the State of Texas, and the US DOT, and any authorized representative hereof, have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed hereunder and the premises on which it is being performed.

21.02 If any inspection or evaluation is made on the premises of a subcontractor, the Consultant shall provide and require his subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in such a manner as will not unduly delay the work.

ARTICLE XXI~~I~~

NONCOLLUSION

22.01 The Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working for it, to solicit or secure this contract, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this contract. If the Consultant breaches or violates this warranty, the MPO shall have the right to annul this contract without liability or, in its discretion, to deduct from the contract price or consideration, or otherwise recover the full amount of such fee, commission, brokerage fee, gift, or contingent fee.

ARTICLE XXII~~I~~
POLITICAL ACTIVITY AND LOBBYING

23.01 No federally appropriated funds provided under this contract will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection of the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

ARTICLE ~~XXIV~~XXIII

DEBARRED BIDDERS

24.01 The Consultant, including any of its officers or holders of a controlling interest, is obligated to inform the MPO whether or not it is or has been on any debarred bidders list maintained by the United States Government and the State of Texas. Should the Consultant be included on such a list during the performance of this study, it shall so inform the MPO.

ARTICLE XX~~I~~V

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ENERGY POLICY

25.01 Contracts shall recognize mandatory standards and policies relating to energy efficiency which are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (P.L. 94-163).

ARTICLE XXV~~I~~

CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT REQUIREMENTS

26.01 The Consultant agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act (42 USC 1857 (h), Section 508 of the Clean Water Act (33 USC 1368), Executive Order 11738, and the United States Environmental Protection Agency (US EPA) requirements (40 CFR, Part 15), which prohibit the use under nonexempt Federal contracts, grants, or loans, of facilities included on the US EPA list for Violating Facilities. The Consultant shall report violations to FTA and the US EPA Assistant Administrator for Enforcement (ENO329).

ARTICLE XXVI~~I~~

COMPLIANCE WITH LAWS

27.01 The Consultant shall comply with all applicable Federal, State, and local laws, statutes, ordinances, rules and regulations and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this contract, including, without limitation, worker's compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. See attached appendix B and C. When required, the Consultant shall furnish the MPO with satisfactory proof of its compliance therewith.

ARTICLE XXVII~~I~~

SUCCESSORS AND ASSIGNS

28.01 The MPO and the Consultant each binds itself, its successors, executors, assigns and administrators to the other party to this contract and to the successors, executors, assigns and administrators of such other party in respect to all covenants of this agreement. Neither the MPO nor the Consultant shall assign, sublet, or transfer his/her interest in this agreement without written consent of the other.

ARTICLE ~~XXIX~~XXIII

SIGNATORY WARRANTY

29.01 The undersigned signatory for the Consultant hereby represents and warrants that he/she is an officer of the organization for which he/she has executed this contract and that he/she has full and complete authority to enter into this contract on behalf of his/her organization.

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ARTICLE XXIX

NOTICES

30.01 All notices hereunder shall be deemed given when, either delivered in person or deposited in the United States mail, postage prepaid, certified mail, return receipt requested, addressed to the appropriate party at the following address:

If to the MPO: Ashby Johnson, Executive Director
Capital Area Metropolitan Planning Organization
P.O. Box 9220
Austin, Texas 78766-9220

If to Consultant:

EXECUTED IN DUPLICATE ORIGINALS THIS THE ***XX*** DAY OF ***XX***, 20***XX***.

Capital Area Metropolitan Planning Organization XX

BY:_____ BY: _____
Ashby Johnson Name
Executive Director Title

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ATTEST:_____ ATTEST: _____

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ATTACHMENT A
SCOPE OF WORK/SERVICES

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ATTACHMENT B
BUDGET SUMMARY

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ATTACHMENT C
RATE SCHEDULE(S)

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ATTACHMENT D
PROGRESS REPORT

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Month/Year:

Task	% of Contract	**Description of work/ Product Progress** (Provide adequate information to explain work completed to date)	% Work Completed
1	0	Work done this month: Next month's work activities: Problems/Delays: Changes in estimated value:	0
2	0	Work done this month: Next month's work activities: Problems/Delays: Changes in estimated value:	0
3	0	Work done this month: Next month's work activities: Problems/Delays: Changes in estimated value:	0

Prepared by: _____ Approved by: _____

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Title: _____ Title:

APPENDICES

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APPENDIX A

INCLUDE WITH INVOICE:

PROGRESS REPORT

TIME SHEETS FOR THE PRIME AND SUB CONSULTANTS EMPLOYEES

- "Time sheets" may be actual time sheets or a listing of hours an employee worked on this project by task number.
- Highlight the appropriate time on the time sheet as it relates to this study
- Any person's time being billed that was not included in the original Attachment C is not eligible without a written request indicating the individuals name, title, hourly rate and an explanation of their contribution to the study

EXPENSE REPORTS FOR TRAVEL AND RECEIPTS FOR OTHER REIMBURSABLE EXPENSES

- Reimbursement for travel will be based on each organization's internal policies
- Do not piecemeal travel expenses. All expenses for the same trip should be submitted at the same time. Appropriate charges should be highlighted
- Include highlighted copies of airline, parking, hotel and meal receipts
- Meal receipts must be itemized and alcoholic beverages and tips/gratuities are not reimbursable expenses, food other than meals are non-reimbursable expenses
- Mileage for which an employee is reimbursed should be documented with the travel date, trip destination and trip purpose
- Include the number of copies run, what the copies were for, and indicate the appropriate rate (color, black and white, plots, etc.)
- Include highlighted receipts for outside services and identify on the receipt the line item to which the item was charged
- Only those other direct line items on the original Attachment B are eligible for reimbursement. Prior approval must be requested for any additional line items

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INVOICE FOR EACH SUB CONSULTANT

- Follow the example given for the Prime Consultant and provide the same information as required to the Prime in labor and other direct charges
    - Contracts with subconsultants must be on file in the MPO office prior to MPO reimbursing for subconsultants bills

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APPENDIX B

During the performance of this contract, the consultant, for itself, its assignees, and successors in interest (hereinafter referred to as the "consultant") agrees as follows:

- Compliance with Regulations: The consultant (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

- Non-discrimination: The consultant, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subconsultants, including procurements of materials and leases of equipment. The consultant will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

- Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the consultant for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subconsultant or supplier will be notified by the consultant of the consultant's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

- Information and Reports: The consultant will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration, and Federal Transit Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a consultant is in the exclusive possession of another who fails or refuses to furnish the information, the consultant will so certify to the Recipient or the Federal Highway Administration, and Federal Transit Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

- Sanctions for Noncompliance: In the event of a consultant's noncompliance with the Nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration, and Federal Transit Administration may determine to be appropriate, including, but not limited to:

    - withholding payments to the consultant under the contract until the consultant complies; and/or
    - cancelling, terminating, or suspending a contract, in whole or in part.

- Incorporation of Provisions: The consultant will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The consultant will take action with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration, and Federal Transit Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the consultant becomes

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involved in, or is threatened with litigation by a subconsultant, or supplier because of such direction, the consultant may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the consultant may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX C

During the performance of this contract, the consultant, for itself, its assignees, and successors in interest (hereinafter referred to as the "consultant") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); • Airport and Airway Improvement Act of 1982, (49 USC § 4 71, Section 4 7123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and consultants, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.P.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

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- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to -ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U .S.C. 1681 et seq).

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Date:	April 13, 2026
Continued From:	February 9, 2026
Action Requested:	Action

To:	Transportation Policy Board
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	9
Subject:	Discussion and Take Appropriate Action on Braker Lane North Funding and Scope Change

RECOMMENDATION

Staff recommends the Transportation Policy Board approve Option A as detailed in Resolution 2026-4-9. The Technical Advisory Committee did not provide a formal recommendation, but provided general feedback in support for Option A.

PURPOSE AND EXECUTIVE SUMMARY

The Braker Lane North design project sponsored by Travis County is currently under discussion with the City of Austin (COA), CAMPO, and the TxDOT-Austin District to determine the appropriate path forward regarding changes to the project that have impacted the scope and feasibility of the project.

This project, currently sponsored by Travis County, was awarded 100% engineering and design in 2011. Following COA annexation within the project limits, the COA and Travis County are recommending 60% design at COA standards, as opposed to 100% design at County standards. Because this is a scope change from the original 100% design deliverables, the Transportation Policy Board must approve the change. Below are the available options for the TPB to consider:

Option	Description
A	Approve scope change to 60% at COA design standards
B	Approve scope change to 30% at County design standards and close out.
C	No scope change. 100% at County design standards as originally awarded.
D	Project cancellation. Funding is reimbursed to CAMPO.

FINANCIAL IMPACT

Projects awarded funding by the Transportation Policy Board must adhere to certain financial policies and procedures including demonstrating continual progress and adherences to the originally awarded scope as provided in the application. Any project in potential violation of the progress policy, or proposing a significant change in scope, must be presented to the Transportation Policy Board for discussion and potential action.

BACKGROUND AND DISCUSSION

This project was originally awarded jointly to City of Austin and Travis County in 2011. For a high-level summary of the project history, please see the timeline below:

Item	Date
STBG Project Award - Travis County ($560,000) for 100% Design	December 12, 2011
STBG Project Award - City of Austin ($480,000) for 100% Design	December 12, 2011
City of Austin Award Transferred to Travis County	February 14, 2014
City Annexation Ordinance No. 20141120-119	November 20, 2014
Interlocal Agreement between City of Austin and Travis County	February 12, 2015
Advanced Funding Agreement – Travis County	July 15, 2015
Interlocal Agreement between City of Austin and Travis County	November 2024
30% Design Status Achieved at County Standards	December 2025

SUPPORTING DOCUMENTS

Attachment A – *City of Austin Letter of Commitment*
Attachment B – *Schedule*
Attachment C – *Resolution 2026-4-9 (Draft)*

P.O. Box 1088
Austin, TX 78767

January 20, 2026

Ashby Johnson
Executive Director
Capital Area Metropolitan Planning Organization
8303 N. MoPac Expy., Suite A-210
Austin, Texas 78766

Re: Letter of Commitment for CSJ 0914-04-316 Travis County Braker Lane North Extension Project

Dear Mr. Johnson,

I am writing on behalf of the Austin Transportation and Public Works Department (ATPW) in support of continuation of the Braker Lane North Extension Project lead by Travis County's Transportation and Natural Resources Department. As you may be aware, the City of Austin (COA) recently annexed a large portion of Travis County in this region which accounts for approximately 75% of the project limits within COA's Full Purpose Jurisdiction. This project is a collaborative effort on behalf of both City and County to meet the City of Austin's Design Criteria.

The COA is currently completing construction on its own CAMPO funded East Braker Lane Extension project which will be fully operatable by June 2026. Travis County's Braker Lane extension project continues the City's CAMPO funded project to achieve the east-west continuous four (4) lane divided goal from our Austin Strategy Mobility Strategy (ASMP)'s vision and CAMPO's 2050 RTP long-range plan goal.

The CAMPO funding, if it were to remain, would be used to continue to develop the project to a 60% design milestone. Upon 60% design completion, COA ATPW would continue the work by evaluating the design for constraints, conflicts, and remaining risks. Travis County advancement of the project to 60% will allow COA to continue the design with the expected right of way and drainage requirements. COA is committed to continuing the project development process with right of way acquisition, continuing design, and identifying potential construction funding sources.

Lastly, COA will continue its partnership with Travis County through the next milestone to guide the design to efficiently meet the COA's Design Criteria. Travis County has the COA ATPW full support

for this effort and we thank you for your consideration of this project to help both agencies' goals for long-term planning in this area.

Sincerely,



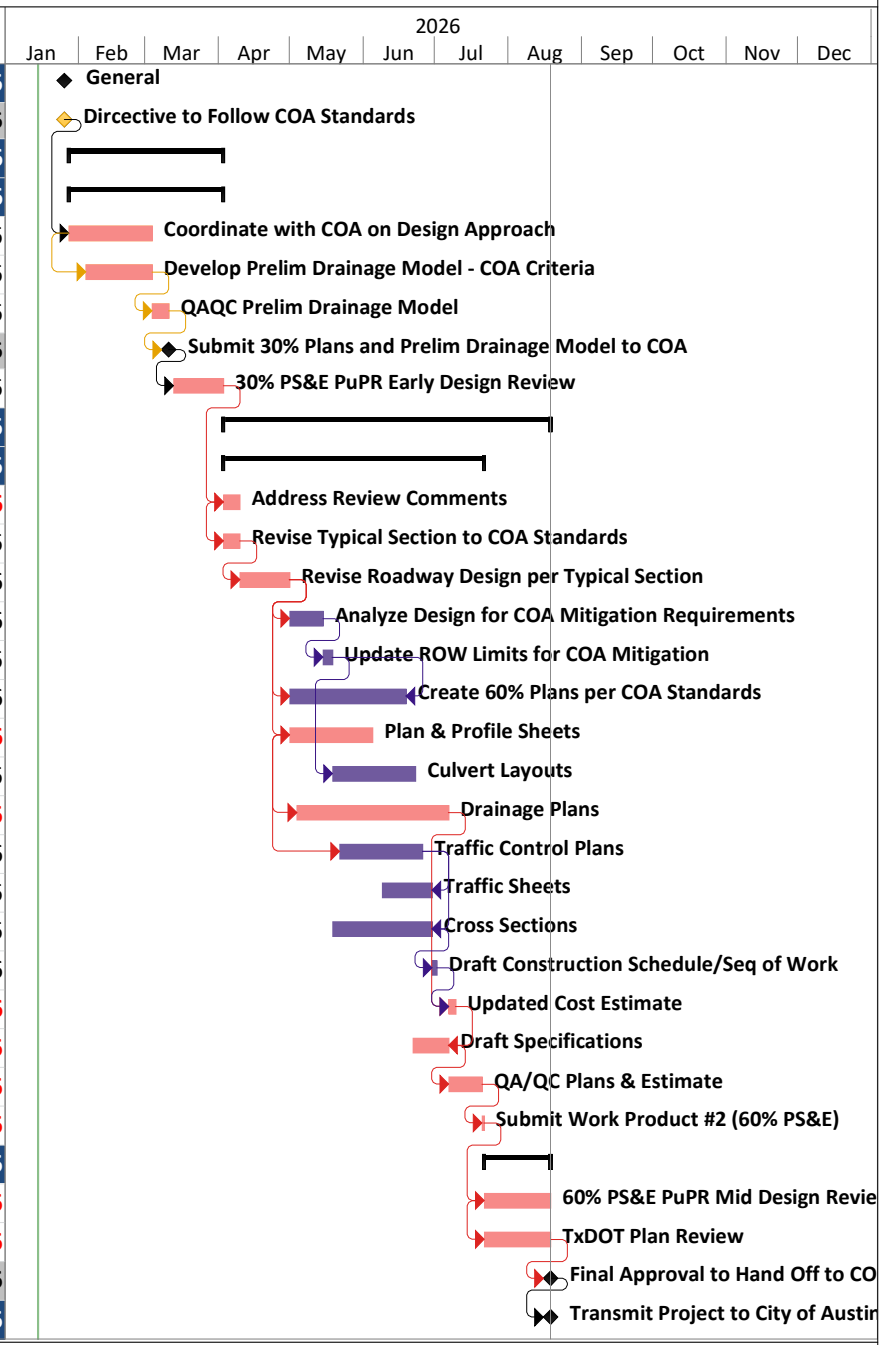
Richard Mendoza, P.E.
Director
Austin Transportation and Public Works

TRAVIS COUNTY, PRECINCT 1
BRAKER LANE NORTH ROADWAY EXTENSION

PROJECT SCHEDULE
CSJ 0914-04-280 / 0914-04-316

CONTRACT NO. 4400002753

ID	Task Name	Duration	Start	Finish
1	**General**	**0 days**	**Mon 1/26/26**	**Mon 1/26/26**
2	**Dircective to Follow COA Standards**	**0 days**	**Mon 1/26/26**	**Mon 1/26/26**
3	**Work Product #1 Preliminary Engineering**	**65 days**	**Wed 1/28/26**	**Thu 4/2/26**
4	**30% PS&E - City of Austin Standards**	**47 days**	**Wed 1/28/26**	**Thu 4/2/26**
5	Coordinate with COA on Design Approach	25 days	Wed 1/28/26	Tue 3/3/26
6	Develop Prelim Drainage Model - COA Criteria	20 days	Wed 2/4/26	Tue 3/3/26
7	QAQC Prelim Drainage Model	5 days	Wed 3/4/26	Tue 3/10/26
8	**Submit 30% Plans and Prelim Drainage Model to COA**	**0 days**	**Tue 3/10/26**	**Tue 3/10/26**
9	30% PS&E PuPR Early Design Review	15 days	Fri 3/13/26	Thu 4/2/26
10	**Work Product #2 (60% PS&E)**	**138 days**	**Fri 4/3/26**	**Tue 8/18/26**
11	**60% PS&E**	**110 days**	**Fri 4/3/26**	**Tue 7/21/26**
12	**Address Review Comments**	**5 days**	**Fri 4/3/26**	**Thu 4/9/26**
13	Revise Typical Section to COA Standards	5 days	Fri 4/3/26	Thu 4/9/26
14	Revise Roadway Design per Typical Section	15 days	Fri 4/10/26	Thu 4/30/26
15	Analyze Design for COA Mitigation Requirements	10 days	Fri 5/1/26	Thu 5/14/26
16	Update ROW Limits for COA Mitigation	2 days	Fri 5/15/26	Mon 5/18/26
17	Create 60% Plans per COA Standards	30 days	Fri 5/1/26	Thu 6/18/26
18	**Plan & Profile Sheets**	**20 days**	**Fri 5/1/26**	**Thu 6/4/26**
19	Culvert Layouts	20 days	Tue 5/19/26	Mon 6/22/26
20	**Drainage Plans**	**40 days**	**Mon 5/4/26**	**Mon 7/6/26**
21	Traffic Control Plans	20 days	Fri 5/22/26	Thu 6/25/26
22	Traffic Sheets	15 days	Tue 6/9/26	Mon 6/29/26
23	Cross Sections	25 days	Tue 5/19/26	Mon 6/29/26
24	Draft Construction Schedule/Seq of Work	2 days	Tue 6/30/26	Wed 7/1/26
25	**Updated Cost Estimate**	**3 days**	**Tue 7/7/26**	**Thu 7/9/26**
26	**Draft Specifications**	**10 days**	**Mon 6/22/26**	**Mon 7/6/26**
27	**QA/QC Plans & Estimate**	**10 days**	**Tue 7/7/26**	**Mon 7/20/26**
28	**Submit Work Product #2 (60% PS&E)**	**1 day**	**Tue 7/21/26**	**Tue 7/21/26**
29	**Review Process**	**20 days**	**Wed 7/22/26**	**Tue 8/18/26**
30	**60% PS&E PuPR Mid Design Review**	**20 days**	**Wed 7/22/26**	**Tue 8/18/26**
31	**TxDOT Plan Review**	**20 days**	**Wed 7/22/26**	**Tue 8/18/26**
32	**Final Approval to Hand Off to COA**	**0 days**	**Tue 8/18/26**	**Tue 8/18/26**
33	**Transmit Project to City of Austin as Sponsor**	**0 days**	**Tue 8/18/26**	**Tue 8/18/26**



Resolution 2026-4-9

Acknowledging the Transportation Policy Board's Approval of the Braker Lane North Funding and Scope Change

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

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

WHEREAS, the Transportation Policy Board awarded Travis County $560,000 and the City of Austin $480,000 in Surface Transportation Block Grant funding for 100% design of Braker Lane North on December 11, 2011; and

WHEREAS, the Transportation Policy Board approved the transfer of the City of Austin award to Travis County on February 14, 2014; and

WHEREAS, the City of Austin annexed the majority of the project limits on November 20, 2014; and

WHEREAS, Travis County and the City of Austin entered into an Interlocal Agreement for the project on February 12, 2015 and November 2024 regarding the project; and

WHEREAS, Travis County, in partnership with the City of Austin, have jointly requested a formal scope change from 100% design at Travis County standards to 60% design at City of Austin standards due to the City of Austin's annexation of the majority of the project limits; and

WHEREAS, 60% design at City of Austin standards is the maximum design achievable for the project with the original award amount; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the requested project scope change to 60% design at City of Austin standards as reflected in this resolution; and

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

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

The above resolution being read, a motion to approve the scope change to 60% design at City of Austin standard as reflected was made on April 13, 2026 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 13th day of April 2026.

_____

Chair, CAMPO Board

Attest:

_____

Executive Director, CAMPO

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CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

Date: April 13, 2026
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board

From: Mr. Nicholas Samuel, Senior Regional Planner

Agenda Item: 10

Subject: Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiations on Eanes Creek Trail Feasibility Study Contract

RECOMMENDATION

Staff requests the Transportation Policy Board authorize the CAMPO Executive Director to negotiate and execute a contract with the top-ranked consultant firm to develop the Eanes Creek Trail Feasibility Study.

PURPOSE AND EXECUTIVE SUMMARY

On November 17, 2025, CAMPO issued a Request for Proposals (RFP) to solicit planning services to develop the Eanes Creek Trail Study, with proposals due on January 16, 2026. CAMPO seeks to assist the City of West Lake Hills with a trail visioning and feasibility study in the vicinity of Eanes Creek between SL 360 (Capital of Texas Highway) and SL 1 (MoPac Expressway).

CAMPO received ten qualifying responses to the RFP. These proposals were ranked and scored by the evaluation committee (comprised of CAMPO and City of West Lake Hills staff) as detailed in the RFP, and the top three firms after proposal review were selected for interviews. The top-ranked firm after the interview process has been selected as the preferred contract recipient. A summary of the ranks is provided in the table below:

Firm Name	Score (Max. 125)	Rank
Toole Design Group, LLC	101	1
Neslon\Nygaard Consulting Associates, Inc.	100	2
Halff Associates, Inc.	98	3
RS&H, Inc.	81	4
Kleinfelder, Inc.	71	5
HKS, Inc.	69	6
Skidmore, Owings & Merrill	58	7
KFM Engineering & Design	56	8
Covey Planning + Landscape Architecture	54	9
Scheibe Consulting, LLC	33	10

FINANCIAL IMPACT

This contract will approve the use of up to $416,000 in Transportation Alternatives Set-Aside (TASA) funds, as described in the Unified Planning Work Program. The City of West Lake Hills will provide an additional $104,000 in local contributions for a total project budget amount not to exceed $520,000.

BACKGROUND AND DISCUSSION

This study will be led by CAMPO in partnership with the City of West Lake Hills (City). The purpose of this initiative is to assist the City with a trail feasibility study along Eanes Creek from SL 360 (Capital of Texas Highway) to SL 1 (MoPac Expressway). The study will identify needs and develop context-sensitive trail and active transportation connectivity concepts within the study area. Additionally, the study will identify catalytic land use and placemaking opportunities within key focus areas. The study will build upon previous local and regional plans and will guide recommendations for CAMPO's Regional Transportation Plan (RTP), the City's Master Plan, and other planning efforts.

SUPPORTING DOCUMENTS

Attachment A – *Request for Proposals (RFP) – WL-005*
Attachment B – *Addendum 1 for Request for Proposals (RFP) – WL-005*
Attachment C – *Eanes Creek Trail Feasibility Study – Interlocal Agreement*

Memorandum

To: Consultants

From: Theresa Hernandez, Finance & Administration Manager

Subject: Request for Proposals (WL-005)

Date: November 17, 2025

The Capital Area Metropolitan Planning Organization (CAMPO) is seeking the professional services of a consultant to perform the activities outlined in the attached Request for Proposals (RFP) for the Eanes Creek Trail Feasibility Study.

A pre-proposal meeting with the option of either in-person or virtual attendance will be held for consultants on Thursday, December 4, 2025, at 2:00 PM (Central). Information and access links to this meeting are provided in the RFP. Please submit any questions by email to the attention of Will Lisska, Regional Planning Manager, at campo.procurement@campotexas.org, no later than 5:00 PM (Central) on Monday, January 5, 2026. Responses will be posted on CAMPO's website at www.campotexas.org no later than 5:00 PM (Central) on Wednesday, January 7, 2026.

Please note, it is the proposers' responsibility to visit CAMPO's website for any updated information regarding this RFP. Electronic proposals are due to CAMPO by 5:00 PM (Central) on Friday, January 16, 2026, in accordance with the submission requirements found in the RFP.

Thank you,

Theresa Hernandez
Finance & Administration Manager
Capital Area Metropolitan Planning Organization

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
REQUEST FOR PROPOSALS (RFP)

GENERAL INFORMATION

Solicitation No: WL-005
Service description: Eanes Creek Trail Feasibility Study
Date Issued: 5:00 PM (Central), Monday, November 17, 2025
Submission Deadline: 5:00 PM (Central), Friday, January 16, 2026
Submission Format: Electronic (PDF) document, file size less than 10 MB, 40 pages maximum (inclusive of everything), 8.5"x11" page size, font size 11 or larger for body text
Submissions Location: Proposals are to be submitted through email at campo.procurement@campotexas.org
Interview Date Range: February 10, 2026 – February 11, 2026

PRE-PROPOSAL MEETING

Date: 2:00 PM (Central), Thursday, December 4, 2025
Location Address: 8303 N Mopac Expressway, Suite A210, Austin, TX 78759
Room Number: Large Conference Room
Online Option: Microsoft Teams
Meeting Link: Pre-Proposal Meeting - Solicitation No: WL-005
Meeting ID: 245 312 007 527 6
Passcode: G32XM3jo
Download Teams | Join on the Web

INQUIRIES

Submission Deadline: 5:00 PM (Central), Monday, January 5, 2026
Submission Format: campo.procurement@campotexas.org
Response Posting: www.campotexas.org
Response Posting Date: 5:00 PM (Central), Wednesday, January 7, 2026

CONTACT

Name: Will Lisska
Title: Regional Planning Manager
Address: 8303 N MoPac Expressway, Suite A210, Austin, Texas 78759
Phone: (512) 218-3847
Email: campo.procurement@campotexas.org

Offers must be received by CAMPO by the submission deadline posted above. All updates regarding this solicitation can be found at https://www.campotexas.org/requests-proposals-qualifications/. It is the responsibility of the Offeror to view the procurement web page for all updates including addenda associated with this solicitation.

OFFER SUBMITTED BY

By the signature below, I certify that I have submitted a binding offer:

Name:
Company Name:
Address:
Phone:
Email:

Signature: Date:

RFP SUBMITTAL

Each respondent of this RFP is requested to present a proposal discussing the scope of work as described in Section III. CAMPO reserves the right to reject any or all proposals or portions of proposals, if it is deemed to be in the best interest of CAMPO. This RFP document is organized as follows:

I. Proposal Contents and Specifications

This section contains the specific and general description of the information to be provided within the proposal. Federal requirements and specifications are noted. Due to the nature of this contract, all the contents and specifications may not apply to this contract.

II. Evaluation of Proposals

This section describes the methodology by which the proposals will be evaluated, and firms/individuals selected for proposal interviews.

III. Scope of Work

This section describes the work to be performed in the study and tasks to be executed.

RFP PROCESS INFORMATION

This RFP will be sent to all consultants in CAMPO's consultant database, which satisfies the search criteria of firms with experience in transportation planning, environmental planning, transportation engineering/design, or environmental engineering/design.

All requests for this RFP packet will be welcomed. This RFP will be available on CAMPO's website at https://www.campotexas.org/requests-proposals-qualifications/.

After the proposals are received, CAMPO's evaluation committee will score the submissions then select the top ranked firms. Following approval by the Transportation Policy Board, CAMPO staff will begin negotiations with the top ranked provider.

CAMPO retains the right to select from the firms responding to this RFP. Any or all submissions may be rejected, if they do not meet the Evaluation Committee's criteria or fail to comply with RFP specifications. CAMPO also retains the right to withdraw this RFP at any time.

At any point in the procurement process, any dispute, protest, or claim may be filed. The dispute, protest, or claim should be directed to the MPO Executive Director within seven days after the aggrieved party knows or should have known of the facts or events giving rise to the complaint.

CAMPO is responsible for this contracted project. Further inquiries should be directed to Theresa Hernandez, Finance & Administration Manager, at 737-224-3358.

SECTION I
SUBMISSION CONTENTS AND SPECIFICATIONS

Submissions must include the following:

A. Executive Summary

An executive summary of two pages or less to include a summary of the important aspects of the proposal including project objectives, a brief description of each section of the proposal, and any special considerations. The letter must include the primary contact name, telephone number, and email address for the submitting firm.

B. Project Work Program

The consultant should detail their approach to undertaking the tasks listed in this RFP including a recommended methodology for each task along and demonstration of ability to meet specified deadlines as assigned.

C. Project Management and Team

The project manager and other key staff members must be specified, and the consultant must describe how their management and team structure will deliver a successful project. Brief resumes of staff members should be included. The successful respondent will provide qualified personnel to accomplish each portion of the work in the scope outlined. Substitutions for essential personnel involved in the tasks will not be allowed without CAMPO's prior approval and resulting delays will be the responsibility of the consultant. CAMPO retains the right to request the removal of any personnel found, in CAMPO's assessment, to be unqualified to perform the work.

D. Schedule

The schedule will demonstrate how the consultant intends to complete work within the timeframe specified by this RFP. At a minimum, the schedule should include a breakdown by tasks, milestones, major deliverables, and critical events. This project should be completed within 18 months of contract execution, although CAMPO may extend the contract due to extenuating circumstances.

E. Availability of Consultant

The consultant will indicate the availability of the project manager and other key staff members to complete the work described in this RFP. For all staff defined in Section C (Project Management and Team), the consultant will provide all other projects being worked on by key staff, percentage of involvement, role, and estimated completion dates of those projects. The consultant will also specify the ability of key staff members to attend in-person meetings within the six-county CAMPO region and to work at the CAMPO office.

F. Prior Experience

Describe relevant individual experience for personnel proposed for the project. Do not include experience 10 years prior to the issuance of the RFP. Provide the project title, year, and reference name, title, agency, email, and phone number of principal person for whom the prior projects were accomplished.

G. Past Performance

Please provide three references from Governmental agencies that have contracted with the submitting consultant for similar services. References should include contact name, title, agency, email, and phone number. Strong proposals will include references from the projects detailed in Prior Experience.

H. Other Requirements and Disclosures

a. Disadvantaged Business Enterprise (DBE) Goal

CAMPO has established a goal of 25% Disadvantaged Business Enterprise (DBE) participation in its total annual third-party consulting opportunities. Each proposer is encouraged to make every effort possible to use DBE consultants in the performance of work under this contract. Nothing in this provision shall be construed to require the utilization of any DBE consultant, which is either unqualified or unavailable.

b. Title VI Requirements

Successful consultants will be required to comply with all requirements imposed by Title VI of the Civil Rights Acts of 1964 (49 U.S.C. Section 2000d), the Regulations of DOT issued there-under (49 C.F.R. part 21), and the assurances by CAMPO thereto.

c. Conflict of Interests/Debarment

Proposals shall state whether there is a potential conflict of interest and offerors must be cognizant of the requirement for executing a Debarment Certification stating that the consultant has not been barred from doing work involving federal funds. A signed Debarment Certification will be required of the successful proposer for each of the consultant's team members.

While the above items provide a general description of what sections and information are expected in the proposal, they are not meant to limit or exclude other information from being included. For example, Sections II and III in this RFP contain requirements for information that may not be specifically mentioned in this section. Proposers should include such information in their proposal.

Also, the Texas House Bill 914, codified as Chapter 176 of the Local Government Code, requires vendors and consultants contracting or seeking to do business with CAMPO to file a conflict of interest questionnaire (CIQ). The required questionnaire is located at the Texas Ethics Commission website https://www.ethics.state.tx.us/forms/conflict/.

The CIQ forms must be completed and included with the proposal for both the primary consultant and any subconsultants/vendors. Consultants that omit required CIQ forms will have their proposal disqualified from consideration by CAMPO.

d. Special Provisions relating to Local Government Officers*

At the time a proposal is submitted, a prospective consultant must disclose whether an owner (in whole or part), officer or employee of the prospective consultant is a local government officer of a political subdivision that (a) conducts business with CAMPO or (b) is located within CAMPO's geographic boundaries.

e. Specific Disclosure, related Certification & Policy Board Review*

If a solicitation indicates that the resulting product of the solicitation shall be presented by CAMPO for the concurrence or approval of a governing body of a political subdivision on which the prospective consultant (or an owner, in whole or in part, officer or employee) serves, any finding of a perceived conflict of interest by the Executive Director of CAMPO may be remedied by the local government officer's certified disclosure of the relationship with the prospective consultant and abstention from the local governing body's participation, consideration or concurrence with the product. Any such certification shall be made in writing and submitted to the Executive Director at the time any response to the solicitation is submitted. The Executive Director shall then transmit the same to the Chair of the Transportation Policy Board. The Chair of the Transportation Policy Board shall present the related solicitation and certification to the Executive

Committee of the Transportation Policy Board. The Executive Committee shall review the solicitation and certification, and may (1) take no action or (2) submit the same to the Transportation Policy Board for any action it deems appropriate, in its reasonable discretion, under CAMPO's procurement policies and applicable law. Such action by the Transportation Policy Board may include a finding of a perceived conflict of interest, notwithstanding the consultant's disclosure and certification described above. In the event that the Transportation Policy Board determines that a perceived conflict of interest exists, the Board will notify the prospective consultant in writing of the basis for the conclusion that a perceived conflict of interest exists, without any implied or actual limitation on any legal rights or defenses that might thereafter be asserted.

*For purposes of this provision, "local government officer" has the definition established by Section 176.001{4} of the Local Government Code.

SECTION II
EVALUATION OF SUBMISSIONS

Procedures have been established for the evaluation and selection of a consultant that provides for a consistent approach to carry out CAMPO's regional and transportation planning needs. To accomplish this objective, the CAMPO Evaluation Committee will review each submission based on the following criteria:

- **Executive Summary, Proposal Clarity, and Format** (15 Points)
  Submissions will be evaluated based on the clarity and format of the summarized project proposal (executive summary), as well as the proposal as a whole.

- **Project Work Program** (20 Points)
  The responding consultant team must present their team's approach through a clear, detailed narrative that displays an in-depth understanding of all tasks involved in this study and the project. Any work on similar type projects may be listed to validate this understanding.

- **Project Management and Team** (20 Points)
  The responding consultant team should include individuals that have relevant and effective project management experience. This includes an experienced project manager, deputy project manager if applicable, and strong subconsultants. Proposals must demonstrate how each team member, including any subconsultants, will be utilized in relevant tasks.

- **Schedule** (10 Points)
  Submissions must include a detailed schedule and include tasks, deliverables, and milestones. The schedule must demonstrate how the project team intends to complete all tasks in the Project Work Program within the allotted timeframe.

- **Availability of Consultant** (10 Points)
  This project involves many simultaneous tasks; the consultant team must demonstrate its ability to meet the project schedule and indicate all other projects being worked on by key staff, percentage of involvement and role in those projects, and probable completion dates.

- **Prior Experience** (15 Points)
  Submissions will be assessed on prior experience of the proposed personnel in the subject areas covered in Section III of this RFP.

- **Past Performance** (10 Points)
  The consultant must have a demonstrated track record of timely performance, quality, and integrity, as evidenced by a list of client references.

Additional services, ideas, innovation or products, such as graphic design, cost-saving measures, outreach methods, products, DBE/WBE/MBE/HUB usage, etc., will be considered in the evaluation with additional points being awarded in the categories above for the use of these strategies.

The Evaluation Committee members will individually evaluate all submissions according to the criteria described. Based on proposal scoring results, CAMPO reserves the right to invite top ranked teams to participate in oral presentations. The oral presentation can carry a score of up to 25 points that will factor into the final overall scores

(written proposal plus oral presentation). Following approval by the Transportation Policy Board, CAMPO staff will begin negotiations with the top ranked consulting consultant. If a contract cannot be negotiated with the top ranked consultant, CAMPO may choose to proceed to negotiate with the next ranked consultant, and so on, until a contract has been successfully negotiated.

CAMPO retains the right to select from the consultants responding to this RFP. Any or all submissions may be rejected if they do not meet the Evaluation Committee's criteria or fail to comply with RFP specifications. CAMPO also retains the right to withdraw this RFP at any time.

SECTION III
SCOPE OF WORK

Service Description: Eanes Creek Trail Feasibility Study

1. PURPOSE

The Capital Area Metropolitan Planning Organization (CAMPO) seeks offers in response to this Solicitation from firms qualified and experienced in the development of trail and multimodal corridor studies. Qualified firms must demonstrate an understanding of active transportation planning practices and requirements in the Central Texas region; trail/active transportation facility design and its relationship to mobility, safety, and placemaking; land use and economic development concepts, including trail-oriented development; and effective and inclusive public outreach.

The purpose of this initiative is to assist CAMPO and the City of West Lake Hills (City) with a trail feasibility study along Eanes Creek from SL 360 (Capital of Texas Highway) to SL 1 (MoPac Expressway). The study will identify needs and develop context-sensitive trail and active transportation connectivity concepts within the study area. Additionally, the study will identify catalytic land use and placemaking opportunities within key focus areas. The study will build upon previous local and regional plans and will guide recommendations for CAMPO's Regional Transportation Plan (RTP), the City's Master Plan, and other planning efforts.

2. BACKGROUND

RM 2244, locally known as Bee Cave Road, is the primary spine of traffic moving east and west between SL 360 and SL 1, north of SH 71 on the southern side of West Lake Hills. It is the primary connector to Downtown Austin for West Lake Hills and several other communities in southwest Travis County (such as the City of Bee Cave). The CAMPO Regional Active Transportation Plan identifies this section of RM 2244 as a priority corridor for active transportation improvements. However, because RM 2244 has high traffic volumes and limited right-of-way, adding and/or improving the active transportation accommodations (e.g., on-street bike lane or off-street trails) directly on the corridor could be challenging. An alternative is the development of a trail following Eanes Creek, which runs parallel to RM 2244 between SL 360 and SL 1.

The Eanes Creek study corridor extends approximately 3.5 miles. While the corridor connects distinct areas and jurisdictions with different needs and priorities, any active transportation improvements would need to function together as a system.

Completing the Eanes Creek Trail Feasibility Study ("Study") will greatly aid the City in the pursuit of the goals of its Master Plan and create opportunities to further regional trail initiatives. Eanes Creek generally parallels the south side of Bee Cave Road and connects neighborhoods and schools.

In 2021, voters in West Lake Hills authorized Propositions A and B to construct a new city hall and improve streets, respectively. The City of West Lake Hills has recently completed the

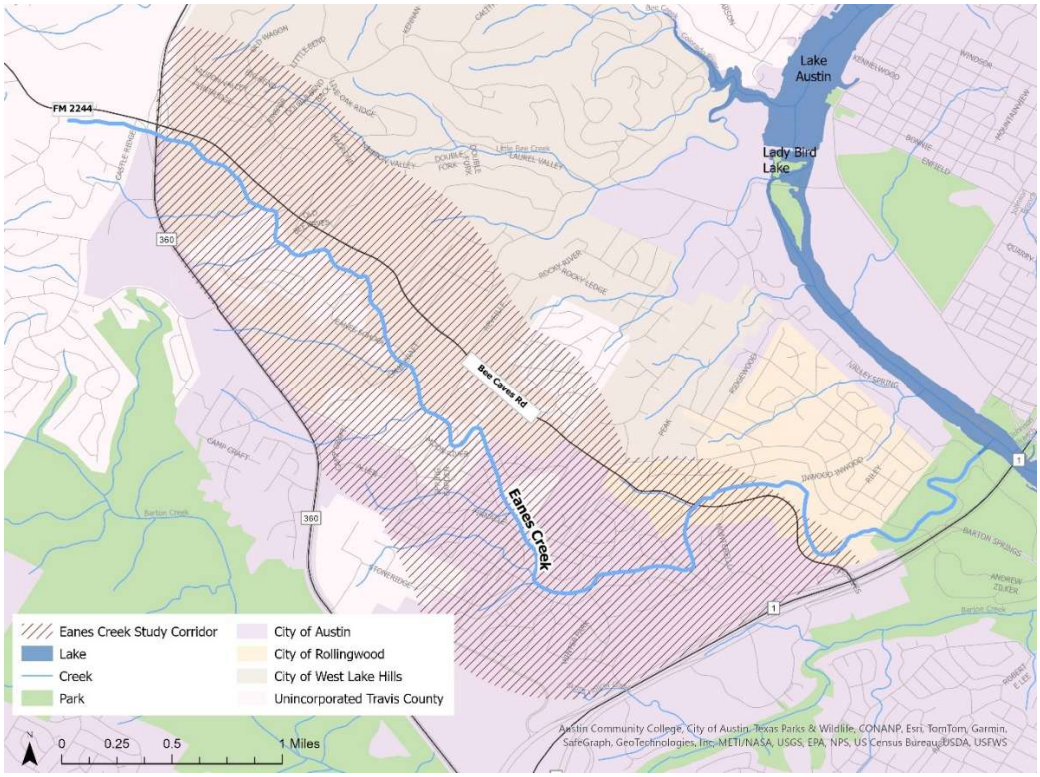
following capital improvements in the vicinity of the Eanes Creek corridor:

- The new West Lake Hills City Hall was constructed at 4010 Bee Cave Road;
- Camp Craft Road was improved to remove the low water crossing at Eanes Creek; and
- Eanes Creek Road was improved to remove the low water crossing at Eanes Creek.

3. PROJECT BOUNDARIES/OUTCOMES

Project Boundaries: The Study will cover the primary path of the Eanes Creek Corridor, from SL 360 to SL 1 at Barton Skyway. As shown in the map below, the project traverses multiple jurisdictions including:

- City of West Lake Hills
- City of Austin
- City of Rollingwood
- Unincorporated Travis County



Project Outcomes: The Study will identify design concepts and programmatic strategies to improve active transportation mobility and accessibility along the Eanes Creek corridor or on parallel/auxiliary facilities, as necessary. Additionally, the Study will further goals and priorities of the City's Master Plan, the CAMPO Regional Active Transportation Plan, the City of Austin Urban Trails Plan, and the Great Springs Trail.

4. PROJECT TIMELINE AND BUDGET

The Eanes Creek Trail Feasibility Study is anticipated to take between 12 and 18 months from the work authorization approval. The budget for this work shall not exceed **$495,238**.

5. DETAILED SCOPE OF SERVICES

TASK 1 – PROJECT ADMINSTRATION AND MANAGEMENT

This task shall include management of all project activities and work. This task will involve continuous project coordination and administration; preparation of monthly progress reports, invoices, and billings; meetings and coordination activities; preparation of meeting summaries; quality assurance/quality control (QA/QC); and other project management activities specified by CAMPO.

Project Management Plan

Outlines project team organization, roles, and responsibilities; program schedule; coordination and communication procedures; document and graphics formatting protocols; QA/QC plan; filing protocols; contract close-out procedures, and other operational information. The document and graphic formatting protocols shall ensure consistent style and branding for all project deliverables, including maps and figures.

Quality Assurance/Quality Control Plan

Documents the quality control program to be implemented by the consultant team. It will outline review processes for all work to assure that the work is conducted and completed in accordance with CAMPO requirements and applicable standards. The Quality Assurance/Quality Control (QA/QC) plan will acknowledge that thorough QA/QC is the responsibility of the consultant and not CAMPO staff.

Management of Work Activities

Management of all project activities and work to assure they are conducted and completed in accordance with applicable CAMPO requirements and applicable federal and state statutes, regulations, rules, and guidelines.

Program Schedule

A study schedule will be developed, maintained, and actively monitored for major work programs or tasks. Progress will be reviewed during coordination meetings. The Eanes Creek Trail Feasibility Study is anticipated to take between 12 and 18 months from the work authorization approval.

Invoice Preparation and Submittal

Monthly invoices shall be prepared in accordance with current CAMPO invoicing procedures.

Progress Report Preparation and Submittal

Unless otherwise directed in the work authorization, progress reports shall be submitted no later than the tenth (10th) day of the month following the month to which they apply. Each invoice shall include a copy of the applicable progress report(s) for the period covered by the invoice. Each progress report shall specify, for each type of work that has been assigned under a work authorization, any deliverables that were completed during that month or other backup documentation as requested; physical and financial percent complete for that work; the precise nature of work that was done that did not result in a deliverable; whether the work is on schedule or not; any issues that may delay the work in the future; any

actions by CAMPO or other remedial actions that are required; and, for the following month, the anticipated work to be performed and the deliverables that will be submitted.

Kick-off and Coordination Meetings
A kick-off meeting is to be held immediately after the work authorization is approved. Coordination meetings are to be held at regular intervals as established in the work authorization.

Action Tracking Log
The Consultant shall develop and maintain a log of action items. The log shall identify the action item, its status, responsible party, date assigned, and date completed. The log shall be a tool for managing assignments and shall be reviewed with CAMPO staff during coordination meetings.

Document Control
The Consultant shall develop, implement, and maintain an electronic document control and filing system that shall govern the distribution and file copies of all program-related correspondence, reports, plans and technical data.

Project Files
Project files (electronic and hard copy) shall be assembled, maintained, and delivered to CAMPO with a complete index at project closeout or as directed by CAMPO.

Information Technology
Establishment and/or maintenance of an online electronic management tool (EMT) for internal and external transfer of program and planning data, document management, scheduling, and coordination.

Deliverables
The consultant shall produce all materials related to project management. Materials to be produced include, but are not limited to, the following:

- Project management plan (draft and final)
- Quality assurance and quality control plan (draft and final)
- Program schedule
- Monthly invoices
- Monthly progress reports accompanying the invoices
- Meeting summaries
- Action tracking log
- Indexed project file (electronic and hard copy)

Task 2 – OUTREACH AND ENGAGEMENT

The consultant shall work with CAMPO staff and coordinate with the City to develop and implement a comprehensive and inclusive public involvement strategy that will lead to thorough and meaningful participation of various stakeholders in the visioning and evaluation of the study corridor.

Steering Committee
The consultant, in coordination with CAMPO and City staff, will develop a steering committee to help guide the study, review the study's recommendations, and provide a forum for interagency coordination. Members of the steering committee shall include staff from CAMPO, the City, Texas Department of Transportation (TxDOT) South Travis Area Office, City of Austin, Eanes ISD, Travis County and other agencies, as needed. The consultant shall provide updates on the planning and design processes and incorporate feedback from the steering committee. With input from the steering committee, the consultant shall develop and confirm a set of principles/goals to guide the development of the Feasibility Study and recommendations.

Stakeholder Identification and Outreach
The consultant shall be responsible for researching, identifying, and conducting outreach to all relevant stakeholders. This targeted outreach will concentrate on stakeholders, through focus groups and interviews, including but not limited to:

- business leaders,
- community leaders,
- key homeowner associations (Westlake Oaks HOA, Rolling Hills Home Guardians and property owners),
- staff from other City departments (e.g., Parks & Recreation, Fire Department)
- Eanes Independent School District,
- and other entities or specific groups recommended by the Steering Committee.

The consultant shall engage and solicit feedback from stakeholders throughout the process and specifically during development of the existing conditions, concept plan, and the recommendations/prioritization analyses. At least one round of stakeholder interviews and one public meeting shall be held as part of each task (3-5) in the planning process

Public Meetings/Open Houses (Virtual and In-Person)
The consultant shall hold public meetings/open houses both online and in-person in the project vicinity at milestone points during the study to gain the perspective of residents, advocacy groups, homeowner associations, business and community leaders, school boards, as well as other stakeholders. At least three community public meetings shall be held. To the extent possible, virtual and in-person public meetings/open houses shall be coordinated and held in conjunction with those for related City planning processes.

Title VI and Vulnerable Population Outreach
The consultant shall provide a robust and coordinated effort to engage individuals and populations that are traditionally underserved and under-represented in the planning process, including populations protected by Title VI of the Civil Rights Act of 1964 and populations identified as vulnerable in the CAMPO 2050 Regional Transportation Plan. Efforts may include strategies such as meeting underserved populations where they are already receiving services and providing a variety of participation options such as telephone and mail. Underserved and under-represented populations may be less likely to have access

to high-speed internet to be able to engage online. Thus, outreach efforts will need to be flexible and be able to reach public spaces and resources in underserved and under-represented communities.

Online Engagement
The consultant shall coordinate with CAMPO on the development of online engagement tools, including but not limited to a project website, social media, and public preference surveys to be administered at key points during the process. The consultant shall be responsible for producing all outreach materials and online engagement tools to be utilized throughout the study.

Outreach Database
The consultant shall develop an outreach stakeholder database that includes all relevant information such as a list of all outreach participants, contact information, method of engagement, and engagement results.

Additional Engagement
The consultant shall coordinate and execute any additional outreach and engagement as deemed necessary by the study process, including with local governments, transportation authorities, TxDOT, and other state and federal agencies.

Deliverables
The consultant shall produce all materials related to the development and execution of the public involvement strategy. Materials to be produced include, but are not limited to, the following:

- Public engagement plan (draft and final)
- Stakeholder outreach database
- Public involvement summary report (draft and final)
- Public meeting coordination and materials
- Stakeholder outreach meeting coordination and materials
- Title VI and vulnerable populations meeting coordination and materials
- Online outreach materials
- Additional outreach materials

Task 3 – EXISTING AND FUTURE CONDITIONS ASSESSMENT
The consultant shall develop an existing and future conditions assessment within the Eanes Creek Trail Feasibility Study limits that includes a review of previous plans and studies; data compilation and summary; and identification of issues and needs. The results of this assessment will inform the development of the concept plan and recommendations list.

Comprehensive Review of Existing Studies, Plans, and Reports
Recently completed land use, transportation, and economic development studies and plans should guide and inform the Eanes Creek Trail Feasibility Study. The consultant shall review, evaluate, and summarize current local, state, and regional documents and policies relevant to transportation and supportive land use planning, particularly in the vicinity of the Eanes Creek Trail Feasibility study area. At a minimum, the Study will analyze:

- CAMPO 2050 Regional Transportation Plan
- CAMPO 2045 Regional Active Transportation Plan
- West Lake Hills Master Plan
- City of Austin Urban Trails Plan
- City of Austin Walk Bike and Roll Plan
- Central Texas Regional Mobility Authority (CTRMA) MoPac South Environmental Study
- Travis County Transportation Blueprint
- TxDOT Plans related to SL 360, RM 2244 and SL 1
- Great Springs Trail Plan
- Relevant County and City capital investment programs and bond programs

Data Collection and Summary

The consultant shall collect and analyze relevant available data to characterize existing and potential future conditions along the Eanes Creek corridor. The data collection will pay particular attention to the use of various multimodal transportation related items such as pedestrian and bicycle facilities, streetscapes, and street sections; branding and wayfinding/signage; traffic related items such as roadway crossings, operations, parking, and safety; and land use related items such as market trends, existing built form and building types, housing, infill development, adaptive reuse, public spaces, and opportunities for economic development. Specific data items that shall be examined as part this study include, but shall not be limited to:

- Identify and refine corridor for evaluation; identify connecting and intersecting facilities for which improvements would provide systemic connectivity and access benefits
- Utilizing publicly available datasets, identify property ownership and potential conflicts
- Utilize surveyor and records research strategically to identify ownership, conflict, easement, etc. where public information is not available
- Utilize socioeconomic and purchased data sets to understand potential users, multimodal utilization, and potential for future enhanced mode shift
- Gather traffic counts, crash data, speed data, and other information related to multimodal crossing safety and access at intersecting roadways
- Research and identify design standards and specifications for the project cognizant of local, state, and federal requirements (including new/most current National Association of City Transportation Officials [NACTO] and American Association of State Highway and Transportation Officials [AASHTO] guidance)
- Inventory environmental and ecological features

Upon review of the data, the consultant will work with CAMPO and City staff to determine if additional, independent data collection is warranted. In order to communicate data findings to CAMPO and City staff, stakeholders, and the public, the consultant will develop a series of maps, exhibits, and/or tables illustrating the key takeaways from each data item included in the process.

Needs Assessment

The data collected and analyzed by the consultant, combined with input from stakeholders as described in Task 2, will be used to inform a needs assessment for the Eanes Creek Trail Study area. The needs

assessment will identify issues and opportunities within the study area related to multimodal safety, network connectivity, quality of life, placemaking, design barriers, land use compatibility, and any other goals/priorities established during the outreach and engagement process. The consultant shall prepare a comprehensive list of identified issues with accompanying location maps and figures. In support of this task, the consultant shall also:

- Develop a project statement of purpose and need utilizing data gathered in Task 2
- Research historic merit criteria for project funding and selection through previous and current rounds of RAISE/BUILD/TIGER funding as well as state and local TASA processes
- Develop narrative statements that link project outcomes to merit criteria
- Develop performance measures for the project alternatives in alignment with CAMPO project prioritization criteria for both the Transportation Improvement Program and the Regional Transportation Plan

Deliverables

The consultant shall produce the following materials related to the existing and future conditions assessment:

- Compendium of maps, exhibits, and/or tables illustrating the key takeaways from each data item included in the Data Compilation and Summary process
- Issues list and maps
- Existing and Future Conditions Assessment Memorandum (draft and final) summarizing analysis and findings from the Review of Existing Studies, Plans, and Reports; Data Compilation and Summary; and Needs Assessment

TASK 4 – CONCEPT PLAN DEVELOPMENT

The Consultant shall develop a draft conceptual plan based on the Study guiding principles/goals, public and stakeholder input (Task 2), and the needs assessment (Task 3). This concept plan shall identify relevant projects and policies to improve active transportation in the Study area that, if implemented, will enhance mobility, connectivity, safety, and various multimodal travel options; support economic development with catalytic land use opportunities; and enhance a sense of place. Within the concept plan, the consultant shall:

- Develop conceptual connectivity plans for the corridor, identifying and prioritizing focus areas to allow for the project to be value engineered or phased based on future funding availability; utilize right of way and environmental information gathered in prior tasks to inform this process
    - For segmentation and alternatives analysis, develop alternatives and segmentation compliant with NEPA inclusive of logical termini and independent utility; subareas and/or phasing considerations should also account for jurisdictional boundaries
- Assess topographic and floodway limitations for trail alignment/placement and alternative routes
- Include toolkit of design options inclusive of bridge options, wayfinding, trailheads/gateways, lighting, functional landscaping, water fountains, rest areas, and other features that would create a regionally significant trail connection

    - Identify materials and treatments which are cost effective and are compatible with Buy America Build America provisions to aid the future pursuit of grant funding (if applicable)
- Develop typical sections and conceptual layouts for segments and phases with consideration of the following:
    - Trail alignment and layout: Mapping potential routes, points of interest, sensitive areas to avoid (such as wetlands), and ensuring appropriate distances from private property lines and steep slopes.
    - Trail surface considerations: Evaluating options like paved, gravel, or natural surfaces based on anticipated use, budget, maintenance, and environmental considerations such as water quality.
    - Width and clearances: Determining appropriate trail width based on projected user traffic and types and ensuring adequate vertical and horizontal clearances.
    - Structural elements: Design considerations for necessary structures like bridges, culverts, and retaining walls, ensuring proper sizing for flood prevention and meeting regulatory requirements.
    - Accessibility: Integrating universal access principles and meeting Americans with Disabilities Act (ADA) requirements for trail design and amenities.
    - Permanent Drainage and erosion control features.
- Develop estimates of probable cost for segments and phases
- Based on prioritization and probable cost estimates, develop a preferred alternative for implementation

Deliverables

The consultant shall produce the following materials related to the concept plan:

- Concept Plan Memorandum (draft and final) including a narrative describing the concept development process; descriptive catalog/toolbox of treatments and strategies considered; visualizations of potential urban character and placemaking elements; and maps, cross-sections, and planning-level conceptual layouts

TASK 5 – DRAFT RECOMMENDATIONS AND PHASING

From the concept plan, the consultant shall create project and policy recommendations, including phasing, that are tailored to the needs of the stakeholder/implementing entities in the study area.

Evaluation of Alternatives

The consultant shall develop a set of qualitative and quantitative criteria to assist in evaluating alternatives and to ultimately select the recommended improvement concepts and strategies. The criteria may include, but are not limited to, categories of multimodal mobility, access, safety, placemaking, land use/environmental compatibility, cost effectiveness, stakeholder preference, and other project guiding principles/goals (Task 2). If desired by the City, these criteria could be developed to reflect the current CAMPO Transportation Improvement Program and the CAMPO Regional Transportation Plan project selection criteria. This process will result in the identification of the recommended improvement concepts and strategies.

Desktop Environmental Review
Utilizing the TxDOT Categorical Exclusion templates, the consultant shall document a desktop environmental report of site conditions, including cultural resources, wetlands, and biological habitat – areas which would most significantly impact cost and alignment decisions. The consultant shall also identify areas which require additional field work (archeological, wetland delineation), to be completed in the PS&E phase of the project.

Costs and Benefits Evaluation
The consultant shall develop planning-level cost estimates for each of the recommended transportation improvements. Costs should include land acquisition and construction costs, operation and maintenance costs, and other direct and/or indirect costs as appropriate. Additionally, the consultant shall estimate the value of the benefits of the combined package of improvements to determine if the improvements result in sufficient user benefits to justify the cost. The consultant shall be responsible for implementing a defensible method of evaluating the economic benefits of the recommended improvements, such as the economic benefits of increased commercial/retail activities from improved connectivity and recreational trail access; improved land values and corresponding tax revenues for the City; and the potential economic benefits of public health improvements. Benefits would then be compared to the estimated costs of the recommended improvements.

Prioritization
The consultant shall create a matrix tool for scoring and prioritizing the individual project and strategy recommendations as well as determining preferred implementation timeframes (Quick Win, Near-Term, Medium-Term, or Long-Term). The matrix tool shall score projects based on the evaluation criteria and stakeholder input. Criteria for prioritization should include, but are not limited to, those used for the evaluation of alternatives. The consultant shall develop a methodology for calculating composite prioritization scores using the established criteria and category weights, if needed. Based on the outcomes of the evaluation, the consultant shall develop a prioritized list of projects and policies by timeframe.

Deliverables
The consultant shall produce the following materials related to the recommendations and prioritization analysis:

- Alternatives evaluation matrix (draft and final)
- Prioritization evaluation matrix (draft and final)
- Environmental review maps (draft and final)
- Costs and benefits calculation spreadsheet (draft and final)
- Recommendations and Prioritization Memorandum (draft and final) including sections describing and summarizing the alternatives evaluation and recommended improvements; the desktop environmental review for the recommended improvements; the costs and benefits evaluation; and the prioritization analysis for implementation

TASK 6 – FINAL REPORT WITH IMPLEMENTATION PLAN

The consultant shall document and summarize the component tasks described in this scope into a final Eanes Creek Trail Feasibility Study Report. This document will serve as a synthesis of the component

memoranda and include an executive summary, chapters, appendices, and section summaries as needed. The document should use narrative, non-technical language where possible so that it is accessible to multiple potential readers including City staff, local decision-makers, and the general public. The report shall have consistent style and branding throughout, including maps and figures.

The Report will include the development of three strategic implementation frameworks (Regulatory, Decision, and Plans/Programs/Partnerships) to organize the use of the Implementation Plan as a tool for development decisions, partnerships, and capital investment strategies. The development of the Report will include interviews with City staff to determine use of the Study and integration into the City's planning processes including annual budgeting, capital improvement planning, annual reporting, and related efforts.

The consultant shall develop a combination of digital and printed materials and present Study results at a minimum of two (2) West Lake Hills City Council meetings, including as an action agenda item. As needed, the consultant shall also develop materials and present Study results at up to three (3) CAMPO Technical Advisory Committee (TAC) meetings, up to three (3) CAMPO Transportation Policy Board meetings, and up to four (4) meetings of decision-making bodies for other stakeholders. It is anticipated that presentations for the TAC will be for information-only agenda items.

Deliverables

The consultant shall produce a final report (two drafts and final) formatted in the appropriate graphic branding and style and including the following elements:

- Executive summary
- Outreach and engagement summary
- Existing and future conditions assessment
- Concept plan and options analysis
- Recommendations and prioritization
- Implementation plan, including regulatory requirements
- Appendices and documentation from public meetings, as needed

The consultant shall develop presentation materials (slide decks, scripts, etc.) for at least two (2) West Lake Hills City Council meetings, up to three (3) TAC meetings, up to three (3) TPB meetings, and up to four (4) meetings of other decision-making bodies.

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

ADDENDUM

Solicitation: WL-005 **Addendum No: 1** **Date of Addendum: 1/5/2026**

Based on Texas Department of Transportation guidance on the U.S. Department of Transportation's Interim Final Rule (Disadvantaged Business Enterprise [DBE] Program and Disadvantaged Business Enterprise in Airport Concessions [ACDBE] Program Implementation Modifications) and modifications to the Historically Underutilized Business (HUB) program by the Texas Comptroller, CAMPO is issuing an addendum to the above referenced solicitation. This addendum removes or revises the following information in the Request for Proposals (RFP) document:

I. Remove current item SECTION I. SUBMISSION CONTENTS AND SPECIFICATIONS. H. Other Requirements and Disclosures. a. Disadvantaged Business Enterprise (DBE) Goal, Responsibility and Qualifications, page 7:

~~a. Disadvantaged Business Enterprise (DBE) Goal~~
~~CAMPO has established a goal of 25% Disadvantaged Business Enterprise (DBE) participation in its total annual third-party consulting opportunities. Each proposer is encouraged to make every effort possible to use DBE consultants in the performance of work under this contract. Nothing in this provision shall be construed to require the utilization of any DBE consultant, which is either unqualified or unavailable.~~

II. Revise current item SECTION II. EVALUATION OF SUBMISSIONS, page 9, paragraph 2, as follows:

Additional services, ideas, innovation or products, such as graphic design, cost-saving measures, outreach methods, products, ~~DBE/WBE/MBE/HUB usage,~~ etc., will be considered in the evaluation with additional points being awarded in the categories above for the use of these strategies.

III. All other terms and conditions remain the same.

APPROVED BY: _____
Ashby Johnson, Executive Director
CAMPO, (512) 993-6599

RETURN ONE COPY OF THIS ADDENDUM TO CAMPO WITH YOUR RESPONSE OR PRIOR TO THE PROPOSAL CLOSING DATE. FAILURE TO DO SO MAY CONSTITUTE GROUNDS FOR REJECTION.

INTERLOCAL AGREEMENT BETWEEN
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)
AND
CITY OF WEST LAKE HILLS
FOR
EANES CREEK TRAIL FEASIBILITY STUDY

THIS INTERLOCAL AGREEMENT ("Agreement") is made by and between the CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION, **a metropolitan planning organization, ("CAMPO")** and the CITY OF WEST LAKE HILLS, **a Texas General Law, Type A municipality in Travis County, ("the City")** pursuant to the authority granted and in compliance with the provisions of the Interlocal Cooperation Act, Chapter 791, *Texas Government Code.*

WHEREAS, the Texas Interlocal Cooperation Act, Texas Government Code Chapter 791 (the "Act"), provides that any one or more public agencies may contract with each other for the performance of governmental functions or services for the promotion and protection of the health and welfare of the inhabitants of this State and for the mutual benefit of the parties; and

WHEREAS, the Governor of the State of Texas has designated CAMPO (formerly the Austin Transportation Study), acting through its Transportation Policy Board, to be the Metropolitan Planning Organization (MPO) for the Austin urbanized area(s), and the lead agency for the region's Metropolitan Planning process; and

WHEREAS, the Metropolitan Planning process addresses requirements under state and Federal law that promote efficient system management and operation; and

WHEREAS, CAMPO issued a project call under its Transportation Alternatives Set-Aside Program and Carbon Reduction Program to solicit eligible projects that advance regional goals related to multimodal transportation, carbon emission reduction, and active transportation infrastructure;

WHEREAS, in response to that project call, the City submitted the Eanes Creek Trail Feasibility Study as a proposed planning effort to examine the feasibility, alignment, and implementation strategies for an active transportation trail along or near Eanes Creek between SL 360 and SL 1 (MoPac Expressway);

WHEREAS, CAMPO's planning process is a multimodal approach to addressing congestion and transportation needs; and uses comprehensive planning to ensure the regional nature of their planning work is locally driven; and

WHEREAS, CAMPO's planning process translates federal and state transportation guidelines into actions that are consistent and appropriate for the region's and local communities' context; and

WHEREAS, RM 2244, locally known as Bee Caves Road, is the primary spine of traffic moving east and west between SL 360 and SL 1 (MoPac Expressway) to and from Downtown Austin; and

WHEREAS, the CAMPO Regional Active Transportation Plan identifies this section of RM 2244 as a priority corridor for walking and biking infrastructure improvements; and

WHEREAS, Bee Caves Road has high traffic volumes and limited right-of-way, and a trail along Eanes Creek between SL 360 and SL 1 (MoPac Expressway) would generally run parallel to Bee Caves Road and could be both safer and more comfortable for pedestrians and bicyclists; and

WHEREAS, the City of West Lake Hills, the City of Austin, and Travis County have each expressed support for the Study and its alignment with their respective planning and policy goals, as well as the public purpose of the proposed study.

NOW, THEREFORE, in consideration of the mutual covenants and promises made by the parties, CAMPO and the City hereby agree as follows:

I. PAYMENT

CAMPO's and the City's payment obligations are payable only and solely from funds appropriated by the CAMPO Transportation Policy Board and the City Council of the City of West Lake Hills, respectively ("Appropriated funds") and available for the purpose of this purchase. The absence of appropriated funds or other lawfully available funds shall render this Agreement null and void to the extent funds are not appropriated or available. Within 45 days of the adoption of the City's annual budget or CAMPO's Unified Planning Work Program, the applicable party shall provide the other party written notice of the failure of the party's governing body to make adequate appropriation for any fiscal year to pay for the amounts due under this Agreement, or the reduction of any appropriation to an amount insufficient to permit the applicable party to pay its obligation under this Agreement.

II. OBLIGATIONS OF CAMPO

A. CAMPO shall support the inclusion of the City's Master Plan and other adopted City plans, as part of the Eanes Creek Trail Feasibility Study ("Study").

B. CAMPO agrees to actively work with the City of West Lake Hills ("City") in the development of the Study.

C. CAMPO will form a steering committee that includes the City, Travis County, the City of Austin, Texas Department of Transportation (TxDOT), Eanes Independent School District (ISD), and other stakeholders to guide the planning process of the Study.

D. CAMPO will manage all phases of development and administration of a consultant contract, including, but not limited to, procurement, contract execution, review and

approval of deliverables, enforcement of contract terms and conditions, payment of invoices, and contract close-out. CAMPO will actively engage and partner with the City throughout the process to ensure that the final plan meets the needs of the City, the CAMPO Transportation Policy Board, and other stakeholders.

E. CAMPO will coordinate with the City on any proposed and/or necessary changes to the Project Schedule, Public Participation Plan, and other related documents, prior to approval.

F. CAMPO will ensure significant community outreach is completed during the project and will ensure the City Council is presented information on the study during a minimum of two City Council Meetings.

G. CAMPO will pay an amount not to exceed **$416,000 or 80% of the total project costs of $520,000** to cover planning services.

III. OBLIGATIONS OF THE CITY

A. The City will actively work with CAMPO in the development of the Study.

B. The City will remit to CAMPO **$104,000, or 20% of the $520,000** total project cost as the local match for this study, within thirty (30) days of the effective date of this Agreement.

C. The City will participate in the consultant selection process and the planning process of the Study.

D. Upon completion of the Study, the City will track and report to CAMPO on plan implementation activities such as transportation investments, new development projects, public and private dollars invested, new policies established or amended, etc.

E. The City will present the Study to its local decision-making bodies for review and possible adoption and implementation.

IV. TERM AND TERMINATION

A. This Agreement is effective on the date of the last party to sign. The Agreement terminates on **September 30, 2027**, unless otherwise terminated pursuant to this Agreement.

B. If either party defaults in the performance of any terms or conditions of this Agreement the defaulting party shall have 30 days after receipt of written notice of such default within which to cure such default. If such default is not cured within such period of time then the offended party shall have the right without further notice to terminate this Agreement.

C. This Agreement may be terminated, in whole or in part, by either party whenever such termination is found to be in the best interest of either party. Either party shall provide written notification to the other party at least thirty (30) days in advance of the effective date of the termination. All notices pursuant to this Agreement shall be deemed given when either

delivered in person or deposited in the United States mail, postage prepaid, certified mail, return receipt requested, addressed to the appropriate party at the following address:

If to CAMPO: Ashby Johnson
Executive Director
CAMPO
8303 N. MoPac Expressway, Suite A210
Austin, Texas 78759

with a copy to: Will Lisska, AICP
Regional Planning Manager
CAMPO
8303 N. MoPac Expressway, Suite A210
Austin, Texas 78759

If to the City: Trey Fletcher, AICP, ICMA-CM
City Administrator
City of West Lake Hills
410 Bee Cave Road
West Lake Hills, Texas 78746

with a copy to: Jennifer Bills, AICP, LEED AP
Director of Building and Development Services
City of West Lake Hills
410 Bee Cave Road
West Lake Hills, Texas 78746

V. RESTRICTION ON LOBBYING

In accordance with 31 USC Section 1352, CAMPO and the City hereby certify that no Federal appropriated funds have been or will be paid by or on behalf of CAMPO and/or the City to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress in connection with the awarding of any Federal contract, the making of any Federal grant or loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of Federal contract, grant, loan or cooperative agreement. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress in connection with this federal contract, grant, loan, or cooperative agreement, CAMPO and/or the City shall complete and submit standard form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions. CAMPO and/or the City shall require that the language of this certification be included in the award documents for all sub-awards at all tiers and that all subcontractors shall certify and disclose accordingly. CAMPO and its subcontractors shall require that the language of this certification be included in any subcontract exceeding $100,000 by any tier in that any such subcontractor shall certify and disclose accordingly.

VI. INSPECTION OF WORK AND RETENTION OF DOCUMENTS

A. CAMPO when federal funds are involved, shall grant the U.S. Department of Transportation, the Texas Department of Transportation and any authorized representative thereof, the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed hereunder and the premises in which it is being performed.

B. All records or materials required by or produced under this Agreement, including records produced by any subcontractor to CAMPO and/or the City, shall be maintained for at least four (4) years after CAMPO and/or the City payment under this Agreement or the termination or expiration of this Agreement.

VII. PROCUREMENT

In accordance with the Interlocal Cooperation Act, it is mutually agreed that all parties hereto shall conduct all procurements and award all contracts necessary to this Agreement in accordance with federal and state laws and regulations, including Federal Transit Administration Circular 4220.1D, if federal funds are used to execute procurement and award of services. No officer, employee, independent consultant, or elected official of either party who is involved in the development, evaluation, or decision-making process of the performance of any procurement related to this Agreement shall have a financial interest, direct or indirect, in the Agreement resulting from the procurement.

VIII. LEGAL CONSTRUCTION

If any of the provisions contained in this Agreement are for any reason held to be unconstitutional, void, or invalid, illegal or unenforceable in any respect, such unconstitutionality, invalidity, illegality or unenforceability shall not affect the remaining portions of the Agreement; and this Agreement shall be construed as if such unconstitutional, void, or invalid, illegal or unenforceable provision had never been contained herein.

IX. LAW AND VENUE

The laws of the State of Texas govern all matters arising out of this Agreement, and venue shall lie in the state courts of Travis County, Texas. The parties acknowledge and agree that each party shall be responsible for any attorney's fees incurred by that party relating to this Agreement

X. NON-DISCRIMINATION

It is mutually agreed that all parties hereto are bound by the provisions of Title 49, Code of Federal Regulations, Part 21, which was promulgated to effectuate Title VI of the Civil Rights Act of 1964, Title 23, Code of Federal Regulations, Part 710.405(b), and as supplemented in Department of Labor Regulations (41 CFR Part 60).

XI. INTERPRETATION OF LAWS AND AUTHORITIES

CAMPO is responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of the contract work.

XII. ALTERATION, AMENDMENT, OR MODIFICATION

A. This Agreement may not be altered, amended, or modified except in writing and any alterations, amendments, or modifications must be approved by both parties.

B. This Agreement constitutes the entire Agreement between CAMPO and the City. No other agreement, statement or promise relating to the subject matter of this Agreement that is not contained in the Agreement is valid or binding

CITY OF WEST LAKE HILLS

By: _____
Trey Fletcher,
City Administrator

Date: 10-9-2025

CITY OF WEST LAKE HILLS CORPORATE SEAL TEXAS

ATTEST:

By: _____

Title: City Secretary

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

By: _____
Ashby Johnson,
Executive Director

Date: 11.04.25

By: _____

Title: Finance and Admin Manager

Approved as to form only:

_____

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

Date: April 13, 2026
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board

From: Mr. Ashby Johnson, Executive Director

Agenda Item: 11

Subject: Briefing on MoPac South Environmental Analysis

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

The Central Texas Regional Mobility Authority (Mobility Authority) has published the draft Environmental Assessment for the MoPac South Environmental Study for early public review at mopacsouth.com. The extended comment period for the draft Environmental Assessment will begin by 5 p.m. on Monday, March 9, 2026, with the launch of the virtual Public Hearing and remain open through Sunday, May 3, 2026.

The draft Environmental Assessment comes following comprehensive study, evaluations of several project alternatives and various operational configuration options, and receipt of public input at six open houses. A No Build, or "do nothing" Alternative is being carried forward as a baseline for comparison.

"Public involvement has significantly shaped the MoPac South Environmental Study and Build Alternative to create a project intended to provide benefits for all types of users," said James Bass, Executive Director for the Mobility Authority. "The 8-mile corridor continues to see growth and traffic congestion is expected to worsen over time if nothing is done."

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The draft Environmental Assessment outlines the existing environmental conditions in the project area, evaluates potential impacts on environmental resources such as land, water, cultural sites, and species, and identifies potential mitigation measures needed to minimize adverse effects of the proposed project.

The Mobility Authority has taken a cautious approach in the development of the draft Environmental Assessment, because our community and natural resources are of great importance to us and our region. We have planned and will incorporate extensive, proven best management practices, conservation measures, and mitigations where appropriate, and the language of the draft Environmental Assessment is written as such. In addition, we are anticipating that the Mobility Authority and TxDOT will enter into Endangered Species Act consultation with the U.S.

Fish and Wildlife Service for the purpose of carefully assessing potential adverse effects to the Austin blind salamander, the Barton Springs salamander, the Bee Cave harvestman, and Tooth Cave spider.

SUPPORTING DOCUMENTS

Draft Environmental Assessment | MoPac South Environmental Study

Date:	April 13, 2026
Continued From:	N/A
Action Requested:	Information

To:	Transportation Policy Board
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	12
Subject:	Discussion on 2026 Federal Performance Measure Target Updates

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

As part of the performance-based transportation planning process, the Transportation Policy Board (TPB) has adopted performance targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) as well as Transit Asset Management (TAM) and Transit Safety. As part of this process, the TPB must adopt PM1, TAM, and Transit Safety annually. PM2 and PM3 are adopted in response to TxDOT's target updates which typically occur every two years.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

Attachment A – *2026 Performance Measure Report*

Performance Measure Report

2026

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

Background

To provide more transparency in the selection and prioritization of surface transportation projects, federal legislation requires a performance-based planning process framework in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance measure targets.

The U.S. Department of Transportation (USDOT) developed performance measures in seven key goal areas identified in federal transportation legislation. State departments of transportation and metropolitan planning organizations must set performance measure targets in these key areas as part of a larger performance measure planning system that creates an outcome driven approach.

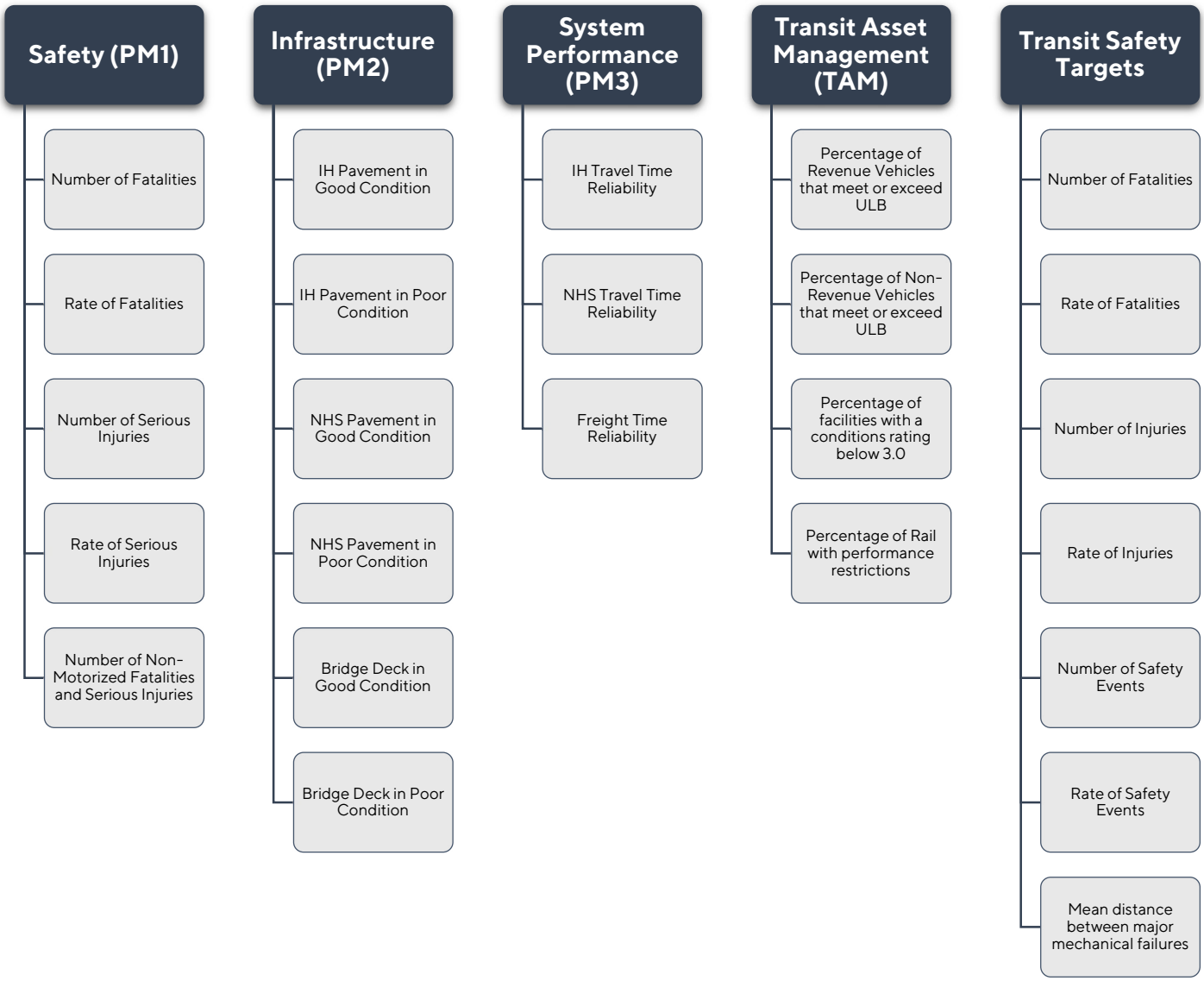
- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

Transportation performance management is an iterative process that helps guide the planning process by providing directional goals for the plans and programs, but also provides a feed-back mechanism in which to measure success. To achieve the federal goals, states and MPOs jointly develop performance measures and targets with which to guide the transportation development process.

The Transportation Policy Board adopts the Performance Measure Report and updated performance measure targets on an annual basis. These targets are then incorporated into the programming and planning processes of the Transportation Improvement Program, Regional Transportation Plan, and other planning activities.

Summary

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). Part of the performance-based planning process requires the adoption of performance targets in key areas including Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) for on-system facilities as well as Transit Asset Management (TAM) and Transit Safety.



Safety Performance Measures (PM1)

The Transportation Policy Board currently supports the state's efforts and has adopted the Safety targets set by the Texas Department of Transportation (TxDOT). The table below details the statewide safety numbers which are supported by the priorities of the Transportation Policy Board and project investment. Targets are set annually, both at the state and local level, and are adjusted based on the previous year's safety information and policy changes.

Safety (PM1)	Current Target	2026 Target	5-Year Rolling Average Target
Number of Fatalities	3,046	4,506	3,693
Rate of Fatalities	1.14	1.44	1.35
Number of Serious Injuries	17,062	18,884	18,383
Rate of Serious Injuries	6.39	6.30	6.78
Number of Non-Motorized Fatalities and Serious Injuries	2,357	2,802	2,490

Please note, in addition to the calendar year targets, TxDOT sets a rolling 5-year target for each of the performance measures that is adjusted every year based on the actual safety data available from the previous year. These 5-year average targets represent the overarching safety goals set forth by the Texas Transportation Commission, namely a specific percentage reduction over the 5-year period. The new calendar year targets are calculated each year to support the rolling 5-year average targets. Because the calendar year targets are the actual targets needed for the current year to achieve the rolling 5-year average, the Transportation Policy Board adopts the calendar year targets.

Pavement and Bridge Conditions (PM2)

The Transportation Policy Board evaluates the general condition of the regional transportation system by establishing minimum condition standards and setting targets conditions for pavement and bridges. The Transportation Policy Board currently supports the state's efforts and has adopted the Pavement and Bridge Performance Measures (PM2) targets set by the Texas Department of Transportation. Please refer to CAMPO's performance measure dashboards for more information on regional performance.

Infrastructure (PM2)	Current Target	Baseline	2-Year Target	4-Year Target
IH Pavement in Good Condition	66.5%	64.5%	63.9%	63.6%
IH Pavement in Poor Condition	.2%	.1%	.2%	.2%
NHS Pavement in Good Condition	54.1%	49.2%	48.5%	47.6%
NHS Pavement in Poor Condition	14.2%	1.1%	1.5%	1.5%
Bridge Deck in Good Condition	50.4%	49.2%	48.5%	47.6%
Bridge Deck in Poor Condition	1.5%	1.1%	1.5%	2.5%

Please note, in updating this year's performance measure targets for PM2, the Texas Department of Transportation (TxDOT) has set 2 and 4-year targets for 2022 through 2025. These targets were set utilizing the most recent data available (baseline) regarding performance metrics.

System and Freight Performance (PM3)

The Transportation Policy Board has prioritized addressing congestion in the region by establishing system performance measures and setting targets for travel time reliability. The Transportation Policy Board currently supports the state's efforts and adopted the System and Freight Performance targets set by the Texas Department of Transportation. Please refer to CAMPO's performance measure dashboards for more information on regional performance.

System Performance (PM3)	Current Target	Baseline	2-Year Target	4-Year Target
IH Travel Time Reliability	70.0%	84.6%	70%	70%
NHS Travel Time Reliability	70.0%	90.3%	70%	70%
Freight Time Reliability	1.76%	1.39	1.55	1.55

Please note, in updating this year's performance measure targets for PM3, the Texas Department of Transportation (TxDOT) has set 2 and 4-year targets for 2022 through 2025. These targets were set utilizing the most recent data available (baseline) regarding performance metrics.

Transit Asset Management (TAM)

Direct recipients of federal funds from the Federal Transit Agency (FTA), must comply with the FAST Act by adopting Transit Asset Management (TAM) performance measures and targets. These direct recipients, including Capital Metro and the City of Round Rock, must develop a Transit Asset Management (TAM) Plan with performance measure goals related to capital assets. In addition to the plan, the transit agencies must set annual performance measure targets for asset classes that they manage.

Transit Asset Management (TAM)	Current Target	2026 Target
Percentage of Revenue Vehicles that meet or exceed ULB	<15%	<18%
Percentage of Non- Revenue Vehicles that meet or exceed ULB	<15%	<18%
Percentage of facilities with a conditions rating below 3.0	<15%	<15%
Percentage of Rail with performance restrictions	0%	0%

Note that regional transit providers approach Transit Asset Management target setting differently; whereas some providers set specific targets for their asset classes, others set a more generalized range in their Transit Asset Management Plans. Because of this, CAMPO adopts an overall range that is inclusive of both the agency specific targets and set ranges across providers.

Transit Safety Targets

Direct recipients of 5307 federal funding from the Federal Transit Agency (FTA), must comply with the federal regulations by adopting a Public Transportation Agency Safety Plan (PTASP) which includes transit safety targets that are adopted annually by the agency and the Transportation Policy Board. These direct recipients, including Capital Metro, the City of Round Rock and the City of San Marcos. Please note that rate targets are weighted averages between the providers, whereas specific number targets are the combined targets of the recipients.

Transit Safety Targets	Current Targets	2026 Targets
Number of Fatalities	0	1
Rate of Fatalities	0	0
Number of Injuries	65	44
Rate of Injuries	0.35	.34
Number of Safety Events	85	108
Rate of Safety Events	0.195	0.195
Mean distance between major mechanical failures	17,200	17,200

Performance Measure Resources

Transportation Performance Management (TPM) is a federally mandated strategic approach that uses system information to inform investment and policy decisions to achieve national performance goals. While target setting provides those critical benchmarks to measure success, it is the actionable investment decisions that directly impact the region. With that in mind, CAMPO has prioritized performance management in its investment strategies, planning activities, and has also developed digital tools to help provide real-time information and in-depth analysis regarding performance.

Transportation Performance Management Resources	
Project Selection Criteria	Project selection process that included a significant focus on the prioritization of projects that provide significant safety benefits, specifically in a project's ability to directly reduce fatalities and serious injuries.
Performance Measure Dashboards	Comprehensive digital dashboards that provide the most up-to-date regional performance information. The dashboard provides users with the ability to do in-depth analyses on safety, performance, and pavement/bridge conditions
Planning Activities	CAMPO's planning activities from the Regional Transportation Plan and Transportation Improvement Program to the numerous regional and local studies include transportation performance management as an integral part of the planning process. Examples include: • Regional Transportation Plan • Transportation Improvement Program • Regional Safety Plan • Regional Freight Study • Regional Bottlenecks/Interchange Study • Mobile Emission Reduction Plan • Local Studies

Appendix A – Federal Performance Measure Fact Sheets

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at http://safety.fhwa.dot.gov/hsip/shsp/.

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would …	If an MPO establishes its own HSIP target, the MPO would…
■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets	■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.

Pavement
Performance Measures

Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR 5886) a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures
✓ % of Interstate pavements in Good condition
✓ % of Interstate pavements in Poor condition
✓ % of non-Interstate NHS pavements in Good condition
✓ % of non-Interstate NHS pavements in Poor condition

About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

Penalty Provisions

If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

Target Setting

State DOTs:

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.

Pavement
Performance Measures

TPM
HOW WE GET THERE

Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4-year performance period begins.
May 20, 2018	State DOT targets must be established.
January 1, 2018	State DOTs collect data for Interstate pavements that conform to the final rule (IRI, Rutting, Cracking %, Faulting, and Inventory).
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support state target or establish separate quantifiable target.
October 1, 2018	Baseline Performance Period Report for 1st Performance Period due. State DOTs report 4-year targets for Interstate and 2-year and 4-year targets for non-Interstate NHS; etc.
April 15, 2019, and each April 15 thereafter	State DOTs submit first Interstate data that conform to the final rule.
January 1, 2020	State DOTs collect data for non-Interstate NHS pavements that conform to the final rules.
October 1, 2020	Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
June 15, 2021, and each June 15 thereafter	State DOTs submit non-Interstate NHS data that conform to the final rule.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1st Performance Period due. State DOTs reports 4-year condition/performance; progress toward achieving 4-year targets, etc. Baseline Performance Period Report for 2nd Performance Period due. State DOTs report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline condition; etc.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.

BRIDGE
PERFORMANCE MEASURES

TPM
HOW WE GET THERE

Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal* Register (82 FR5886) a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures
✓ % of NHS bridges by deck area classified as in Good condition
✓ % of NHS bridges by deck area classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.

BRIDGE
PERFORMANCE MEASURES

TPM
HOW WE GET THERE

Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4- year performance period begins.
May 20, 2018	Initial 2- and 4-year targets established.
October 1, 2018	Baseline Performance Period Report for the 1st Performance Period due. State DOTs report 2-year and 4-year targets; etc.
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support State target or establish separate quantifiable target.
October 1, 2020	Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1st performance period due. State DOTs report 4-year condition/ performance; progress toward achieving 4-year targets; etc. Baseline report due for 2nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc.

Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs' totals.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.

NHS Travel Time Reliability Measures

WHAT: Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the *Federal Register* [82 FR 5970 (January 18, 2017)].

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

WHEN: Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018.** Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020.** For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022.**

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

Note: The FHWA is preparing guidance on how all rules should be implemented.

Freight Reliability Measure

WHAT: Measurement of travel time reliability on the Interstate System (Truck Travel Time Reliability (TTTR) Index). Read the final rule in the *Federal Register* [82 FR 5970 (January 18, 2017)].

WHO: State DOTs and MPOs.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including freight movement on the Interstate. The measure considers factors that are unique to this industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts to the system in planning for on-time arrivals. [23 CFR 490.607]

WHEN: State DOTs must establish 2- and 4-year targets by **May 20, 2018.** Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Freight movement will be assessed by the TTTR Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

State DOTs and MPOs will have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS) as data set includes truck travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer.

Note: The FHWA is preparing guidance on how all rules should be implemented.

FTA
FEDERAL TRANSIT ADMINISTRATION

TRANSIT ASSET MANAGEMENT

TAM Performance Measures

Background

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

Performance Measures

Rolling Stock: The percentage of revenue vehicles (by asset class) that have met or exceeded the useful life benchmark (ULB).

Equipment: The percentage of non-revenue service vehicles (by asset class) that have met or exceeded the ULB.

Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. Condition assessments must be no more than four years old.

Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

Resources:

- ULB Cheat Sheet
- Facility Performance Measure Guidebook.
- Infrastructure Performance Measure Guidebook.
- Narrative report template

Data To Be Reported to the National Transit Database (NTD)

Rolling Stock: The NTD lists 26 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

Equipment: Only 3 classes of non-revenue service vehicles are collected and used for target setting: 1) automobiles, 2) trucks and other rubber tire vehicles, and 3) other steel wheel vehicles.

Useful Life Benchmark (ULB): Default ULBs represent maximum useful life for rolling stock and equipment based on the TERM model. Agencies can choose to use the FTA provided default ULB OR to customize based on analysis of their data.

Facilities: Four types of facilities are reported to NTD; they are combined to two categories for target setting: 1) Administrative and Maintenance and 2) Passenger and Parking.

Infrastructure: The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.

BRT and Ferry are NTD fixed guideway modes but are not included in TAM performance measures and targets.

TAM Performance Metrics: Agencies report data on current year performance and targets for the next fiscal year through the NTD Asset Inventory Module (AIM).

TAM Narrative Report: Agencies submit this report to the NTD annually. The report describes conditions in the prior year that impacted target attainment.

For more details visit
www.transit.dot.gov/TAM
or email TAM@dot.gov

TERM Scale: Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

What You Need to Know About Establishing Targets

Include:

- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measures.
- Only vehicles that are part of the active fleet.

Group Plans:

- Only one unified target per asset class.
- Sponsors may choose to develop more than one Group Plan.

MPOs:

- MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider(s) establish their targets.
- Coordinate with transit providers.

Example Target Calculations

Rolling Stock and Equipment: Each target is based on the agency's fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year's target. The performance metric calculation does not include emergency contingency vehicles.

Rolling Stock	Over the road bus (BU)	10	5	14 years		
		15	13	14 years	0%	60%
	Cutaway bus (CU)	19	8	10 years		
		5	12	10 years	21%	21%
	Mini Van (MV)	5	5	8 years	0%	0%
	Van (VN)	1	10	8 years		
		2	5	8 years	67%	67%
Equipment	Auto (AO)	5	4	8 years	0%	0%

This example assumes no new vehicle purchases in the calculation of targets for FY22, therefore the FY22 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the appropriate classes and asset types associated with the modes reported.

Safety Performance Targets Fact Sheet

Overview

The Public Transportation Agency Safety Plan (PTASP) regulation at 49 CFR § 673.11(a)(3) states that an Agency Safety Plan must include performance targets based on the safety performance measures established in the National Public Transportation Safety Plan. This fact sheet contains guidance on how to determine safety performance targets (SPTs) to meet that requirement. [1]

Setting Targets

Generally, an agency sets SPTs for each mode that represent its goals for the upcoming year (calendar, fiscal, or National Transit Database [NTD] reporting year). These goals could maintain current safety performance levels or aim to improve upon current safety performance. The Federal Transit Administration (FTA) has not specified how transit providers must set their targets nor established a required methodology.

You may choose to set your targets based on the safety data reported for each mode to the NTD in the past year or an average of the data (per mode) you reported over a certain number of years. You may consider benchmarking peer agencies or transit industry averages based on data reported to the NTD (see resources section for a link to the NTD time-series data).

Fatality Target

For the fatality safety performance measure, FTA uses the NTD definition of fatality (death confirmed within 30 days) and excludes trespassing and suicide-related fatalities. This means that although you may have to report a trespassing fatality to the NTD, you would exclude that trespassing fatality from your fatality performance target.

Injury Target

For the injury safety performance measure, FTA uses the NTD definition of injury (harm to a person requiring immediate medical attention away from the scene). FTA uses injuries reported on both the NTD S&S-40 (major) and S&S-50 (non-major) forms and excludes injuries resulting from assaults and other crimes (security events). This means you may have to report a crime-

[1] The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.

related injury to the NTD, but you would exclude that injury from your injury performance target.

Safety Event Target

For the safety event performance measure, FTA uses all *safety* events meeting an NTD major event threshold (events reported on the S&S-40 form). For this measure, FTA includes only major *safety* events and excludes major *security* events (both of which are reported to the NTD). This means you may have to report a major security event to the NTD, but you would exclude that security event from your safety events performance target.

System Reliability Target

The system reliability target is expressed in miles and is the mean (average) distance between major mechanical failures. The NTD defines a major mechanical system failure as "a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns." NTD Full Reporters report major mechanical failures to the NTD on the Maintenance Performance form (R-20). To calculate the mean distance between failures for a transit mode, you divide total vehicle revenue miles (VRM) by the total number of failures.

> Agency B, which operates 45 fixed-route Vehicles Operated in Annual Maximum Service (VOMs), reported 2,560,000 total VRM and 250 major mechanical failures in the past year.
>
> VRM / failures = SPT
> 2,560,000 / 250 = 10,240 miles

Data for NTD Reduced Reporters

Reduced Reporters report the total annual number of fatalities and injuries that occur in their systems, the total number of reportable events, and their annual VRM.[2] You can use this information to support the development of SPTs for fatalities, injuries, and safety events. As noted above, when you develop SPTs for fatalities, you will exclude trespassing and suicide-related fatalities; for injuries, you will exclude injuries resulting from assaults and other crimes (security events).

Reduced Reporters are not required to report major mechanical failures to the NTD. To set the system reliability performance target, you may, for example, review vehicle maintenance records to determine the number of major mechanical failures experienced in the prior year or the average of major mechanical failures over a certain number of years.

[2] Reduced reporters receive or benefit from Section 5307 funding, operate 30 vehicles or less across all modes and types of service, and do not operate fixed guideway and/or high intensity busway.

Resources

- Safety Performance Targets Guide provides information to help transit agencies develop SPTs based on the safety performance measures in FTA's National Public Transportation Safety Plan. See, for example, the section "Strategies for Establishing SPTs."
- PTASP Safety Performance Targets Webinar Presentation (February 4, 2020) reviews the requirements for SPTs in the PTASP regulation.
- The most recent *NTD Safety and Security Policy Manual* lists the major reporting thresholds for rail and non-rail modes. For more information on NTD reporting, see the most recent *NTD Reporting Policy Manual* or *NTD Reduced Reporting Manual*. See the full list of NTD manuals here.
- NTD Glossary includes definitions for reporting fatalities, injuries, safety events, and major mechanical system failures to the NTD and lists the NTD forms on which they are reported.
- NTD Safety & Security Major-Only Time Series Data includes data on events, injuries, and fatalities reported in previous years to the NTD by Full Reporters.
- NTD Safety & Security Quick Reference Guides define reportable Safety & Security events and identify reporting thresholds for rail and non-rail modes reporting to the NTD.

PTASP TECHNICAL ASSISTANCE CENTER

PTASP Technical Assistance Available Now

- Access one-on-one Agency Safety Plan support
- Learn and share through the PTASP Community of Practice
- Explore the PTASP Resource Library

https://www.transit.dot.gov/PTASP-TAC

Date:	April 13, 2026
Continued From:	N/A
Action Requested:	Information

To:	Transportation Policy Board
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	13
Subject:	Discussion on Construction Partnership Program Interlocal Agreement (ILA) and Memorandum of Understanding

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

Over the coming years, travelers within the CAMPO region may encounter challenges due to concurrent construction on multiple generational projects including the IH-35 Capital Express and Project Connect. Regional agencies including the Austin Transit Partnership (ATP), CAMPO, Capital Metropolitan Transportation Authority (CapMetro), Central Texas Regional Mobility Authority (CTRMA), City of Austin, and Texas Department of Transportation (TxDOT) have agreed to form a partnership known as the Construction Partnership Program (CPP) for regional traffic management.

FINANCIAL IMPACT

Cost sharing is a key factor of the ILA with each signatory assigned a percentage of costs on an annual basis. For years 1 and 2, CAMPO's total cost share is $822,300. However, there is a provision in the ILA that states CAMPO efforts expended through its Regional Transportation Demand Management (TDM) Program will be credited towards its annual cost share. In April 2023, the TPB awarded CAMPO $4,000,000 in Carbon Reduction Program funds to implement the TDM Program.

BACKGROUND AND DISCUSSION

Over the next ten years, over 35 significant construction projects representing more than $20 billion in infrastructure investment will occur in this region. Starting in January 2023, regional agencies partnered together to prioritize safety, the reduction in community impacts, maintenance of mobility, and communication with the traveling public through the creation of the Construction Partnership Program.

In support of this agreement, regional agencies agreed to collaborate in the development of a construction data platform, work zone management tool, the CTXGO mobility app, and mirroring website.

Agencies that have approved the ILA are ATP, CapMetro, CTRMA, and the City of Austin.

SUPPORTING DOCUMENTS

Attachment A – Interlocal Agreement for Regional Traffic Management
Attachment B – Construction Partnership Program Memorandum of Understanding

Contract No _____

THE STATE OF TEXAS §

THE COUNTY OF TRAVIS §

INTERLOCAL AGREEMENT
FOR
REGIONAL TRAFFIC MANAGEMENT

THIS CONTRACT is entered into by the Parties under Government Code, Chapter 791.

I. PARTIES:

The Texas Department of Transportation	TxDOT
Capital Area Metropolitan Planning Organization	CAMPO
City of Austin	COA
Central Texas Regional Mobility Authority	CTRMA
Capital Metropolitan Transportation Authority	CapMetro
Austin Transit Partnership	ATP

II. PURPOSE: With more than 35 significant infrastructure projects commencing over the next 10 years in Central Texas, the Parties have come together to form the Central Texas Construction Partnership Program (CPP) with a commitment to improve coordination, enhance safety, maintain mobility, inform the public, and form a long-term scalable foundation for proactively managing the region's traffic flow. A companion Memorandum of Understanding signed by the above Parties, indicates a 10-year commitment to support Central Texas construction activities and the longer term vision of collaborative transportation network management.

In support of this commitment, Parties agree to collaborate in the development of an integrated information sharing platform to receive construction information from projects; explore strategies to streamline public information during construction; cooperate with business/industry and the community to manage travel demand at and near construction projects; and use operational strategies and technology to optimize traffic flow.

III. STATEMENT OF SERVICES TO BE PERFORMED: The Parties will undertake and carry out services described in **Attachment A**, Scope of Services.

IV. CONTRACT PAYMENT: The total amount of this two-year contract shall not exceed $8,222,997 and shall conform to the provisions of **Attachment B**, Budget. Payments shall be billed monthly and paid subject to annual appropriation by the Contracting Parties. The operating budgets for Years 1 and 2 may not exceed those established in **Attachment B**, and shall be prepared annually by TxDOT and provided to the CPP Executive Steering Committee (ESC) for review and approval, as described in **Attachment A,** Scope. The ESC governing body is comprised of executive directors or senior level members from each of the Parties. The Parties acknowledge that their respective payment obligations set forth in this Agreement are a commitment of current revenues only and remain subject to appropriation.

V. TERM OF CONTRACT: This contract begins when executed by two or more Parties and terminates on the second (2nd) anniversary of execution or when otherwise modified, extended, or terminated as provided in this Agreement. The agreement may be extended in two-year increments as approved by voting members of the CPP ESC.

VI. LEGAL AUTHORITY:

THE PARTIES certify that the services provided under this contract are services that are properly within the legal authority of the Contracting Parties.

The Board of Directors of CAMPO, by resolution or ordinance, dated _____, has authorized CAMPO to enter into this Agreement and perform its obligations described in **Attachment A**.

The Austin City Council, by resolution or ordinance, dated _____, has authorized the City of Austin to enter into this Agreement and perform its obligations described in **Attachment A**.

The Board of Directors of the CTRMA, by resolution or ordinance, dated _____, has authorized CTRMA to enter into this Agreement and perform its obligations described in **Attachment A**.

The Board of Directors of CapMetro, by resolution or ordinance, dated _____, has authorized CapMetro to enter into this Agreement and perform its obligations described in **Attachment A**.

The Board of Directors of ATP, by resolution or ordinance, dated _____, has authorized ATP to enter into this Agreement and perform its obligations described in **Attachment A**.

This contract incorporates the provisions of **Attachment A,** Scope of Services**, Attachment B,** Budget**, Attachment C,** General Terms and Conditions, **Attachment D,** Resolution or Ordinance and **Attachment E,** Location Map Showing Planned Projects.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

By _____ Date _____

AUTHORIZED SIGNATURE
Ashby Johnson, P.E., Executive Director

CITY OF AUSTIN

By _____ Date _____

AUTHORIZED SIGNATURE
Mike Rogers, Assistant City Manager

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

By _____ Date _____

AUTHORIZED SIGNATURE
James M. Bass, Executive Director

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

By _____ Date _____

AUTHORIZED SIGNATURE
Dottie Watkins, President and CEO

AUSTIN TRANSIT PARTNERSHIP

By _____ Date _____

AUTHORIZED SIGNATURE
Greg Canally, Executive Director

FOR THE STATE OF TEXAS
Executed by the Executive Director and approved for the Texas Transportation Commission for the purpose and effect of activating and/or carrying out the orders, established policies or work programs heretofore approved and authorized by the Texas Transportation Commission.

By _____ Date _____

Marc Williams
Executive Director, Texas Department of Transportation

ATTACHMENT A
Scope of Services

A. Background

With approximately $20B in mobility and infrastructure construction projects commencing over the next 10 years in Central Texas, the region's transportation agencies have come together to form the Central Texas Construction Partnership Program (CPP) with a commitment to enhance safety, inform the public, maintain mobility, improve coordination, and form a long-term scalable foundation for proactively managing the region's traffic flow.

B. Scope of Work

In support of the commitment described above, the Parties (as defined in the Interlocal Agreement signature pages that precede Attachment A) agree to participate in the regional implementation, as applicable, of the following:

1. **Construction Data Platform (CDP), Mobility Application and Mirror Website, KPI Dashboard.** Actively participate and provide content in the development and implementation of an integrated CDP, mobility app, for mobile devices and a mirror website, and traffic insights;

   Initial development of the CDP, Mobility App and mirror website is being funded by TxDOT until ILA execution. Ongoing development, operations, maintenance and hosting costs will be shared by the signatory parties to this ILA as outlined in Tables B-1 and B-2, Attachment B.

2. **Mobility Solutions.** Participate in the development of advanced analytics to enable corridor and intersection solutions that improve safety and mobility. Possible solutions that will be informed by a future system engineering process may include the following:

   a. **Corridor Solutions** – For example, deployment of Advanced Traffic Management Systems (ATMS) enhanced by edge computing leveraging decentralized data processing power at the network's edge to optimize traffic flow and improve safety in near real time; and
   b. **Intersection Mobility Solutions** – For example, utilizing edge computing capabilities to connect directly to traffic sensors, smart work zone devices, cameras and traffic signals thereby enhancing safety and operations by reducing data latency.

3. **Data Governance**. Provide and receive transportation-related information, data, and systems produced by each Party's infrastructure to feed into the CDP that will aggregate and disseminate information associated with Parties' construction and relevant maintenance projects. Parties agree to collaborate in the implementation of a regional data governance policy.

4. **CPP Traffic Management Center Operations**. Collaborate in forming a regional traffic management operations program focusing initially on Central Texas construction activities (pertinent projects including, but not limited to, the I-35 Capital Express Central Project, S. Lamar Corridor Project, downtown, Project Connect light rail alignment, S. MoPac, and significant arterials that serve as alternate routes to these roadways), and expanding in the future to facilitate efficient movement of all travel modes through the Central Texas region.

   The initial phase of CPP Operators monitoring traffic operations will be from a location to be determined by TxDOT. The Operational Board (OB) (Section F.3) will continue to perform tasks described in Section F.3 for future phases of TMC operations.

5. **Public Outreach.** Actively participate in activities associated with the timely dispersion of construction related information, enhancing the awareness of options and information to travelers, and improving outcomes for the public.

   CPP public outreach will consist of four (4) core services:
   - Operating a One-Stop Shop for roadway construction information;
   - Executing Advertising and Marketing campaigns to increase awareness of CTXGO; Developing one-voice messaging when necessary to share construction impacts across multiple agencies; and
   - Reaching Out to Neighboring Cities/Counties across the five-county region to provide information about where they can access information about construction that may impact their constituents as they travel around Central Texas.

   All project specific communication to those impacted (e.g., adjacent properties, approaching travelers) will be handled directly by the respective project owner.

6. **Transportation Demand Management (TDM).** Collaborate to develop and implement a TDM plan spanning the $20B construction program. The plan would include spreading trips across roadway facilities, transportation modes, and time (including teleworking). The City of Austin recently was granted a 5-year TDM grant (Climate Pollution Reduction Grant – CPRG) focused on the CPP. Coordination amongst Parties is not only needed during the CPRG but also to develop and implement a TDM program for the remainder of the construction period and beyond.

   The CPP TDM program envisions a multi-faceted approach to introduce regional commuters to travel options that empower people to make the best choice for their specific commuting needs and daily life. Greater use of technology, including focusing on the mobile environment and incentives, will be necessary as part of this initiative. The CPP TDM program will provide a pathway for area commuters to consider alternative travel options that benefit them.

C. Initial Geographic Coverage

The CPP is envisioned to improve coordination, enhance safety, maintain mobility, inform the public, and form a long-term scalable foundation for proactively managing the Central Texas region's traffic flow. To commence the initiative, TxDOT is taking the lead in the deployment of mobility management tools related to the implementation of the I-35 Capital Express Central (CapEx Central) construction project. One component is the development and implementation of a CDP, which will act as a clearing house for transportation related data produced by the region's infrastructure agencies that will disseminate information associated with each Parties' projects.

Another component is the development and implementation of a Mobility App and mirror website, that will help keep the traveling public, local and state officials, and contractors informed, support operational decisions, and improve safety and mobility across the network.

D. Functions and Parties' Responsibility

A general description of the roles and responsibilities for each agency with respect to key components in the development and implementation of the CPP is summarized in **Table A-1, Functions and Agency Responsibility Matrix** below.

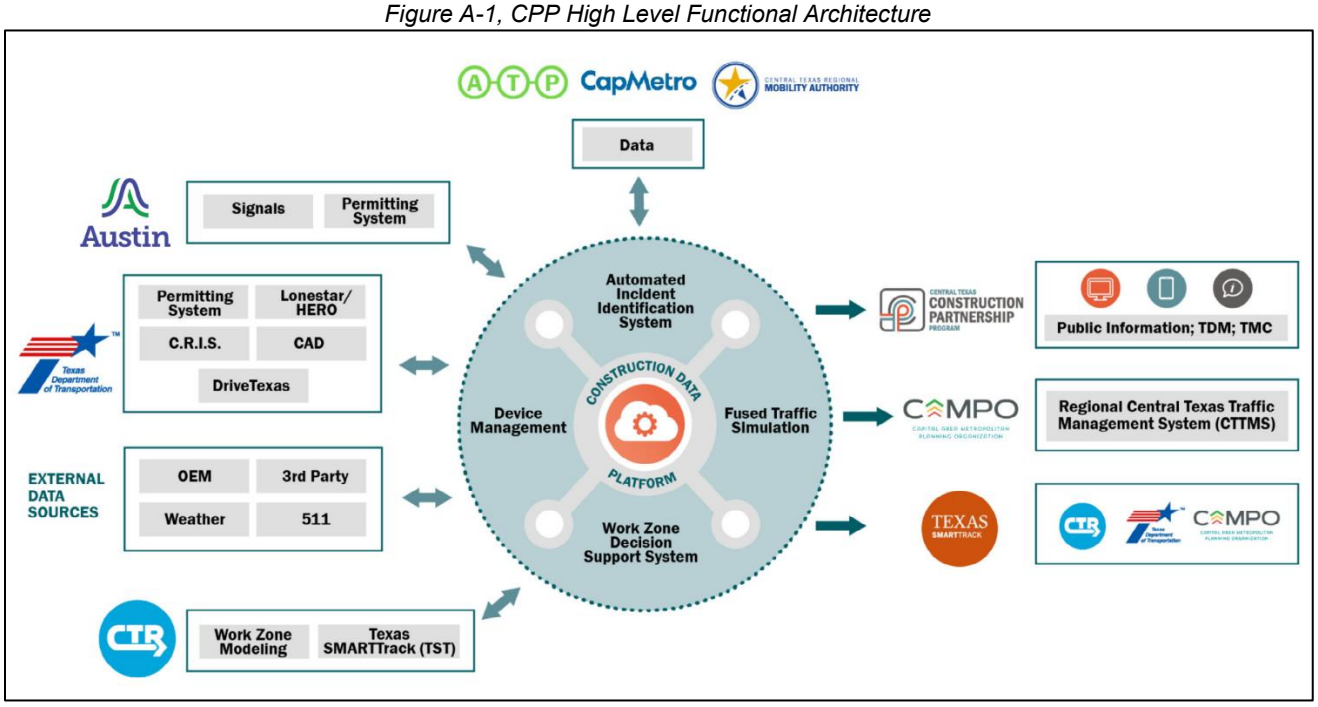
Table A-1: Functions and Agency Responsibility Matrix

Stakeholder Collaboration	TXDOT	COA	ATP	CapMetro	CTRMA	CAMPO	Responsibilities
Public Notification App Functionality	X	X	X	X	X	X	Collectively determine and agree on minimum functionality of app for Phase 1, including public outreach.
Work Zone Information Sharing	X	X	X	X	X		(1) Agree on standard reporting and data format to share and communicate active work zones and closure for multiple jurisdictions. (2) Adopt Work Zone Data Exchange standardization. (3) Develop operation procedures for sharing and updating the data to feed.
Area of Influence for Mobility and Transportation Demand Solutions	X	X	X	X	X	X	Determine area of influence to implement mobility and transportation demand solutions. Initial area of influence will be determined through modeling efforts by UT CTR, funded by TxDOT. Area of influence will be updated using advanced traffic insights analytics, implemented as part of the CPP program.
Signalized Intersection Triage	X	X			X		For signalized intersections, and integrated corridor management, need to inventory, evaluate, and develop/deploy investment strategy around: hardware, software and connectivity to determine readiness to integrate and activate corridor and intersection solutions.
Integrate Signal Solutions to Controller Operation System	X	X					Develop engineering and data integration plans to provide read-only dual communication, which includes recommendations for operational improvements to COA.
Data Sharing and Data from Assets	X	X	X	X	X	X	ILA for data sharing including security/privacy, data type and feeds, integration requirements, etc. Also, ILA for asset sharing such as signals, ITS, telecom, etc.
CPP Traffic Management Operations	X	X	X	X	X		Develop and implement a plan for a dedicated traffic management center for CPP operations, including System Engineering documentation.
Third Party Evaluation of CPP Operations	X					X	CTR will perform third-party evaluation of data and system of systems solution, including work zone modeling, which can inform FHWA reporting.
Public Information	X	X	X	X	X	X	Actively participate in activities associated with the timely dispersion of construction related and traveler information, enhancing the awareness of options and information to travelers, and improving outcomes for the public.
Transportation Demand Management	X	X	X	X	X	X	Collaborate to develop and implement a TDM plan.

E. Functional Architecture

As indicated previously, one component of the CPP will be the CDP, which will act as a clearing house for transportation related information, and data produced by the Parties that will disseminate information associated with each Party's projects. **Figure A-1, CPP High Level Functional Architecture** provides a graphical representation that illustrates the high-level structure, key components, and interactions of the CPP data elements.

Figure A-1, CPP High Level Functional Architecture



F. Authority and Oversight

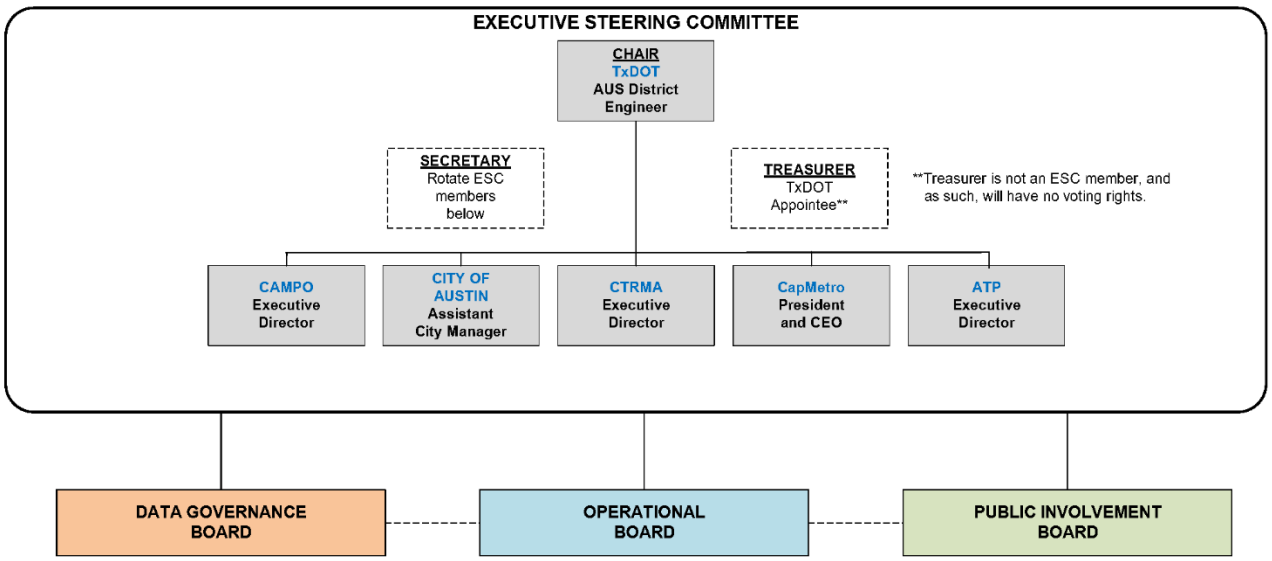
Program authority, as well as oversight responsibilities shall be derived from the following governing bodies: Executive Steering Committee (ESC), Data Governance Board (DGB), Operational Board, and Public Involvement Board (PIB).

1. **Executive Steering Committee.** The ESC oversees the program's strategic planning and decision-making activities, as well as administers the operating budget, financing, implementation, data governance progress, and public involvement planning in coordination with the DGB, OB, and PIB on no less than an annual basis. Recommendations and decisions made by the DGB, OB, and PIB shall be formally presented to the ESC to be voted upon and formally documented.

   The ESC can determine if any adjustments and changes to the operating budget and/or implementation strategy are needed based on Parties' recommendations. The operating budget shall not exceed the Year 1 and 2 budget cap identified in **Attachment B**. The ESC shall also determine if any updates, amendments and/or extension are needed to the interlocal agreement or any attachments thereof. If necessary, the ESC has the authority to name other boards, as needed.

   The ESC governing body is comprised of executive directors or senior level members from each respective Party. **Figure A-2, Executive Steering Committee Organizational Structure**, illustrates the governance structure of the ESC for the Parties.

Figure A-2, Executive Steering Committee Organizational Structure



TxDOT will Chair the ESC and will be responsible for developing meeting agendas and presenting the annual CPP operating budget to be voted upon and approved by majority vote of the ESC. A majority vote shall mean more than half of the votes cast by those members present and voting. This means abstentions and absent members are excluded. Only “yes” or “no” votes among attendees count toward the total. A majority of the ESC must be present (4 out of 6) to establish a quorum and ensure voting integrity. Only Party participants who have executed this ILA and are in good standing with CPP financial contributions will be permitted to vote. ESC members from Parties who have not executed the ILA or have outstanding financial obligations to the CPP will be permitted to sit on the ESC in ex officio capacity with no voting rights until such time that their respective Party returns to good standing. Each voting ESC member will have a straight vote, including the TxDOT Chair. In the case of a tie, the vote of the Chair will decide.

To assist with formal record keeping and financial matters review, a Secretary position and a Treasurer position shall be appointed. The Treasurer will be a TxDOT appointee with access to CPP financial transactions and will not be an ESC member. As such, they will have no voting rights. The Secretary will be appointed from the existing roster of ESC board members. This position can rotate between ESC board members in good standing on a bi-annual basis. For continuity, the ESC may elect to stagger the terms.

With a recommendation from the DGB, the ESC may vote to share data with a Collaborative Partner (e.g., Travis County, The University of Texas at Austin). Collaborative Partner is defined as a non-signatory Party to this ILA who has executed a Memorandum of Understanding and bilateral Data Sharing Agreement with TxDOT. These documents will obligate the Collaborative Partner to comply with data requirements and information resource and security requirements, for each data source. A majority vote to bilaterally share data with a Collaborative Partner expands the CPP to include additional Parties, who may be added as signatories to subsequent extensions of this ILA.

2. **Data Governance Board.** Under the authority of the ESC, the DGB is responsible for the implementation, education, and oversight of all enterprise data governance guidelines. The DGB’s role consists of overseeing interagency efforts of establishing the CDP, data requirements, data security, data standards, and ensuring these standards are consistent with other ongoing regional

efforts such as Texas SMARTTrack. The DGB also makes recommendations to the ESC of any management and/or interlocal adjustments necessary, including the data governance strategy. The DGB shall establish appropriate policies in compliance with all applicable laws and regulations regarding the collection and processing of consumer personal data obtained in connection with the CDP. For purposes of the foregoing, "consumer personal data" shall mean any information which may directly or indirectly be used to identify an individual.

DGB membership shall consist of one member from each Party. Refer to **Section H, Data Governance** for more information on DGB composition and responsibilities.

3. **Operational Board.** Under the authority of the ESC, the Operational Board (OB) is responsible for managing and maintaining the CPP TMC and the integrity of the CDP.

   - Governance and Oversight of the following responsibilities

     The OB will have the primary responsibility of ensuring collaborative traffic management strategies are implemented to improve safety and reduce congestion in the region by doing the following:

     - Reviewing the TxDOT-prepared annual CPP TMC operating budget and providing feedback to the ESC for consideration. This assumes the OB will reassess the shared location of the CPP TMC annually during budget review.
     - Adapting system engineering approach to incorporate traffic insights and advanced analytics, as technology evolves.
     - Monitoring traffic signals, intersections, and roads to ensure optimal operation.
     - Collaborating with Parties, law enforcement, fire and emergency management services, and local transit agencies to enhance multi-agency response during emergencies or special events.
     - Collecting and analyzing data related to traffic conditions, incidents, and the overall transportation system to inform decision-making.
     - Implementing traffic management solutions such as signal timing adjustments and temporary traffic signal changes to improve vehicle flow and reduce wait times at intersections.
     - Ensuring compliance with traffic laws and regulations and managing incidents that may lead to legal claims or liabilities.
     - Providing real-time information to travelers and agencies and disseminating congestion information to the public through available channels including the Mobility App, mirror website, media outreach, and roadside signs.
     - Utilizing technologies such as closed-circuit video systems and roadside sensors to monitor traffic and enhance decision-making processes.
     - Operating and maintaining the CPP program components designed to assist with TMC management, including the CDP, Mobility App and mirror website, KPI dashboard, and traffic insights.

     These responsibilities ensure that the TMC operates effectively, contributing to the overall efficiency and safety of the transportation

   - Membership

     - The OB membership should represent the diverse needs and reaches of CPP operations.
       - The number of members in the OB should include one member, or a delegate from each Party.

  - Each Party should nominate an individual from their organization who would best represent TMC operations, data platform O&M, the overall program, and the interests of their respective Party.
- TxDOT will chair the OB..
  - The chairperson will guide OB activities.
  - A vice-chairperson and secretary shall be selected by the ESC from the OB members that were nominated by each Party. Vice chair and secretary positions can rotate between OB members in good standing on a bi-annual basis. For continuity, the ESC may elect to stagger the terms.
  - As with the ESC, OB members from each Party will be permitted to vote only if their respective Party remains in good financial standing (refer to **Section F, Authority and Oversight**).
  - OB members from Parties who have not executed the ILA or have outstanding financial obligations to the CPP will be permitted to sit on the OB in ex officio capacity with no voting rights until such time that their respective Party returns to good standing.
  - Each voting OB member will have a straight vote.
  - In the case of a tie, the vote of the Chair will decide.

Table A-2, OB Criteria provides a summary of OB board membership roles and criteria for filling those roles.

Table A-2: OB Membership Criteria

Role	Criterion
Chair	Individual who understands TMC operations
Vice Chair	Individual who is familiar with operating, maintaining, and using advanced technologies to assist with TMC management.
Secretary	Individual to manage meeting minutes and perform other agreed upon duties to support the board.
Board Member	Individuals who are responsible for implementing mobility solutions via their respective Party's TMC.

G. Data Sources and Systems

Parties agree to provide reasonable access to transportation-related information, data sources, and systems produced by each Party's infrastructure to feed into the CDP that will disseminate information associated with each Party's projects. Relevant data assets will be organized and maintained in the CPP Data Catalog, which will be a centralized inventory of data sources, metadata, and source systems of record. The DGB will oversee the development, finalization, and all updates to the CPP Data Catalog with input from CPP data stewards and subject matter experts (SMEs). As part of the CPP Data Catalog oversight, the DGB will oversee the development, formatting, and frequency of data transmittals, in addition to developing Data Sharing Agreements. CPP Data Sources and Systems are meant to be dynamic and adaptable to changes over time.

With a recommendation from the DGB, the ESC may vote by majority to share data with a Collaborative Partner.

H. Data Governance

It is a priority of the CPP to provide dependable, accessible, shareable, quality controlled, and timely data for use by Parties. With that goal in mind, a Data Governance Policy has been established and will

focus on data management areas, such as data quality, data architecture, data sharing, data integration, metadata, document management, enterprise data elements, and security.

1. Promoting Data Governance

a. Purpose

The purpose of the CPP Data Governance Policy is to formalize the CPP's commitment to promoting proper data management practices through published data governance guidelines and best management practices (BMP) developed and implemented by the CPP's DGB.

CPP data and information are valuable agency assets and shall be managed accordingly. Enterprise data governance guidelines and process specific recommended BMPs will be the tools used by the CPP to promote proper data management practices.

b. Guidelines

Guidelines are used as a rule of thumb and can be used as a foundation in developing BMPs, which can be constituted as accepted procedure. The intent of data governance guidelines is to encourage and develop consistency in data management practices across the CPP so that reliable enterprise data is available for timely analysis and that data can be integrated with other information to improve the efficiency and effectiveness of CPP business processes.

Guidelines will be developed and implemented by the CPP's DGB with input from CPP data stewards and SMEs. Guidelines will focus on data management areas that may need additional consistency in practice or structure. Areas may include data quality, data architecture, data sharing, data integration, metadata, document management, security, and enterprise data elements.

2. Data Governance Board

- Authority and Oversight

The CPP's DGB is the governing body responsible for the implementation, education, and oversight of all CPP enterprise data governance guidelines. The DGB derives its authority from the CPP Executive Steering Committee, as described and illustrated previously in **Section F, Authority and Oversight.**

The DGB takes a leadership role in the development of the CPP's data management strategy and in developing and executing BMPs. They create data related guidelines, standards, measures, and processes related to the CPP.

The DGB also recommends specific guidelines to improve data quality, ensure a balance between data access and data security, prioritize data acquisition efforts, and raise the level of data literacy across the CPP. This is all with a purpose of driving data uniformity across all Parties.

- Responsibilities

The DGB will have the primary responsibility of ensuring data governance practices are adhered to by all Parties. These include:

- Overseeing the development, finalization, and updates to the data catalog.

- Creating, adopting, and implementing data governance guidelines in alignment with the CPP data governance objectives, but not in conflict with existing agencies' data governance requirements.
- Creating, adopting, and implementing BMPs to address common, repeatable data management functions that impact areas of data governance that require more structure or guidance. BMPs will address data quality, data sharing, metadata, security, and documentation.
- Developing, adopting, and overseeing tactical data governance standards and procedures.
- Aligning the data governance guidelines with CPP needs and reporting requirements, as well as any technology initiatives.
- Supporting Parties by educating, implementing, and maintaining recommended data governance guidelines.
- Ensuring data guidelines/standards are consistent with other ongoing regional efforts such as Texas SMARTTrack
- Developing, adopting and evolving the Data Change Request Process to ensure transparency amongst the Parties.

- Membership

  - The DGB membership should represent the diverse needs and reaches of CPP operations.
    - The number of members in the DGB shall be agreed upon by the ESC and should include one member, or a delegate from each Party.
    - Each Party should nominate an individual from their organization who would best represent data governance, the CPP, and the interests of the Party.
    - In addition, TxDOT will nominate a board advisor member from UT CTR.
  - TxDOT will chair the DGB.
    - The chairperson will guide OB activities.
    - A vice-chairperson and secretary shall be selected by the ESC from the DGB members that were nominated by each Party. Vice-chair and secretary positions can rotate between DGB members in good standing on a bi-annual basis. For continuity, the ESC may elect to stagger the terms.

    - The chairperson will guide DGB activities.
    - As with the ESC, DGB members from each Party will be permitted to vote only if their respective Party remains in good financial standing (refer to **Section F, Authority and Oversight**).
    - DGB members from Parties who have not executed the ILA or have outstanding financial obligations to the CPP will be permitted to sit on the DGB in ex officio capacity with no voting rights until such time that their respective Party returns to good standing.
    - Each voting DGB member will have a straight vote.
    - In the case of a tie, the vote of the Chair will decide.

Table A-3, DGB Criteria provides a summary of DGB board membership roles and criteria for filling those roles.

Table A-3: DGB Membership Criteria

Role	Criterion
Chair	Individual who understands data and data management.
Vice Chair	Individual who is familiar with information management.
Secretary	Individual to manage meeting minutes and perform other agreed upon duties to support the board.
Board Member	Individuals who are responsible for the development and maintenance of data.
Board Advisor	Individuals who are knowledgeable of CPP culture, processes, and informational and data needs.

3. Data Sharing Rights

Each Party may have certain permissions and restrictions associated with sharing technical data. The DGB will develop detailed requirements outlining data sharing rights, which will be documented in the Data Governance Policy.

I. CPP Communications

1. Public Outreach

The ESC will establish a Public Involvement Board (PIB) to oversee public outreach efforts, and the development and implementation of a work plan. Current CPP public information activities will transition from the City of Austin to the PIB. Implementing the work plan is expected to be funded as part of the TMC contract These efforts may include creating content for activities of the Parties, market research, coordination with surrounding jurisdictions to educate and inform agencies on construction activities, increasing the awareness of the CDP mobility app and mirror website, on-demand meetings with stakeholders, developing and managing annual PIO budgets, and managing the one-stop-shop for construction information. Responsibilities shall also include CPP branding-related activities. Final approval of CPP branding shall be the responsibility of the ESC.

Public outreach for individual projects will remain the responsibility of those project owners.

- PIB Membership

  - The number of members in the PIB shall be agreed upon by the ESC and should include one member, or a delegate from each Party.
    - Each Party should nominate an individual from their organization who would best represent public outreach, the CPP, and the interests of the Party.
  - TxDOT will chair the PIB
    - The chairperson will guide PIB activities.
    - A vice-chairperson and secretary shall be selected by the ESC from the PIB members that were nominated by each Party. Vice-chair and secretary positions can rotate between PIB members in good standing on a bi-annual basis. For continuity, the ESC may elect to stagger the terms.
    - The chairperson will guide PIB activities.
    - As with the ESC, PIB members from each Party will be permitted to vote only if their respective Party remains in good financial standing (refer to **Section F, Authority and Oversight**).
    - PIB members from Parties who have not executed the ILA or have outstanding financial obligations to the CPP will be permitted to sit on the PIB in ex officio capacity with no voting rights until such time that their respective Party returns to good standing.

- Each voting PIB member will have a straight vote.
- In the case of a tie, the vote of the Chair will decide.

Table A-4, PIB Criteria provides a summary of PIB board membership roles and criteria for filling those roles.

Table A-4: PIB Membership Criteria

Role	Criterion
Chair	Individual who understands public information activities.
Vice Chair	Individual who understand public information activities.
Secretary	Individual to manage meeting minutes and perform other agreed upon duties to support the board.
Board Member	Individuals who are responsible for the development and maintenance of data.
Board Advisor	Individuals who are knowledgeable of CPP culture, processes, and informational and data needs.

2. Media Provisions

In addition, Parties agree to give credit to other Parties from a media standpoint in the distribution of traffic data. The PIB will establish guidelines on how media provisions will work in practice. Provisions may include the following:

- Each Party shall give other Parties voice and/or visual credit (i.e., agency logos) for all traffic data provided by the contributing Parties.
- Parties may transmit video data to Parties with an embedded logo.
- Parties shall not block, modify, or remove agency logos.
- Parties shall provide electronic files of stories that are distributed by Parties that involve input from other Party employees.
- Electronic file must be provided within 5 business days of the time the story was released.

J. CPP Parties Contacts

Parties agree to coordinate and participate in recurring interagency status meetings and provide feedback during the term of this agreement. ***Table A-3, Primary and Alternate Contacts*** is a list of primary and alternate contacts for each Party to consult and coordinate with throughout the duration of this agreement.

Table A-3: Primary and Alternate Contacts

CPP Party		Primary ESC Contact	Alternate ESC Contact
1	TxDOT, Austin District	Tucker Ferguson, PE District Engineer Phone: 512-832-7000	Miguel Arellano, P.E. Deputy District Engineer Phone: 512-832-7030
2	City of Austin	Mike Rogers, P.E. Assistant City Manager Phone: 512-974-2200	Richard Mendoza, P.E. Director – Transportation & Public Works Phone: 512-974-2488
3	CapMetro	Dottie Watkins President and CEO Phone: 512-474-1200	Dave Kubicek Executive VP, Capital Construction Engineering Design Phone: 512-417-4451
4	ATP	Greg Canally Executive Director Phone: 512-710-2100	Alvin Livingstone Senior VP, Engineering and Construction Phone: 737-230-9765 Lindsay Wood EVP, Engineering and Construction

CPP Party		Primary ESC Contact	Alternate ESC Contact
			Phone: 512-922-7106
5	CTRMA	James M. Bass Executive Director Phone: 512-996-9778	Tracie Brown Director of Operations Phone: 512-996-9778
6	CAMPO	Ashby Johnson Executive Director Phone: 512-993-6599	Nirav Ved Data and Operations Manager Phone: 737-230-1591

ATTACHMENT B

Budget

A. Excluded from Cost Sharing

Parties agree, at their expense, to undertake the following steps for the term of the contract, pending approval of annual budgets by the governing body for each Party:

- Update software and hardware as needed to allow data integration to/from the Construction Data Platform (CDP);
- Provide timely upgrades to their internal infrastructure (ITS devices, signals, and other assets) to the standards prescribed in this agreement per the data governance policy;
- Update language for current construction, maintenance contracts and in-house Standard Operation Procedures (SOPs) to provide timely and accurate information for closures and detours for current and future projects;
- Provide requisite data to the CDP on a timely basis as specified per data governance language in this agreement; and
- Staffing, including consultants and resources to facilitate components listed above, shall be assumed by each Party at their expense in order to facilitate integration to and from the CDP. Consequently, those costs are excluded from the CPP cost sharing provisions.

Agencies shall retain ownership of data, hardware, software, and communications provided by their organization.

At the commencement of the CPP, TxDOT assumed responsibility for the initial expenses associated with the following items:

- Development of the Construction Data Platform, including hardware, software and associated updates, up to the point where the data platform was initially launched;
- Development of the Mobility App, mirror website, and associated updates, up to the point where the Mobility App Minimum Viable Product (MVP) was released.

B. Cost Sharing

Shared Costs

After the CDP goes online and the MVP Mobility App and mirror website are released, Parties agree that the portion of costs incurred for operating and maintaining the CDP, Mobility App and mirror website, and related CPP elements (e.g., CPP public outreach, construction transportation management center, travel demand management) shall be a shared cost amongst Parties as defined by the annual operating budget approved by the Executive Steering Committee (ESC) (Refer to **Attachment A, Section F, Authority and Oversight**). TxDOT will advance the costs, and all Parties will participate in yearly funding according to predetermined percentages. To streamline administrative processes, each Party's contribution shall be made as a fixed annual payment—similar in structure to a membership fee—rather than through reimbursement. These payments shall be due by June 1 of each year, as outlined in the

agreement. Any excess funds that are not expended during the year will be reallocated during budget planning for CPP activities in the following year.

In general, upgrades that benefit the CPP as a whole versus one individual Party, as determined by the ESC, would be considered a shared cost. If any additions, upgrades or modifications are determined to only benefit one Party (as determined by the ESC), then the Party will be responsible for covering the incremental cost.

Examples of shared cost elements include the following:

1) Technology / Mobility Management Tools
   - CDP, including routine upgrades to hardware and software, and routine replacement of CDP equipment.
   - CPP Mobility App and mirror website
   - AI Tools
   - KPI Dashboard
2) CPP Traffic Management Center (TMC)
   - Establish and operationalize a dedicated TMC for agency representatives and contractors for CPP operations
   - CPP TMC Standalone Operators (estimated 4-6 FTEs)
   - Reflects 2 FTEs per shift. Need to cover 24/7 and holidays will be assessed.
   - Develop standard operating procedures (SOPs)
3) Public Outreach
   - Establish a one-stop-shop for road construction and relevant maintenance project questions from the community
   - Implement public awareness campaigns for CTX GO
   - Develop messaging for combined construction impacts
   - Outreach to neighboring cities and counties to help keep their constituents informed
4) Transportation Demand Management (TDM)
   - Enhance CTX GO with TDM functionality (e.g., mode shift incentives, carpool/vanpool scheduling, rideshare integration).
   - Provide incentives and messaging to increase use of TDM strategies.
   - Build public awareness of TDM strategies and traveler tools through marketing campaigns.

Parties have agreed that the following CPP services qualify as deductible contributions:

1. CTX GO User Acceptance Testing (UAT) and branding activities funded by CTRMA
2. CPP public involvement activities funded by City of Austin and CAMPO

The recommended start date for credit eligibility is January 24, 2024, which coincides with the first CPP Mobility App Minimum Viable Product (MVP) workshop.

C. Annual Budget Preparation

TxDOT shall annually prepare a budget and provide it to the ESC no later than March 1. This will allow the ESC sufficient time to review the budget prior to its finalization and provide time to allocate and approve each Party's share on an annual basis.

D. Year 1 and Year 2 Budget

Budgets for the first 2 years of each CPP project element that are subject to cost sharing have been established as budget caps, and calculated under **Table B-1, CPP Year 1 and Year 2 Budget**. Parties shall not be required to pay for any expenses beyond the cap. A description of cost items and assumptions follow the table:

Table B-1: CPP Year 1 and Year 2 Budget Caps

CPP Project Element	Year 1 Costs	Year 2 Costs	Year 1 & 2 Costs
1) Technology / Mobility Management Tools			
a) Construction Data Platform	$944,008	$632,756	$1,576,765
b) Mobility App & Mirror Website	$707,308	$494,589	$1,201,897
c) AI Tools	$325,000	$185,000	$510,000
2) TMC CPP Standalone Operators	$786,865	$810,471	$1,597,336
3) Public Outreach	$814,000	$823,000	$1,637,000
4) Transportation Demand Management	$850,000	$850,000	$1,700,000
Grand Total	**$4,427,181**	**$3,795,816**	**$8,222,997**

Description of Cost Items

1. The ESC is responsible for final approval for overall annual operating budget.
2. Initial development of the CDP, CTX GO Mobility App and mirror website is being funded by TxDOT and the City of Austin until ILA execution. Ongoing development, operations, maintenance and hosting costs will be shared by the Parties.
3. CPP construction data platform costs shall consist of set-up, design, data transfer, integration with existing systems, training and onboarding, establishing protocols and data governance, pilot testing and iteration, change management, evaluation, and optimization. O&M and enhancement costs will be associated with the KPI dashboard, mobility app and mirror website, and the construction data platform.
4. The CPP Mobility App and mirror website costs include software development, workshops, deployment costs (Apple and Google developer accounts), production and staging of cloud services (MS Azure), and app/website services (Google APIs).
5. AI tools – Costs are associated with the AI-driven platform that includes an event detection element that transforms mobility data to actionable insights, a roadway response component for improved traffic flows and safety enhancements, and advanced analytics utilizing past performance to assist CPP partners with collaborative data-driven decision-making. Year 2 entails annual licensing fees.
6. TMC CPP Standalone Operators costs assumes 24/7 staffing, three shifts, which would require 6 FTEs (including a supervisor).
7. Public Outreach costs include creating content for CPP partner activities, market research, meetings with stakeholders, coordination with surrounding jurisdictions regarding construction activities, message development for combined project impacts, and a public information one-stop shop with inquiry response and educational campaigns.
8. Transportation Demand Management costs are described in **Section B.2.4)** above.

E. Annual Cost Sharing Percentage Split

Parties will reimburse TxDOT for their share of CPP costs established under **Table B-2, Annual Cost Sharing Percentage Split for Year 1 and Year 2** as a percentage of the costs incurred, subject to governing body appropriation by each Party. Contribution percentage for each agency will not change for the duration of the agreement. Refer to the ILA signature pages for agreement terms.

Table B-2: Annual Cost Sharing Percentage Split for Year 1 and Year 2

Agency	Annual Not to Exceed Share (%)	Year 1 Costs	Year 2 Costs	Total Year 1 & Year 2 Costs
TxDOT	50%	$2,213,591	$1,897,908	$4,111,499
COA	20%	$885,436	$759,163	$1,644,599
CAMPO[1]	10%	$442,718	$379,582	$822,300
CTRMA	10%	$442,718	$379,582	$822,300
CapMetro	5%	$221,359	$189,791	$411,150
ATP	5%	$221,359	$189,791	$411,150
Total	**100%**	$4,427,181	$3,795,816	$8,222,997

The cost sharing percentages outlined above will remain in effect for the term of the ILA. Agencies may ask for and the ESC shall provide justification of the budget to the other agencies at their request. If an agency disputes the aggregate budget amount or their agency's budget allocation in any given year, any such dispute may only be pursued via a formal action of the ESC, who shall determine the final disposition. All budget amounts and budget allocations are pending approval by the governing body for each Party.

[1] CAMPO's obligation for amounts reflected in the Annual Cost Sharing Percentage, as set forth in Table B-2, shall be credited in its entirety by CAMPO's performance of TDM work defined and performed in the Year 1 and Year 2 Budget in Table B-1. Any excess funding remaining after application of such credit shall be credited to CAMPO's continuing work in support of the Scope of Work, in subsequent years.

Contract No _____

ATTACHMENT C

General Terms and Conditions

Article 1. Rights Granted.
Under the terms of this ILA, each party grants the other party a non-exclusive right, license, and privilege worldwide use of all or portions of the data defined in the Data Sources and Systems list in Attachment A. The parties agree that this agreement does not transfer or convey any ownership or any rights other than those rights expressly granted in this agreement. Use is subject to the Data Governance standards and requirements as referenced in Attachment A.

Article 2. Provisions of Infrastructure
Each Party is responsible for providing and maintaining any hardware, software, and additional infrastructure necessary to allow data integration to/from the Construction Data Platform. Parties are responsible for providing timely upgrades to their internal infrastructure (ITS devices, signals, and other traffic assets) to the standards prescribed in this agreement per the data governance policy.

Article 3. Copyright Infringement.
Each Party shall notify the other of any infringement or potential infringement by a third party, of which it becomes aware, of the copyright or any other rights owned by the other Party relating to the use of data. Each Party shall provide the other Party, if feasible, any information or other assistance requested by the other Party to assist in the other Party's prosecution of any breaches or infringements.

Article 4 Assignment Prohibition.
Each Party is prohibited from assigning any of the rights conferred by this agreement to any third party without the prior written consent of the non-assigning Party. Any assignment of this agreement shall be subject to the terms and conditions of this agreement.

Article 5. Amendments
This contract may only be amended by written agreement executed by all Parties before the contract is terminated.

Article 6. Conflicts Between Agreements
If the terms of this contract conflict with the terms of any other contract between the Parties, the most recent contract shall prevail.

Article 7. Disputes
The contracting entity shall be responsible for the settlement of all contractual and administrative issues arising out of procurements entered in support of contract services.

Article 8. Ownership of Equipment
Except to the extent that a specific provision of this contract states to the contrary, all equipment purchased by each Party under this contract shall be owned by the respective Party.

Article 9. Termination
This Agreement may be voluntarily terminated by the agreement of all of the Parties. Further, any Party to this Agreement may withdraw from this Agreement and terminate its participation in this

Agreement ("Terminating Party") with written notice to the Remaining Parties. The termination becomes effective immediately “Effective Termination Date”. Such Terminating Party must continue to fund its portion of the Budget, subject to Attachment B, up to its Effective Termination Date. If it does so, the Terminating Party may continue to participate in the Program and Systems until the Terminating Party's Effective Termination Date. If it fails to provide funding for its portion of the Budget, the Terminating Party's ability to participate in the Program and use the Systems immediately terminates through the Effective Termination Date.

Article 10. Gratuities
Any person who is doing business with or who is reasonably speaking may do business with TxDOT under this contract may not make any offer of benefits, gifts, or favors to employees of TxDOT. For remaining Parties, any person doing business with Parties is required to abide gratuity laws, regulations, policies, and practices applicable to said Party.

Article 11. Responsibilities of the Parties
Each Party acknowledges that it is not an agent, servant, or employee of the other Party. Each Party is responsible for its own acts and deeds and for those of its agents or employees.

Article 12. Compliance with Laws
The Parties shall comply with all federal, state, and local laws, statutes, ordinances, rules, and regulations and with the orders and decrees of any courts or administrative bodies or tribunals in any manner affecting the performance of this agreement.

Article 13. State Auditor's Provision
The state auditor may conduct an audit or investigation of any entity receiving funds from TxDOT directly under the contract or indirectly through a subcontract under the contract. Acceptance of funds directly under the contract or indirectly through a subcontract under this contract acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit.

Article 14. Signatory Warranty
Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

Article 15. Notices
All notices to either party shall be delivered personally or sent by certified U.S. mail, postage prepaid, addressed to that party at the following address:

CAMPO	Executive Director Capital Area Metropolitan Planning Organization (CAMPO) 8303 N. MoPac Expy, Suite A210 Austin, Texas 78757
TxDOT, Austin District	District Engineer Texas Department of Transportation, Austin District • Physical Address: 7901 N. I-35 Austin, TX 78753 • Mailing Address: P.O. Box 15426 Austin, TX 78761-5426
City of Austin	Assistant City Manager, Transportation and Public Works City of Austin 301 W. 2nd St., 3rd Floor Austin, TX 78701
CTRMA	Executive Director Central Texas Regional Mobility Authority (CTRMA) 3300 N. IH-35, Suite 300 Austin, Texas 78705
CapMetro	President Capital Metropolitan Transportation Authority (CapMetro) 2910 East 5th Street Austin, Texas
ATP	Executive Director Austin Transit Partnership (ATP) 203 Colorado St. Austin, Texas, 78701

All notices shall be deemed given on the date delivered in person or deposited in the mail. Either party may change the above address by sending written notice of the change to the other party. Either party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be carried out by the other party.

ATTACHMENT D

Resolution or Ordinance

ATTACHMENT E

Location Map Showing Planned Projects

CENTRAL TEXAS
CONSTRUCTION PARTNERSHIP PROGRAM

CENTRAL TEXAS SIGNIFICANT PROJECTS

MAP LEGEND

- Mobility Authority
- CapMetro
- TxDOT
- City of Austin
- ATP
- Travis County
- Additional Developments
- Study Phase

PARTNER AGENCIES

ATP

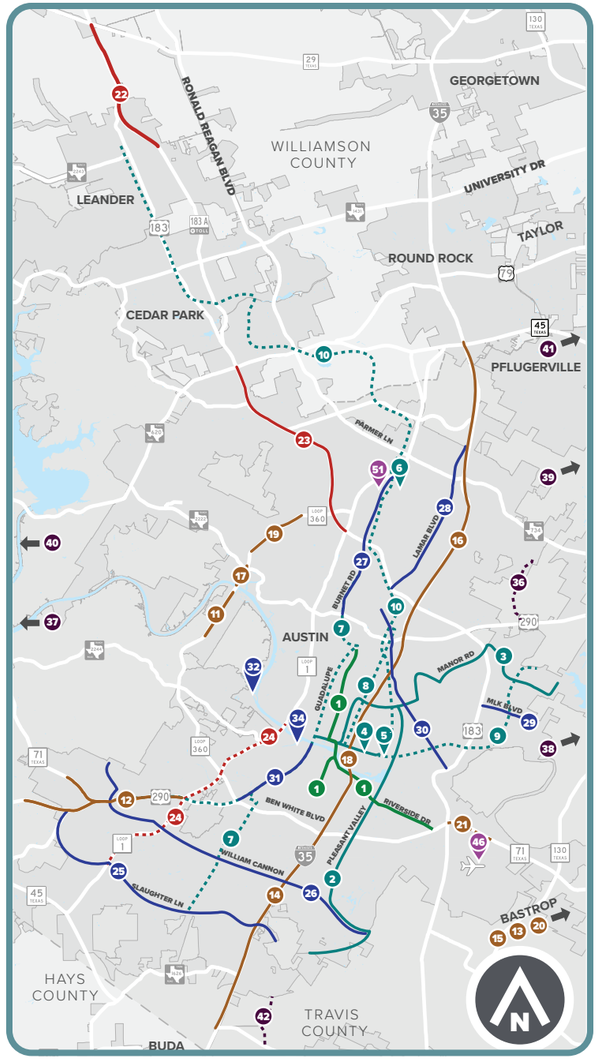
CAMPO — Capital Area Metropolitan Planning Organization — Central Texas

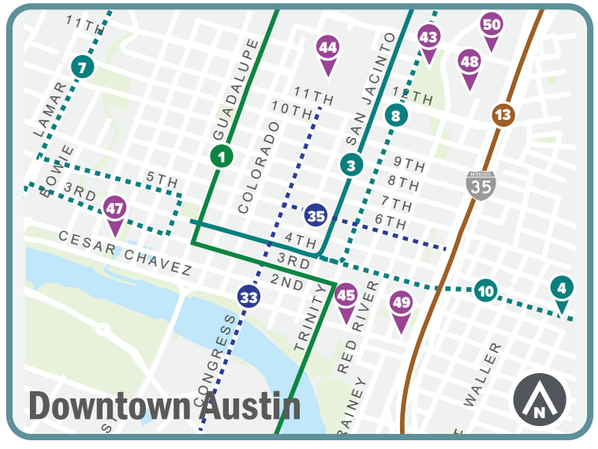
Austin

CapMetro

Texas Department of Transportation

Central Texas Regional Mobility Authority





T = Transportation Project P = Other Public Sector PVT = Private Sector

Austin Transit Partnership
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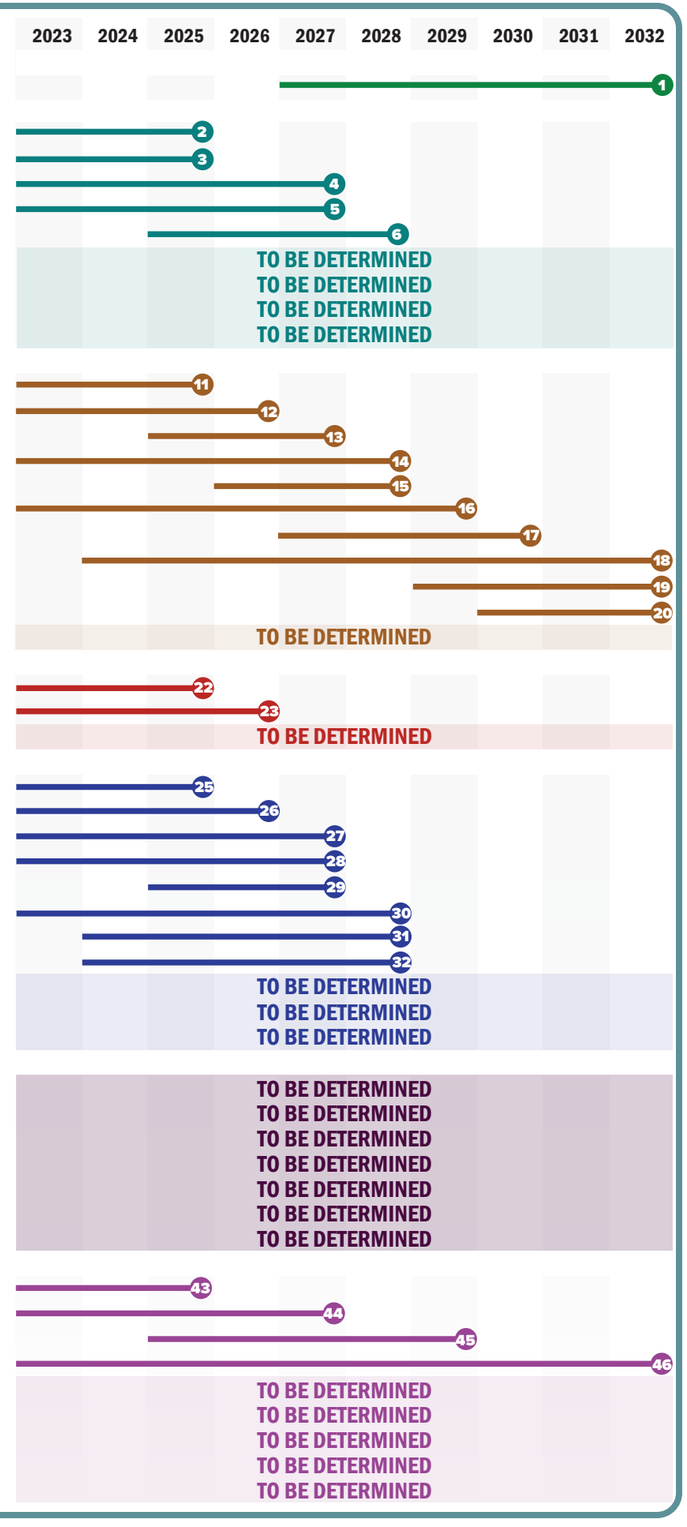
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City of Austin
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TO BE DETERMINED
TO BE DETERMINED
TO BE DETERMINED

MEMORANDUM OF UNDERSTANDING
AMONG
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TxDOT"),
CITY OF AUSTIN,
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY ("CAPMETRO"),
AUSTIN TRANSIT PARTNERSHIP ("ATP"),
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY ("CTRMA"), AND
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION ("CAMPO")

This Memorandum of Understanding ("MOU") is made and entered into by and between Texas Department of Transportation ("TXDOT"), by and through the Austin District Office, the City of Austin ("the City"), Capital Metropolitan Transportation Authority ("CapMetro"), Austin Transit Partnership ("ATP"), Central Texas Regional Mobility Authority ("CTRMA"), and the Capital Area Metropolitan Planning Organization ("CAMPO"). Each agency is hereinafter referred to as a "Party" and collectively referred to as the "Parties" or as the Central Texas Construction Partnership Program ("CPP").

WHEREAS, approximately $20B in mobility and infrastructure construction projects are proposed in the next ten (10) years, in Central Texas, see Agency Projects Map (attached hereto), and

WHEREAS, the Parties of this MOU agree to support the development of a Central Texas Construction Partnership Program (CPP) for ten (10) years to proactively minimize transportation construction impacts on travelers, residents, and businesses in Central Texas, and to enhance safety, mobility and public information in Central Texas during the construction, and

WHEREAS, the Parties have agreed to support the implementation of the following CPP elements:

- Construction Coordination – coordinate lane closures across projects to reduce impacts and share the information with travelers, residents, and businesses through a variety of mediums (e.g., an app, website, etc.). Lead Agency – TxDOT. Other agencies supporting.
- Public Information – communicate where the community can access information about construction travel impacts. Lead Agency – COA. Other agencies supporting.
- Travel Demand Management – implement strategies to reduce traffic demand at and near construction projects. Lead Agencies – COA and CAMPO. Other agencies supporting.
- Traffic Management – use operational strategies and technology to optimize traffic flow during construction. Lead Agencies – TxDOT, CAMPO, and COA. Other agencies supporting.

WHEREAS, the Parties agree to commit to providing resources, such as but not limited to, personnel, funding, hardware, and data sharing, to implement the elements of the CPP, and

WHEREAS, the Parties of this MOU agree to support continuation of a Central Texas collaborative transportation network management strategy to enhance safety, mobility and public information beyond the 10-year CPP construction-related effort, including ongoing operation and maintenance of CPP elements, as beneficial, and

WHEREAS, to the extent possible, a two-year interlocal agreement ("ILA"), with two-year extension options, between the Parties should be developed and will include provisions for cost and asset sharing to fund and operate CPP elements, and

By being a signatory to this MOU, the Parties agree to:

1. Actively participate and provide content in the development and implementation of the CPP elements; and
2. Agree to provide access to transportation-related information, data and systems produced by each Party in order to feed into an integrated information sharing platform that will disseminate construction information associated with CPP projects; and
3. Explore providing staff resources with the capabilities to perform day-to-day actions in relation to supporting CPP elements; and
4. Work together to establish cost sharing provisions towards the funding of the CPP elements; and
5. Pursue, in good faith and expediency, the development, negotiation and execution of an ILA to legally agree to terms as it pertains to cost sharing, data and asset sharing, interagency operational concepts and organizational governance; and
6. Agree that this MOU or future agreement will not transfer or convey any ownership or any rights other than those rights expressly granted by the agreement or by the laws of the State of Texas.

Term. This MOU shall become effective when executed by a minimum of two Parties. It shall remain in full force and effect in perpetuity, unless it is superseded, in part or in whole, by an MOU or ILA(s).

Amendment. This MOU may be amended by agreement, in a writing signed by all Parties.

Termination. Any Party may terminate their participation in this MOU, for any reason or no reason at all, upon 90 days' written notice to the other Parties.

(SIGNATURE PAGE TO FOLLOW)

IN WITNESS THEREOF, the Parties hereto have caused this MOU to be duly executed in duplicate as of the date of the last signature written below.

CITY OF AUSTIN

By _____ Date _____

AUTHORIZED SIGNATURE

Mike Rogers, Assistant City Manager

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

By _____ Date _____

AUTHORIZED SIGNATURE

Dottie Watkins, President and CEO

AUSTIN TRANSIT PARTNERSHIP

By _____ Date _____

AUTHORIZED SIGNATURE

Greg Canally, Executive Director

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

By _____ Date _____

AUTHORIZED SIGNATURE

James Bass, Executive Director

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

By _____ Date _____

AUTHORIZED SIGNATURE

Ashby Johnson, P.E., Executive Director

TEXAS DEPARTMENT OF TRANSPORTATION

By _____ Date _____

AUTHORIZED SIGNATURE

Tucker Ferguson, P.E. – District Engineer

CENTRAL TEXAS
CONSTRUCTION PARTNERSHIP PROGRAM

CENTRAL TEXAS
SIGNIFICANT PROJECTS

MAP LEGEND

- Mobility Authority
- CapMetro
- TxDOT
- City of Austin
- ATP
- Travis County
- Additional Developments
- Study Phase

PARTNER AGENCIES

ATP

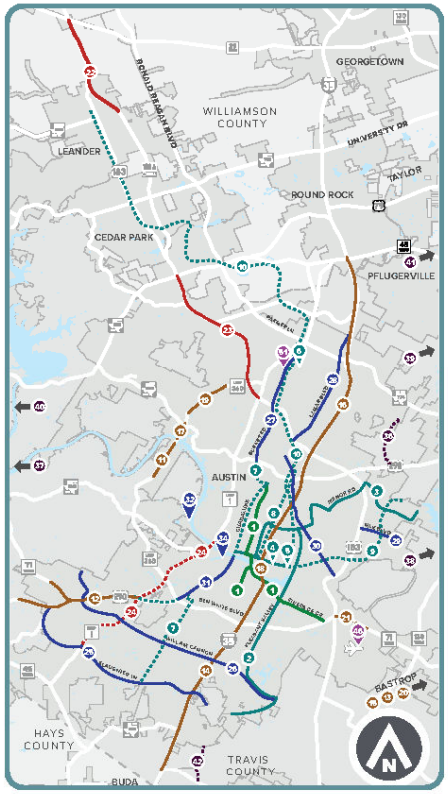
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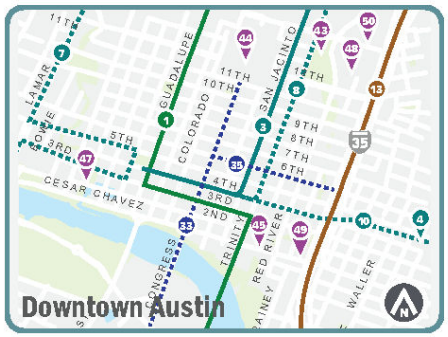
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Date:	April 13, 2026
Continued From:	February 9, 2026
Action Requested:	Information

To:	Transportation Policy Board
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	14
Subject:	Update on 2028-2031 Call for Projects

RECOMMENDATION

None. This item is the regularly scheduled update on the 2028-2031 Call for Projects process.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) has issued the 2028-2031 Call for Projects requesting applications for transportation projects within the six-county CAMPO region. This competitive process will select projects for Surface Transportation Block Grant (STBG), Transportation Alternative Set-Aside (TASA), and Carbon Reduction Program (CRP) funding.

FINANCIAL IMPACT

Projects selected by the Transportation Policy Board will be programmed with federal funding currently apportioned to the region or forecast to be apportioned in future fiscal years. These amounts are estimates and not guaranteed beyond the current federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA), which is currently authorized through Fiscal Year 2026. The funding forecast assumes the continued authorization of the federal programs and similar apportionment levels. Staff may recommend different funding amounts as determined by the scheduling of projects submitted, progress of currently funded projects, changes to federal funding programs and availability, and/or direction by the Transportation Policy Board.

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

Attachment A – *Project Call Information (Funding Opportunities Webpage)*