



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, June 8, 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, June 4, 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.

The public is invited to comment on agenda items 5-10. 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, June 4, 2026.

- 5. [Discussion and Take Appropriate Action on May 11, 2026 Meeting Minutes](#)
..... Council Member Rudy Metayer, Chair
Chair Metayer will request Transportation Policy Board approval of the May 11, 2026 meeting minutes.

- 6. [Discussion, Consideration, and Possible Action on Recommendation of the Transportation Policy Board’s Executive Committee to Appoint Mr. Ryan Collins as Interim Executive Director of the Capital Area Metropolitan Planning Organization \(CAMPO\)](#)
..... Council Member Rudy Metayer, Chair
Chair Metayer will request Transportation Policy Board approval to appoint Mr. Ryan Collins as Interim Executive Director of CAMPO.

- 7. [Discussion, Consideration, and Possible Action Authorizing Chairman of the Transportation Policy Board \(TPB\) to Identify and Retain a Professional Executive Search Firm to Identify and Recommend Qualified Candidates for Permanent Executive Director of CAMPO](#)
..... Council Member Rudy Metayer, Chair
Chair Metayer, acting in consultation with the Executive Committee of the Transportation Policy Board and CAMPO staff will identify and retain a professional executive search firm to identify and recommend qualified candidates for permanent Executive Director of CAMPO and request Transportation Policy Board approval.

- 8. [Discussion and Take Appropriate Action on CAMPO Appointment to the CapMetro Board](#)
..... Council Member Rudy Metayer, Chair
Chair Metayer will request Transportation Policy Board approval of the CAMPO Executive-Level Appointee to the CapMetro Board with accompanying Resolution 2026-6-8.

- 9. [Discussion and Take Appropriate Action on Metropolitan Planning Organization \(MPO\) Planning Agreement](#)..... Mr. Ashby Johnson, CAMPO
Mr. Johnson will present CAMPO’s MPO planning agreement and request Transportation Policy Board approval.

- 10. [Discussion and Take Appropriate Action on FYs 2026 & 2027 Unified Planning Work Program \(UPWP\) Amendment #3](#) Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will present UPWP Amendment #3 and request Transportation Policy Board approval with accompanying Resolution 2026-6-10.

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11. [Discussion and Take Appropriate Action on 2028-2031 Call for Projects](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will present the results of the 2028-2031 Call for Projects for discussion and request Transportation Policy Board approval of the recommended portfolio with accompanying Resolution 2026-6-11.
12. [Annual Briefing on CAMPO Financial Audit](#)..... Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will invite the CAMPO audit firm, Montemayor Britton Bender Carey, P.C. to brief the Transportation Policy Board on the completed audit.
13. Executive Director’s Report on Transportation Planning Activities
14. Announcements
 - a. Transportation Policy Board Chair Announcements
 - b. Next Technical Advisory Committee Meeting, June 22, 2026 – 2:00 p.m.
 - c. July 13, 2026 Transportation Policy Board Meeting – Canceled
 - d. Next Transportation Policy Board Meeting, August 10, 2026 – 2:00 p.m.
15. Adjournment

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Transportation from Transit Stops:

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**Capital Area Metropolitan Planning Organization
 Technical Advisory Committee Meeting
 via Microsoft Teams
 Meeting Minutes
 May 18, 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 2:02 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	Y	
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)	N	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Russell Sander	Burnet County (Smaller Cities)	Y	
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	Y	
22.	Matt Rector	Williamson County (Smaller Cities)	N	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	N	Katherine Youngbluth
26.	Heather Ashley-Nguyen, P.E.	TxDOT	N	Angela Erwin

2. Approval of April 27, 2026 Meeting Summary

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the April 27, 2026 meeting summary, as presented.

Mr. Bob Daigh, P.E. moved for approval of the April 27, 2026 meeting summary, as presented.

The motion was seconded.

The motion prevailed unanimously.

Video of this item can be viewed [here](#). Start Video at 00:00:10

3. Discussion and Recommendation on 2028-2031 Call for Projects

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who informed the Committee that CAMPO Staff is finalizing the project evaluation and recommendation report pending today's TAC discussion. Mr. Collins noted that QA/QC will be the final step prior to the request for Transportation Policy Board (TPB) approval.

Mr. Collins provided a detailed summary of the following recommendation updates for the 2028-2031 Call for Projects as a result of the May 11, 2026 TPB discussion.

1. Four (4) Projects changed from "not recommended" to "recommended" based on availability of Transportation Set-Aside (TASA) funding.
2. Funding program assignments include changes to maximize TASA/Carbon Reduction Program (CRP).
3. Changes provided additional Surface Transportation Block Grant (STBG) funding – Three (3) next eligible projects were added.
4. Category 2 projects have been identified from the recommended projects.

Mr. Collins later informed the Committee that a "Standby" project list will be created that will include all of the projects that were not recommended in the 2028-2031 Call for Projects. Mr. Collins noted that approximately \$160 million will be available in contingent recommendations and will require additional steps prior to programming in the Transportation Improvement Program. Mr. Collins also noted the following elements of the "Standby" project list.

1. Projects not initially recommended but could be ready should additional steps not be met by sponsors for contingent projects.
2. Projects will be prioritized by score for any funding that becomes available and may include high-risk projects where risk will continue to lower with continued development.
3. Standby project list will be available for TPB consideration at programming decision points.

Mr. Collins also summarized specific TPB items for TAC discussion and feedback. The presentation concluded with a request for TAC recommendation for Transportation Policy Board approval of the 2028-2031 Call for Projects, as presented. Question and answer with comments followed.

Following a detailed discussion, the Committee determined that it would not be beneficial to reopen the project call. The Committee recommended waiting one (1) full year and proceeding with a project call for the Standby list which would allow entities to fix issues with their project applications, allow opportunity to get more clarity on the progress of project applications, and rank the Standby list based on the new submissions.

Vice Chair Richard Mendoza recommended that the TAC postpone action on a recommendation for approval of the 2028-2031 Call for Projects in order to study, evaluate, and receive more detailed reports on the ranking of certain projects.

The Chair entertained a motion for approval of a recommendation to the Transportation Policy Board for approval of the 2028-2031 Call for Projects, as presented.

Mr. Bob Daigh, P.E. moved for approval of a recommendation for Transportation Policy Board approval of the 2028-2031 Call for Projects, as presented with the addition of a Standby list in one (1) year to rank projects as new submissions.

Mr. Lua Saluone seconded the motion.

Vice Chair Richard Mendoza made an alternate motion to postpone action on a recommendation for Transportation Policy Board approval of the 2028-2031 Call for Projects, as presented until the City of Austin can receive more information on project rankings.

Mr. Cole Kitten seconded the motion.

The voting results on the alternate motion to postpone action on a recommendation for Transportation Policy Board of the 2028-2031 Call for Projects, as presented until the City of Austin can receive more information on project rankings were as follows:

Ayes: Mr. Richard Mendoza, Mr. Cole Kitten, Ms. Lila Valencia, and Ms. Angela Kennedy

Nays: Mr. Randall Skinner, Mr. Lua Saluone, Mr. Ravali Kosaraju (for Mr. Mike Trimble), Ms. Ann Weis, Ms. Emily Barron, Mr. Brian Kuhn, Mr. Shaun Condor, P.E., Ms. Kayla Ewt, Mr. Greg Haley, P.E., Mr. Russell Sander, Mr. Will Conley, Mr. David Fowler, Mr. Marti Reich, Ms. Michelle Meaux, AICP, Mr. Charlie Watts, Mr. Bob Daigh, P.E., Mr. Ed Collins (for Mr. David Marsh), Mr. Mike Sexton, P.E., Ms. Katherine Youngbluth (for Ms. Sharmila Mukherjee), and Ms. Angela Erwin (for Heather Ashley-Nguyen, P.E.)

Abstained: None

The alternate motion failed.

The voting results on the original motion for approval of a recommendation for Transportation Policy Board approval of the 2028-2031 Call for Projects, as presented with the creation of a Standby list and in one (1) year to rank projects as new submissions were as follows:

Ayes: Mr. Randall Skinner, Mr. Lua Saluone, Mr. Ravali Kosaraju (for Mr. Mike Trimble), Ms. Ann Weis, Ms. Emily Barron, Mr. Brian Kuhn, Mr. Shaun Condor, P.E., Ms. Kayla Ewt, Mr. Greg Haley, P.E., Mr. Russell Sander, Mr. Will Conley, Mr. David Fowler, Mr. Marti Reich, Ms. Michelle Meaux, AICP, Mr. Charlie Watts, Mr. Bob Daigh, P.E., Mr. Ed Collins (for Mr. David Marsh), Mr. Mike Sexton, P.E., Ms. Katherine Youngbluth (for Ms. Sharmila Mukherjee), and Ms. Angela Erwin (for Heather Ashley-Nguyen, P.E.)

Nays: None

Abstained: Mr. Richard Mendoza, Mr. Cole Kitten, Ms. Lila Valencia, and Ms. Angela Kennedy

The motion prevailed.

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

4. Report on Transportation Planning Activities

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who introduced the following staff for a report on transportation planning activities.

Mr. Nirav Ved, CAMPO Data & Operations Manager informed the Committee that the latest population estimates were released last week and reported that the City of Hutto is currently showing approximately 46,000 in population. Mr. Ved noted that due to its population growth, it is likely that the City of Hutto will have representation on the Transportation Policy Board next year.

There were no further reports on transportation planning activities.

Video of this item can be viewed [here](#). Start Video at 00:55:39

5. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on June 8, 2026 at 2:00 p.m. The Chair also announced that the next Technical Advisory Committee Meeting will be held on June 22, 2026 at 2:00 p.m.

Video of this item can be viewed [here](#). Start Video at 00:56:13

6. Adjournment

The May 18, 2026 meeting of the Technical Advisory Committee was adjourned at 2:58 p.m.



Capital Area Metropolitan Planning Organization

Transportation Policy Board Meeting

The Junior League of Austin Community Impact Center

5330 Bluffstone Lane Austin, TX 78759

Monday, May 11, 2026 – 2:00 p.m.

Livestream at: www.campotexas.org

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 2:04 p.m.

A quorum was certified and announced present. Proxies for the May 11, 2026 Transportation Policy Board Meeting were announced as follows:

1. Commissioner Ann Howard as Proxy for Council Member Zohaib “Zo” Qadri
2. Council Member Krista Laine as Proxy for Council Member Vanessa Fuentes
3. Ms. Amy Pattillo as Proxy for Judge Andy Brown
4. Mayor Jim Penniman-Morin as Proxy for Council Member Mike Siegel

	Member	Representing	Member Attending	Alternate Attending
1	Rudy Metayer, Chair	City of Pflugerville, Place 4	Y	
2	Josh Schroeder, Chair	Mayor, City of Georgetown	Y	
3	Edward Theriot, Secretary	Commissioner, Caldwell County	Y	
4	Clara Beckett	Commissioner, Bastrop County	Y	
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	N	Council Member Krista Laine
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	Amy Pattillo	Travis County	Y	
17	Jim Penniman-Morin	City of Cedar Park	Y	
18	Zohaib “Zo” Qadri	City of Austin, District 9	N	Commissioner Ann Howard
19	Mike Siegel	City of Austin, District 7	N	Mayor Jim Penniman-Morin
20	Kristin Stevens	Mayor Pro Tem, City of Round Rock	Y	
21	Na’Cole Thompson	Mayor Pro Tem, City of Leander	Y	
22	Jeffrey Travillion	Commissioner, Travis County	Y	

Video of this item can be viewed [here](#). Start Video at 00:00:07.

2. Public Comments

The Chair recognized Ms. Julie Oakley, City of Bee Cave who offered public comment.

Video of this item can be viewed [here](#). Start Video at 00:01:14.

3. Executive Session

The Regular Session of the May 11, 2026 Transportation Policy Board Meeting 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 deliberation.

Council Member Krista Laine joined the Executive Session.

The Transportation Policy Board adjourned the Execution Session where no action was taken. The Regular Session of the May 11, 2026 Transportation Policy Board Meeting was reconvened at 2:53 p.m.

Video of this item can be viewed [here](#). Start Video at 00:48:54.

4. Report from Technical Advisory Committee (TAC) Chair

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who informed the Board that the TAC convened on April 27, 2026 and unanimously approved recommendations on the following items:

1. 2027-2030 Transportation Improvement Program (TIP) and Amendments to the 2050 Regional Transportation Plan (RTP)
2. 2026 Federal Performance Targets

Mr. McKeown reported that the TAC also received presentations on the following information items:

1. Briefing on the Interchange Bottlenecks Study
2. Update on the 2028-2031 Call for Projects
3. Update on Regional Truck Parking Plan

Mr. McKeown noted that CAMPO Staff reminded the TAC of the upcoming deadline for submissions for the FY 2027 Safe Streets and Roads for All (SS4A) Grant Program to build on the regional SS4A Plan previously adopted by the Transportation Policy Board.

Video of this item can be viewed [here](#). Start Video at 00:49:01.

5. Discussion and Take Appropriate Action on April 13, 2026 Meeting Minutes

The Chair entertained a motion for approval of the April 13, 2026 meeting minutes, as presented.

Commissioner Cynthia Long moved for approval of the April 13, 2026 meeting minutes with one (1) correction. Commissioner Long noted that Mayor Pro Tem Kristin Stevens became Mayor in February 2026 and requested that the April 13, 2026 meeting minutes be amended to reflect Mayor Pro Tem Kristin Stevens as Mayor Kristin Stevens, as noted.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

The April 13, 2026 meeting minutes was approved, as amended.

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

Nays: None

Abstain: None

Video of this item can be viewed [here](#). Start Video at 00:51:23.

6. Discussion and Take Appropriate Action on Draft 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 informed the Board that the presentation is in preparation for the upcoming adoption of the 2027-2030 TIP in addition to making amendments to the 2050 RTP. Mr. Collins provided a brief overview on the adoption and amendment processes for the TIP and RTP. Mr. Collins also discussed the proposed projects for the 2027-2030 TIP and four (4) proposed amendments to the 2050 RTP.

Mr. Collins later introduced Ms. Doise Miers, CAMPO Community Outreach Manager who informed the Board that the public comment period for the draft 2027-2030 TIP and amendments to the 2050 RTP opened on March 16, 2026 and closed on April 20, 2026. Ms. Miers summarized the public outreach events held in the CAMPO region and summarized the public comments received.

The presentation concluded requesting the Transportation Policy Board to adopt the 2027-2030 TIP and amendments to the 2050 RTP as detailed in Resolution 2026-5-6.

The Chair entertained a motion for approval to adopt the 2027-2030 TIP and amendments to the 2050 RTP as detailed in Resolution 2026-5-6.

Commissioner Cynthia Long moved for approval to adopt the 2027-2030 TIP and amendments to the 2050 RTP as detailed in Resolution 2026-5-6.

Commissioner Joe Don Dockery seconded the motion.

The Chair recognized Commissioner Ann Howard who offered comments regarding the 80 public comments received that pertained to needing more transit-related projects than expansion of roadways.

The Chair also recognized Commissioner Cynthia Long who amended the motion and noted that the project sponsor for the SH 183 Project (3-lanes to 4-lanes) in the project list should be corrected to reflect the Central Texas Regional Mobility Authority (CTRMA) as its project sponsor and not the Texas Department of Transportation (TxDOT).

Mr. Collins informed the Board that the project list will be corrected, as noted.

Commissioner Joe Don Dockery seconded the amended motion.

The amended motion prevailed unanimously.

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

Nays: None

Abstain: None

Video of this item can be viewed [here](#). Start Video at 00:51:24.

7. Discussion and Take Appropriate Action on 2026 Federal Performance Measure Targets

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who provided a brief overview on Transportation Performance Management (TPM) and CAMPO’s utilization of the federally-mandated strategic approach to achieve national performance goals. Mr. Ved presented the 2026 federal performance measure targets and read a summary of the April 27, 2026 TAC discussion resulting in the recommendation for Transportation Policy Board approval.

The presentation concluded with a request for Transportation Policy Board approval of the 2026 federal performance measures targets, as presented.

The Chair recognized Commissioner Cynthia Long who offered comment on the TAC and Transportation Policy Board’s previous discussions on the request to develop regional performance measure targets.

The Chair recognized Council Member Krista Laine who responded to comments offered by Commissioner Long. Council Member Laine also offered comments on her decision not to offer the City of Austin’s prepared motion to amend approval of the 2026 federal performance measure targets.

The Chair recognized Ms. Amy Pattillo who offered comment on the federal performance measure targets as they relate to safety.

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who provided clarity on prioritizing safety in the scoring of projects for the TIP.

The Chair later entertained a motion for approval of the 2026 federal performance measures targets, as presented.

Commissioner Debbie Ingalsbe moved for approval of the 2026 federal performance measures targets, as presented.

Council Member Krista Laine seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Video of this item can be viewed [here](#). Start Video at 01:00:23.

8. Discussion and Take Appropriate Action on Construction Partnership Program Interlocal Agreement (ILA) and Memorandum of Understanding

The Chair recognized Mr. Nirav Ved who provided a brief recap of last month’s presentation to the Transportation Policy Board by Mr. Ashby Johnson, CAMPO Executive Director on CAMPO’s effort to work with other agencies in the region on identifying significant impending construction and construction investment happening simultaneously for the region.

Mr. Ved identified those agencies as the Austin Transit Partnership, City of Austin, CTRMA, TxDOT, CapMetro, and CAMPO. Mr. Ved added that the agencies agreed to create a Construction Partnership Program to coordinate and reduce the impact of construction on the traveling public. Mr. Ved identified the CTXGO App as one of the facets of the agreement which identifies where construction activities are occurring. Mr. Ved informed the Board that adoption of an ILA and a Memorandum of Understanding is required to formalize the agreement between the agencies. Mr. Ved noted that a cost component is required from CAMPO but CAMPO is confident that the work done through its Transportation Demand Management (TDM) Program will satisfy the required financial commitment.

The presentation concluded with a request for approval to adopt the Construction Partnership Program ILA and a Memorandum of Understanding, as presented.

The Chair later recognized Ms. Heidi Ross, P.E. of AtkinsRealis and Project Manager for TxDOT Austin and the Construction Partnership Program who provided clarification on the financial commitment for the Construction Partnership Program ILA and a Memorandum of Understanding.

The Chair entertained a motion for approval of the Construction Partnership Program Interlocal Agreement and Memorandum of Understanding, as presented.

Mayor Jane Hughson moved for approval of the Construction Partnership Program Interlocal Agreement and Memorandum of Understanding, as presented.

Mr. Matt Harriss seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Video of this item can be viewed [here](#). Start Video at 01:13:51.

9. Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiation on the Hunter Road Trail Connectivity and Development Study Contract

The Chair recognized Mr. Nicholas Samuel, CAMPO Senior Regional Planner who informed the Board that a Request for Proposals was issued on January 20, 2026 for planning services for the Hunter Road Trail Connectivity and Development Study. Mr. Samuel briefly summarized the purpose of the study.

Mr. Samuel discussed specific terms of the Hunter Road Trail Connectivity and Development Study contract, summarized the procurement process, evaluation results, and identified Toole Design Group, LLC as the top-ranked consultant firm. The presentation concluded with a request for approval to authorize the CAMPO Executive Director to begin negotiation on the Hunter Road Trail Connectivity and Development Study contract with the top-ranked consultant firm.

The Chair entertained a motion for approval to authorize the CAMPO Executive Director to begin negotiation on the Hunter Road Trail Connectivity and Development Study contract with the top-ranked consultant firm.

Commissioner Debbie Ingalsbe moved for approval to authorize the CAMPO Executive Director to begin negotiation on the Hunter Road Trail Connectivity and Development Study contract with the top-ranked consultant firm.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

Ayes: Council Member Rudy Metayer, Mayor Josh Schroeder, Commissioner Edward Theriot, Commissioner Clara Beckett, Commissioner Joe Don Dockery, Mr. Tucker Ferguson, P.E., Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Council Member Zohaib “Zo” Qadri), Mayor Jane Hughson,

Commissioner Debbie Ingalsbe, Council Member Krista Lane (Proxy for Council Member Vanessa Fuentes), Commissioner Cynthia Long, Council Member Marc McKinney, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin (Proxy for Council Member Mike Siegel), Mayor Pro Tem Kristin Stevens, Mayor Na’Cole Thompson, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Video of this item can be viewed [here](#). Start Video at 01:22:21.

10. Update on 2028-2031 Call for Projects

The Chair recognized Mr. Ryan Collins who presented the draft recommendations for the 2028-2031 Call for Projects. Mr. Collins informed the Board that the 2028-2031 Call for Projects will distribute the following funding to the approved projects:

1. Surface Transportation Block Grant (STBG)
2. Transportation Alternative Set-Aside (TASA)
3. Carbon Reduction Program

Mr. Collins later summarized the call for projects review, evaluation, and risk assessment review processes. Mr. Collins also highlighted and offered the dashboard as a source for obtaining detailed information on each recommended project. Mr. Collins reported that a full project report will be provided to the Transportation Policy Board for review by May 15, 2026.

Mr. Collins also called attention to additional supporting documentation provided to the Transportation Policy Board in further discussing risk assessment for the 2028-2031 Call for Projects. Mr. Collins reported that approximately \$20 million in TASA funding is still available following the review of moderate and low risk projects and noted the importance of utilizing those funds before the 4-year expiration. Mr. Collins informed the Board that a further review of the TASA-eligible projects in the high-risk category to utilize and prevent a lapse in those TASA funds. The update concluded with next steps.

Video of this item can be viewed [here](#). Start Video at 01:24:46.

11. Executive Director’s Report on Transportation Planning Activities

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who provided a brief update on the CAMPO Corridor Readiness Program. Mr. Johnson and Mr. Kevin Hoffman, BGE, Inc. and General Engineering Consultant (GEC) service provider for the Corridor Readiness Program provided an update on the following corridors:

1. FM 737
2. FM 973
3. FM 969

Mr. Johnson also introduced Ms. Doise Miers how provided a brief update on the recent groundbreaking ceremony held for Project Loop 360 at Courtyard Dr. and RM 2222.

Mr. Johnson concluded the report by announcing that he will be retiring as CAMPO's Executive Director effective June 30, 2026.

The Chair offered comments of gratitude to Mr. Johnson for the demonstrative difference he has made and his efforts in elevating CAMPO as seen in the state and nationally. The Chair and the Transportation Policy Board provided Mr. Johnson with a standing ovation in appreciation for his hard work and tenure with CAMPO.

Video of this item can be viewed [here](#). Start Video at 01:55:35.

12. Announcements

The Chair announced that the next Technical Advisory Committee Meeting will be held on May 18, 2026 at 2:00 p.m. The Chair also announced that the Transportation Policy Board meeting scheduled for June 8, 2026 at 2:00 p.m.

Video of this item can be viewed [here](#). Start Video at 02:01:52

13. Adjournment

The May 11, 2026 meeting of the CAMPO Transportation Policy Board was adjourned at 4:07 p.m. by unanimous consent.



Date: June 8, 2026
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Council Member Rudy Metayer, Chair
Agenda Item: 6
Subject: Discussion, Consideration, and Possible Action on Recommendation of the Transportation Policy Board’s Executive Committee to Appoint Mr. Ryan Collins as Interim Executive Director of the Capital Area Metropolitan Planning Organization (CAMPO)

RECOMMENDATION

The Executive Committee recommends the Transportation Policy Board approve the appointment of Mr. Ryan Collins as Interim Executive Director of the Capital Area Metropolitan Planning Organization (CAMPO) with a temporary annual salary of \$188, 442.07 while serving as Interim Executive Director.

BACKGROUND AND DISCUSSION

The Transportation Policy Board (TPB) met in executive session at the May Policy Board meeting to discuss Ashby Johnson’s retirement and the process for hiring a new Executive Director. The meeting resulted in direction to the TPB Executive Committee to meet and develop a recommendation to be brought back to the full TPB at the June 8, 2026 meeting for discussion and appropriate action.

The Executive Committee met on May 29, 2026 and interviewed three (3) internal candidates (Mr. Chad McKeown, Mr. Nirav Ved, and Mr. Ryan Collins) and one external candidate, Mr. Joe Cantalupo. After deliberation, the Executive Committee unanimously agreed to recommend Mr. Ryan Collins as the CAMPO Interim Executive Director effective July 1, 2026.

FINANCIAL IMPACT

None.

SUPPORTING DOCUMENTS

None.



Date: June 8, 2026
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Council Member Rudy Metayer, Chair
Agenda Item: 7
Subject: Discussion, Consideration, and Possible Action Authorizing Chairman of the Transportation Policy Board (TPB) to Identify and Retain a Professional Executive Search Firm to Identify and Recommend Qualified Candidates for Permanent Executive Director of CAMPO

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Date: June 8, 2026
Continued From: June 12, 2023
Action Requested: Approval

To: Transportation Policy Board
From: Council Member Rudy Metayer, Transportation Policy Board Chair
Agenda Item: 8
Subject: Discussion and Take Appropriate Action on CAMPO Appointment to the CapMetro Board

RECOMMENDATION

Staff recommends approval of the reappointment of Ms. Dianne Bangle to continue serving as the CAMPO executive-level appointee to the CapMetro Board, in accordance with Section 451.5021 of the Texas Transportation Code. This term will expire on June 1, 2029.

PURPOSE AND EXECUTIVE SUMMARY

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

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

Ms. Bangle was appointed as the appointee with “...at least 10 years of experience in an executive-level position in a public or private organization, including a governmental entity.”

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Ms. Bangle was first appointed to the CapMetro Board on February 13, 2023 to fill the unexpired term of Mr. Wade Cooper, whose term expired on June 1, 2023 and later reappointed on June 12, 2023 for a full term as CAMPO’s appointee to the CapMetro Board. She has indicated her willingness to serve for an additional term as one of CAMPO’s appointees to the CapMetro Board.

SUPPORTING DOCUMENTS

Attachment A – Resolution 2026-6-8



RESOLUTION 2026-6-8

Reappointment to the Capital Metropolitan Transportation Authority Board of Directors

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

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

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

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

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

WHEREAS, on February 13, 2023 the CAMPO Transportation Policy Board appointed Ms. Dianne Bangle to the Board of Directors of the Capital Metropolitan Transportation Authority as the member with at least 10 years of experience in an executive level position in a public or private organization; and

WHEREAS, it is in the best interest of the region to reappoint Ms. Bangle for another term;

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to reappoint Ms. Dianne Bangle; and

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

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

The above resolution being read, the CAMPO Transportation Policy Board made a motion to reappoint Ms. Dianne Bangle to the Board of Directors of the Capital Metropolitan Transportation Authority. The motion was made on June 8, 2026 by _____, duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 6th day of June 2026.

Chair, CAMPO Board

Attest:

Director, CAMPO



Date: June 8, 2026
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 9
Subject: Discussion and Take Appropriate Action on Metropolitan Planning Organization (MPO) Planning Agreement

RECOMMENDATION

CAMPO staff recommends the Transportation Policy Board approve the Metropolitan Planning Organization (MPO) Planning Agreement (**Attachment A**).

PURPOSE AND EXECUTIVE SUMMARY

The Planning Agreement is a federally required document that serves to specify responsibilities of the CAMPO Policy Board, CAMPO staff, TxDOT staff, and the CAMPO fiscal agent (Williamson County). The agreement also specifies that the Transportation Policy Board is the legal entity for CAMPO and has sole authority in the hiring, remuneration, and any disciplinary actions as it pertains to the CAMPO Executive Director.

This agreement will be in place until 2031 and can be extended for one year for a maximum of two years.

FINANCIAL IMPACT

None

SUPPORTING DOCUMENTS

Attachment A – Metropolitan Planning Organization (MPO) Planning Agreement

Contract No.:	
Federal Highway Administration:	
ALN Title:	
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STATE OF TEXAS §

COUNTY OF TRAVIS §

METROPOLITAN PLANNING AGREEMENT

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the “Department,” **{Name of MPO}** (MPO), and **{Name of Fiscal Agent}**, which serves as the Fiscal Agent for the MPO.

WITNESSETH

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urban areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) §450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area (MPA) to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration (FHWA), combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds, also known as Transportation Planning Funds (TPF), is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using TPF and other federal transportation funds that may be used for

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planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

WHEREAS, an area equal to or larger than the above-mentioned urban area(s) has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 CFR §420.117 requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by Subrecipients with FHWA planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met;

NOW, THEREFORE, it is agreed as follows:

A G R E E M E N T

Article 1. Definitions

- A. **Department** – Texas Department of Transportation acting on behalf of the State of Texas.
- B. **Federal Fiscal Year** – A twelve-month period commencing on October 1 of each calendar year and ending on September 30 of the following calendar year, inclusive of both dates.
- C. **Fiscal Agent** – The third-party entity that accepts and is responsible for providing various financial, grants, and administrative duties on behalf of the MPO.
- D. **Metropolitan Planning Area (MPA)** – The geographic area and boundaries cooperatively determined by agreement between the metropolitan planning organization and the Governor under 23 CFR §450.312 as the subject area for conducting the metropolitan planning process as required by 23 USC §134 and 49 USC §§5303-5306.
- E. **Metropolitan Planning Organization (MPO)** – The policy-making body, often referred to as the policy board, policy committee, or regional transportation council designated under 23 USC §134, 49 USC §5303, and Texas Transportation Code §472.031, responsible for overseeing the metropolitan transportation planning process, establishing overall transportation policy for the MPO, and making necessary approvals. The MPO consists of governmental agencies and any additional agencies or organizations added, as specified in the MPO’s bylaws, as amended.
- F. **Nonattainment Area** – A geographic area as defined in 42 USC §7501 under section 107 of the Clean Air Act that does not meet the national primary or secondary ambient air quality standard for the air pollutant for which a national ambient air quality standard exists.
- G. **MPO Director** – The MPO’s lead staff member responsible for overseeing the planning process and implementing the MPO’s goals and policies. This role includes supporting and reporting to the MPO governing body, as well as interacting with local, state, and federal agencies. The MPO Director may also be referred to as the Executive Director or a similar title, as specified in the MPO bylaws, as amended.
- H. **Pass-Through Entity** – A non-federal entity that provides a Subaward to a Subrecipient to carry out part of a federal program as defined in 2 CFR §200.1, as amended.
- I. **State Fiscal Year** – A twelve-month period commencing on September 1 of each calendar year and ending on August 31 of the following calendar year, inclusive of both dates.

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- J. **Subaward** – As defined in 2 CFR §200.1, as amended, an award provided by a pass-through entity to a Subrecipient to carry out part of a federal award received by the pass-through entity. It does not include payments to a contractor, beneficiary, or participant. A Subaward may be provided through any form of legal agreement consistent with criteria in 2 CFR §200.331, including an agreement the pass-through entity considers a contract.
- K. **Subcontractor** – An entity that receives a subcontract.
- L. **Subrecipient** – As defined in 2 CFR §200.1, as amended, a non-federal entity that receives a Subaward from a pass-through entity to carry out part of a federal program; but does not include an individual that is a beneficiary of such program. A Subrecipient may also be a recipient of other federal awards directly from a federal awarding agency.
- M. **Transportation Management Area (TMA)** – An urban area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (USDOT), or upon special request from the Governor and the MPO designated for the area as described in 49 USC 5303(k), as amended.
- N. **Transportation Planning Funds (TPF)** – In accordance with 23 CFR Part 420, FHWA Metropolitan Planning (PL-112) funds and Federal Transit Administration (FTA) Section 5303 (§5303) funds provided by the Department to MPOs to carry out metropolitan planning provisions under 23 USC §134. TPF are allocated through a distribution formula developed by the Department and approved by FHWA. At the federal level, TPF are referred to as Consolidated Planning Grants.

Article 2. Agreement Period

- A. This Agreement becomes effective when signed by all parties making the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if: the MPO designation is withdrawn; federal funds cease to become available; or the agreement is superseded, terminated, or expired.
- B. This Agreement expires on **August 31, 2031**. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

Article 3. Sole Agreement

This Agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this Agreement.

Article 4. Responsibilities of the Department

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the

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MPO's activities and expenditure of funds and will comment on and make suggestions relating to those activities and expenditures.

- B. Develop a timeline for development of the UPWP, Annual Performance and Expenditure Report (APER), and Transportation Improvement Program (TIP) by the MPO. In consultation with the MPOs, establish a standard format for each to be used by all MPOs in accordance with Texas Administrative Code (TAC), Title 43, §§16.52 and 16.101.
- C. Make available to the MPO its share of all TPF and provide any non-federal match authorized by the Texas Transportation Commission. The Department will distribute TPF to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, FTA, and other applicable federal agencies.
- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the MPA, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote with the MPO the development of the intermodal transportation system within the MPA by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information, data, and sources to assist the MPO in carrying out required planning activities, including but not limited to the development of financial plans and future funding estimates.
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, tracking progress toward attainment of critical regional outcomes, and the collection of data for the State asset management plan for the National Highway System (NHS).
- H. Provide the MPO with an updated organizational chart reflecting any changes to, and contact information for, planning personnel assigned to support the MPO in a timely manner.
- I. Provide oversight in cooperation with the MPO on federal awards, including monitoring the activities of the MPO under federal awards to ensure compliance with all requirements and in meeting performance expectations.
- J. Ensure sufficient processes are in place to monitor Subrecipients in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. This includes:
 - 1. Evaluating Subrecipient's risk of non-compliance,
 - 2. Monitoring Subrecipient activities, and
 - 3. Verifying Subrecipients are audited as required by 2 CFR Part 200 and Article 12 (Single Audit Report) of this Agreement.
- K. Ensure that Subrecipients of federal funds comply with federal statutes, regulations, and the terms and conditions of the Subaward.
- L. Evaluate each Subrecipient's fraud risk and risk of noncompliance with a Subaward to determine the appropriate Subrecipient monitoring described in 2 CFR Part 200.

Article 5. Responsibilities of the MPO

The MPO is the policy-making body, often referred to as the policy board, policy committee, or regional transportation council as defined above, and is the organization created to ensure that the comprehensive performance-based multimodal transportation planning process is based on

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a continuing, cooperative, and comprehensive (commonly referred to as the 3C) planning process.

The responsibilities of the MPO are as follows:

- A. Ensure that all state and federally required metropolitan planning and programming activities are carried out in accordance with applicable laws and regulations, as amended, including but not limited to those set forth in:
 1. 23 USC §134. Metropolitan transportation planning
 2. 23 USC §135. Statewide and nonmetropolitan transportation planning
 3. 49 USC §5303. Metropolitan transportation planning
 4. 49 USC §5326. Transit asset management (c) Performance Measures and Targets
 5. 49 USC §5329. Public transportation safety program (d) Public Transportation Agency Safety Plan
 6. 23 CFR Part 420 Planning and Research Program Administration
 7. 23 CFR Part 450 Planning Assistance and Standards
 8. 23 CFR Part 490 National Performance Management Measures
 9. 43 TAC Part 1 Chapter 16 Subchapter B Transportation Planning, and Subchapter C Transportation Programs
 10. Transportation Code §201.9911 Planning Organization 10-Year Plan
- B. Use funds provided in accordance with this Agreement to develop and maintain a comprehensive regional transportation planning program, including but not limited to the development of financial plans, in accordance with federal and state laws and regulations, including the requirements of the Texas Comptroller of Public Accounts Texas Grant Management Standards (TxGMS).
- C. To prevent plan or program lapses and meet update frequencies or schedules, the MPO shall initiate development well in advance of lapse dates. Furthermore, the MPO shall coordinate with the Department, notify them and their stakeholders of any anticipated lapse dates, and implement corrective actions to mitigate or prevent impacts due to delays.
- D. Produce the following, as applicable, in coordination with the Department ensuring adherence to applicable requirements and regulations in a professional, orderly, and timely manner accurately reflecting high standards of work:
 1. Metropolitan Transportation Plan (MTP)
 2. 10-Year Transportation Plan
 3. Transportation Improvement Program (TIP)
 4. Unified Planning Work Program (UPWP)
 5. Public Participation Plan (PPP)
 6. Congestion Management Process (CMP), if the MPO is within a Transportation Management Area (TMA)
 7. MPA boundary designation
 8. Other planning documents as may be required by the Department or state or federal laws or regulations
- E. Produce or develop the following, as applicable, in coordination with the Department in a professional, orderly, and timely manner accurately reflecting high standards of work:
 1. Annual Listing of Obligated Projects (ALOP or APL)
 2. Annual Performance and Expenditures Report (APER)

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3. Congestion Mitigation and Air Quality Improvement Program (CMAQ) Annual Report, if applicable
 4. Transportation Alternatives Annual Report, if applicable
 5. Performance Measures targets, which may include adoption of the State's targets or MPO specific targets
 6. Other reports as may be required by the Department or state or federal laws or regulations
- F. Provide an explanation in the APER if task expenditures exceed or fall short of the budgeted task amount by twenty-five percent (25%) or more.
 - G. Provide planning policy direction to the MPO director, as the lead MPO staff person, and ensure MPO duties are carried out in a cooperative manner.
 - H. Assemble and maintain an adequate, competent staff, including an MPO director, with the knowledge, skills, abilities, and experience to perform all MPO activities required by law. The MPO shall provide the Department with an updated organizational chart and contact information following any lead personnel changes in a timely manner.
 - I. Ensure accurate charging, including MPO staff hours, vacation, sick and other forms of paid leave.
 - J. Exercise the authority to appoint, direct, evaluate, and relinquish duties of the MPO director in accordance with the MPO bylaws and this Agreement. If the MPO bylaws do not address this responsibility, this Agreement shall take precedence. If the MPO bylaws assign this responsibility to a different entity, the MPO bylaws shall prevail.
 - K. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
 - L. Share information and resources with the Department and appropriate stakeholders concerning transportation planning issues.
 - M. Participate in other related planning efforts and studies with the Department and other regional partners.
 - N. Ensure the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this Agreement.
 - O. Monitor the activities of the MPO staff and Subcontractors under the federal award to ensure compliance with all requirements and performance expectations.

Article 6. Responsibilities of the Fiscal Agent

The responsibilities of the Fiscal Agent are as follows:

- A. Maintain required accounting records for state and federal funds consistent with federal and state record retention requirements.
- B. Make available funding approved in the UPWP to ensure the MPO can fulfill its obligations in this Agreement.
- C. Provide human resource services to the MPO in a timely manner to ensure the MPO can fulfill its obligations in this agreement.
- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO, in accordance with federal and state laws, rules, and regulations.

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- E. Establish procedures and policies for procurement and purchasing by or for the MPO, in cooperation with the MPO, and subject to prior approval by the Department, including any subsequent updates.

Article 7. Unified Planning Work Program (UPWP)

- A. The MPO shall annually or biennially develop and submit an approved UPWP and any subsequent amendments to the Department that meet federal and state requirements in accordance with the Department’s established format and timeline.
- B. A UPWP submitted in a format other than the standard format developed by the Department will not be approved.
- C. Failure to adhere to the timeline developed by the Department may result in a delay in the authorization for the MPO to incur costs.
- D. The UPWP shall include:
 1. Goals, objectives, and tasks required by each of the agencies involved in the metropolitan transportation planning process.
 2. Transportation planning work tasks to be funded by federal, state, or local planning funds.
 3. A description of all planning work within the MPA and the resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP.
- E. The MPO may engage with other agencies, non-profit organizations, or contractors for specific UPWP elements pursuant to 23 CFR Part 450.
- F. The use of MPO staff time in a UPWP product or task shall be clearly described in the UPWP, accounting for administrative tasks with details for staff roles and responsibilities.
- G. The MPO shall approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions are those that do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples of corrective actions include typographical, grammatical, or syntax corrections.
- H. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
- I. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval or not included in the approved UPWP are not eligible for reimbursement from TPF.
- J. The use of TPF shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated MPA. Costs incurred for transportation planning activities outside the boundaries of a designated MPA are not eligible for reimbursement unless an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information conducted outside its boundaries affects the transportation system within its boundaries and the activities are specifically identified in the MPO’s approved UPWP.

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- K. The use of TPF is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Use of TPF by the MPO for engineering plans, specifications, and estimates (PS&E) and construction administration is not allowed unless otherwise authorized by federal law or regulation and in cooperative agreement with the Department.
- L. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO and the Department. Costs incurred on individual work tasks shall not exceed that task budget by twenty-five percent (25%) without prior approval of the MPO and the Department. If the costs exceed 25% of the task budget, the UPWP shall be revised, approved by the MPO, and submitted to the Department for approval.
- M. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with TPF. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be treated as in-state travel if applicable.
- N. The cost of travel incurred by elected officials serving on the MPO for MPO-related business is eligible for reimbursement with TPF.
- O. The Department closely monitors progress of the UPWP. If the Department finds that the MPO is not making adequate progress toward fulfilling the work program, it may request mitigating actions.
- P. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this Agreement shall prevail.

Article 8. Compensation

The Department’s reimbursement of any cost incurred under this Agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this Agreement shall not exceed the total budgeted amount.
- C. The cost has actually been incurred by the MPO and meets the following criteria:
 - 1. Is verifiable from MPO records;
 - 2. Is not included as match funds for any other federally assisted program;
 - 3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
 - 4. Is allowable under 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and the state’s TxGMS; and
 - 5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the federal fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.

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- E. The MPO is authorized to submit requests for reimbursement (RFR) of authorized costs incurred under this Agreement no more than fifteen (15) times a year and no less than monthly as expenses occur. Each RFR shall be submitted in a manner and format specified to the Department. An RFR submitted in a format other than the standard format developed by the Department will not be accepted.
- F. The MPO shall submit the final RFR from the previous federal fiscal year to the Department no later than ninety (90) days after the end of the federal fiscal year. Any RFRs submitted more than ninety (90) days after the end of the fiscal year in which the funds have been de-obligated will be processed against the current federal fiscal year's UPWP.
- G. Reimbursement of costs is contingent upon compliance with the terms of Article 5 (Responsibilities of the MPO) of this Agreement. Noncompliance may result in cancellation of authorized work and suspension of reimbursements after a thirty (30) day notification by the Department to the MPO.
- H. A compliant RFR shall be reimbursed by the Department to the MPO within fifteen (15) business days of submission.
- I. If corrections are needed to the RFR, including but not limited to mistakes or missing information, the Department will notify the MPO that the RFR has been rejected and provide an explanation within fifteen (15) business days of submission. The Department may coordinate with the MPO to resolve any discrepancies or inconsistencies.
- J. A corrected invoice for an RFR that was previously submitted, whether the original RFR was rejected or under review, will restart the fifteen (15) business day review period for the Department to reimburse an MPO.
- K. The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement and shall reimburse the Department the amount of those funds previously provided to it by the Department.
- L. The Department's acceptance of an invoice does not constitute approval or acceptance of work performed nor work products.

Article 9. Procurement and Property Management Standards

- A. The parties to this Agreement shall adhere to the procurement standards in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the state's TxGMS. The Department must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Build America, Buy America requirements set forth in the Infrastructure Investment and Jobs Act (Pub. Law 117-58), 23 USC §313, 23 CFR §635.410, 49 CFR Part 661, and 2 CFR Part 184, Buy America Preferences for Infrastructure Projects.
- C. The Subrecipient shall pay invoices to vendors within thirty (30) days of receipt in accordance with Texas Government Code §2251.021.

Article 10. Subcontracts

- A. Any subcontract for services in implementing any tasks specified in the UPWP, rendered by individuals or organizations not a part of the MPO, shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's TxGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's

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procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.

- B. Subcontracts exceeding \$10,000 shall contain all required provisions of this Agreement.
- C. No subcontract will relieve the MPO of its responsibility under this Agreement.
- D. Subcontractors shall comply with the Fiscal Agent procurement policy and requirements of 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Article 11. Federal Funding Accountability and Transparency Act Requirements

- A. Any recipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, Reporting Subaward and Executive Compensation Information.
- B. The MPO or Fiscal Agent, as applicable, agrees that it shall annually obtain and provide to the Department a Unique Entity Identifier (UEI), or the Entity ID, a unique twelve-character alphanumeric ID that allows the federal government to track the distribution of federal money.

Article 12. Single Audit Report

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$1,000,000 or more are met during the federal fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to the Department’s Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact the Department’s Compliance Division by email at singleaudits@txdot.gov.
- C. If expenditures are less than the threshold during the federal fiscal year, the MPO must submit a statement to the Department’s Compliance Division as follows: "We did not meet the \$1,000,000 expenditure threshold and therefore, are not required to have a single audit performed for FY _____."
- D. For each year the UPWP remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of this Agreement, unless otherwise amended or the UPWP has been formally closed out and no charges have been incurred within the current federal fiscal year.

Article 13. Inspection of Work and Retention of Documents

- A. The Department, and USDOT when federal funds are involved, and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this Agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a Subcontractor, the MPO shall provide or require its Subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their

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duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.

- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this Agreement and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP, or as required under the Texas State Records Retention Schedule, as amended. A state record may not be destroyed if its retention period has expired or expires during any litigation, claim, negotiation, audit, public information request, administrative review, or other action involving the record; its destruction shall not occur until the completion of the action and the resolution of all issues. Within fifteen (15) business days of receiving notice from the Department, these materials shall be made available for inspection by the Department, the USDOT, the Office of the Inspector General of the USDOT, and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this Agreement or indirectly through a subcontract under this Agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement 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 under the state's TxGMS.

Article 14. Non-Collusion

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

Article 15. Force Majeure

Except with respect to defaults of Subcontractors, the MPO shall not be in default by reason of failure in performance of this Agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control, and without the fault or negligence, of the MPO. Those causes may include, but are not limited, to acts of God or of the public enemy, 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 MPO.

Article 16. Remedies

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

Article 17. Gratuities

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this Agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this Agreement, may not make any offer of benefits, gifts, or favors to the Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this Agreement.

Article 18. Compliance with Laws

The parties to this Agreement shall comply with all applicable federal and state laws, statutes, rules, and regulations, as well as the orders and decrees of any courts or administrative bodies or tribunals, as may be amended from time to time, in any matter affecting the performance of this Agreement. This includes, but is not limited to, compliance with workers’ compensation laws, minimum and maximum salary and wage statutes and regulations, licensing laws and regulations, civil rights compliance, nondiscrimination, and equal opportunity statutes and authorities. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

Article 19. Debarment Certifications

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this Agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification. The MPO shall verify with the Comptroller of Public Accounts and System for Award Management (SAM.gov) that vendors are not suspended or debarred before executing the contract.

Article 20. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

- A. As applicable, the parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. As applicable, the MPO shall incorporate into its contracts with Subcontractors a DBE goal consistent with the State’s DBE goal and in consideration of the local market, project size, and nature of the goods or services to be acquired. As applicable, the MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to

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establish a DBE goal for each MPO contract with a Subcontractor. As applicable, the MPO shall be responsible for documenting its DBE actions.

- C. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any contract or, as applicable, in the administration of its DBE program. The MPO shall take all necessary and reasonable steps to ensure non-discrimination in award and administration of subcontracts. The State’s DBE program, as applicable, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation. As applicable, failure to comply shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC §1001 and the Program Fraud Civil Remedies Act of 1986 (31 USC §3801 et seq.).
- D. Each contract the MPO signs with a Subcontractor (and each subcontract the prime contractor signs with a Subcontractor) must include the following assurance: *The Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Subcontractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT-assisted contracts. Failure by the Subcontractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

Article 21. Environmental Protection and Energy Efficiency

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, “Protection of Environment.” The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

Article 22. Lobbying Certification

In executing this Agreement, each signatory certifies to the best of that signatory’s knowledge and belief, that:

- A. No federal appropriated funds have been paid, or 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 with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid, or will be paid to, any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.

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- C. The parties shall require that the language of this certification shall be included in the award documents for all Subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all Subrecipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty.

Article 23. Distribution of Products

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this Agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA: *Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The preparation of this document was financed in part through grants from the U.S. Department of Transportation. The content of the document does not necessarily reflect the official views or policy of the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, or the Texas Department of Transportation. Acceptance of this document does not constitute a commitment on the part of any federal or state agency to participate in the development depicted therein nor does it indicate that any proposed development is environmentally acceptable in accordance with public laws.*
- B. Upon termination of this Agreement, all documents prepared by the MPO during the term of this Agreement, or furnished to the MPO by the Department, shall upon request be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this Agreement may be used by the Department without restriction or limitation of further use.

Article 24. Copyrights

The Department and the USDOT shall, with regard to any reports or other products produced under this Agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

Article 25. Indemnification

- A. To the extent permitted by state law, the MPO and the Fiscal Agent shall indemnify and hold harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, the Fiscal Agent, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.
- B. To the extent permitted by state law, the MPO and the Fiscal Agent shall indemnify and hold harmless the department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.
- C. To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO, the Fiscal Agent, agents, officers, and employees from all claims and liability that are

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due to activities of the Department, its agents, or employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the Department or of any person employed by the Department.

- D. To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO and the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the from any and all expense, including but not limited to, attorney fees that may be incurred by the MPO or the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the in litigation or otherwise resisting claims or liabilities that may be imposed on the MPO or its fiscal agent as a result of the activities of the Department, its agents, or employees.

Article 26. Legal Construction

In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this Agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

Article 27. Termination

- A. The Department may terminate this Agreement at any time before the date of completion if the Governor withdraws designation of the MPO.
- B. The Department or the MPO may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Department, the MPO, or the Fiscal Agent shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- C. The Department may terminate this Agreement for any reason upon ninety (90) days' notice to the MPO and the Fiscal Agent.
- D. The parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- E. Upon termination of this Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the request of the Department, be delivered to the Department within ninety (90) days.
- F. The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

Article 28. Successors and Assigns

No party shall assign or transfer its interest in this Agreement without written consent of the other parties.

Article 29. Amendments

Any change to one or more of the terms and conditions of this Agreement shall not be valid unless made in writing and agreed to by all parties before the change is implemented.

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Article 30. Notices

All notices to any party by the other parties required under this Agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

MPO:	{Enter Name of Policy Board Chair} {Enter Name of MPO} {Enter Address of MPO}
Fiscal Agent:	{Enter Name of Fiscal Agent} {Enter Address of Fiscal Agent}
Department:	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this Agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be honored and carried out by the other parties.

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Article 31. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this Agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO

THE FISCAL AGENT

[MPO Chair Signature]

Signature

Signature

[MPO Chair Name]

Typed or Printed Name

Typed or Printed Name

{Enter Name of MPO} Policy Board Chair

Title

Title

Date

Date

THE DEPARTMENT

Signature

Humberto Gonzalez, Jr., P.E., M.B.A

Typed or Printed Name

Director, Transportation Planning and
Programming Division
Texas Department of Transportation

Title

Date



Date: June 8, 2026
Continued From: April 13, 2026
Action Requested: Approval

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance and Administration Manager
Agenda Item: 10
Subject: Discussion and Take Appropriate Action on FYs 2026 & 2027 Unified Planning Work Program (UPWP) Amendment #3

RECOMMENDATION

CAMPO staff recommends the Transportation Policy Board approve FY 2026 & 2027 Unified Planning Work Program (UPWP) Amendment Three and accompanying Resolution 2026-6-10 (**Attachment A**).

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to add CapMetro’s Unity in Transit project and to add TPF for operating expenses.

FINANCIAL IMPACT

Amendment Three will increase the FY 2026 & 2027 UPWP (**Attachment B**) by the amount of \$1,900,000.

BACKGROUND AND DISCUSSION

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

2026 & 2027 Unified Planning Work Program: Amendment Three	
Subtask 1.1	Add \$900,000 TPF for operating expenses.
Subtask 4.4.10	Add \$1,000,000 USDOT Build America Bureau Funds for CapMetro’s Unity in Transit study

SUPPORTING DOCUMENTS

Attachment A – Resolution 2026-6-10 (Draft)

Attachment B – FYs 2026 & 2027 Unified Planning Work Program with Proposed Amendment #3



Resolution 2026-6-10

Acknowledging the Transportation Policy Board’s Adoption of Amendment Three 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 Two on April 13, 2026; and

NOW, THEREFORE BE IT RESOLVED staff is proposing Amendment Three add CapMetro’s Unity in Transit project in Task 4 and add \$900,000 TPF for operating expenses in Task 1. 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 June 8, 2026, by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 8th day of June 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

Approved by the Transportation Policy Board: June 8, 2026

Federal Approval:

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EXECUTIVE SUMMARY

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

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

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

The goals that guide the subtasks detailed in the UPWP are: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, 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 \$19,144,380 for FY 2026 and \$6,047,054 for FY 2027.

INTRODUCTION

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

A. PURPOSE

The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FYs 2026 and 2027. This activity is required under federal law defining the responsibilities of Metropolitan Planning Organizations (MPO). The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the six-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.

B. DEFINITION OF AREA

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

During the 2010 census, a very small portion of Guadalupe County was included as a part of the newly urbanized area of San Marcos. San Marcos intends to remain part of CAMPO. Therefore, in 2014 an agreement was developed between CAMPO and the Alamo Area MPO (AAMPO) regarding the roles and responsibilities of each MPO concerning this portion of Guadalupe County. CAMPO agrees that staff will meet as needed to review progress of planning efforts to discuss key findings from program activities and to discuss the scope, plans, and implementation of activities. To help ensure continuity of federal and state funds, CAMPO agrees to abide by the methodology and process used to allocate funds to the respective MPOs. CAMPO agrees to abide by the methodology and process currently used to allocate federal transportation planning funds to the respective MPOs. CAMPO agrees to work with the AAMPO to identify the need for corridor projects that cross the CAMPO and AAMPO planning area boundary.

C. ORGANIZATION

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

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

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

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

Functional Responsibilities of Planning Agencies

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

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

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

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

MPO staff have the following general responsibilities:

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

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

Texas Department of Transportation

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

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

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

Capital Area Rural Transportation System (CARTS)

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

Capital Metropolitan Transportation Authority (CapMetro)

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

Counties

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

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

Cities

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

Public/Public and Public/Private Partnerships

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

D. NON-MPO INVOLVEMENT

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

E. PLANNING ISSUES AND EMPHASIS

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

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

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Certified transportation planning process

FY 2025 & FY 2026 Single Audit

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

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

FY 2025 & 2026 Annual Project Listing

FY 2025 & 2026 Annual Performance and Expenditure Report

New equipment and computer hardware/software

C. PREVIOUS WORK

Performed general administrative functions

FY 2024 & 2025 Unified Planning Work Program and amendments

FY 2023 & 2024 Annual Project Listing

FY 2023 & 2024 Annual Performance and Expenditure Report

FY 2023 & 2024 Single Audit

Updated Public Participation Plan

Updated Title VI Plan

Coordinated transportation planning and implementation activities with other agencies and organizations

Conducted a public involvement process compliant with federal and state regulations

Provided support for all meetings of the transportation planning process

Implemented policies to maintain the transportation planning process

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

Statistics and Metrics Dashboard

D. SUBTASKS

Subtask 1.1 – MPO Staff Support for Task 1

The primary activities, 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:

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

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

1.1.5 Equipment/Office Space & Computer Hardware/Software:

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

Responsible Agency: CAMPO

Funding Requirement: \$5,817,964 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 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 TPF

Product(s): Single Audit Report, financial statements

E. FUNDING SUMMARY

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²
1.1	CAMPO	3,276,429				3,276,429	
1.2	CAMPO	80,000				80,000	
1.3	CAMPO	27,000				27,000	
Total		3,383,429				3,383,429	

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ³	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁴
1.1	CAMPO	2,541,535				2,541,535	
1.2	CAMPO	80,000				80,000	
1.3	CAMPO	29,000				29,000	
Total		2,650,535				2,650,535	

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

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

³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

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

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

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

2050 Plan related performance measures

Demographic forecasts and travel demand model for the 2055 Plan updates

Interactive Web Viewer updates

UrbanSim (Demographic Allocation Tool)

Development 2055 Travel Demand Model

C. PREVIOUS WORK

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 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 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	215,977				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	253,219				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.

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Maintenance of 2025-2028 Transportation Improvement Program

Development and maintenance of 2027-2030 Transportation Improvement Program

10 Year Plan

Annual Listing of Obligated Projects (ALOP)

Performance Measure Report

Project Progress Report

2026-2029 Call for Projects -TASA/CRP

2028-2031 Call for Projects - STBG

Congestion Management Process (CMP)

C. PREVIOUS WORK

Previous work completed in FY 2024 & 2025:

2025-2028 Transportation Improvement Program

Project Tracking

10 Year Plan

Annual List of Obligated Projects

Performance Measure Report

Project Progress Report

Congestion Management Process (CMP)

D. SUBTASKS

Subtask 3.1 – MPO Staff Work for Task 3.0

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

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 TPF

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

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 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) 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 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 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

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

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

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

4.4.10 Unity in Transit: Driving Equitable Development with CapMetro's Public-Private Partnership

Capital Metropolitan Transportation Authority (CapMetro) received grant funding to conduct pre-development activities for three CapMetro-owned sites (Leander Station Park & Ride, Tech Ridge Park & Ride, and the property located Loyola Lane and Johnny Morris Road) and move at least two of these sites through an Statement of Qualifications (SOQ) process to solicit developer interest in pursuing transit-oriented development (TOD) at these sites. The pre-development activities and SOQ will prepare and identify at least one TOD site, for which CapMetro may then pursue a Request for Proposals (RFP) phase to identify and select a development partner.

Responsible Agency: CapMetro

Funding Requirement: \$1,000,000 USDOT Build America Bureau 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	75,170.56
4.2	CAMPO	50,000				50,000	
4.3	CAMPO			106,000		106,000	
4.4	OTHER AGENCIES		956,100	4,528,000	4,531,000	10,015,100	
Total		465,775	956,100	4,634,000	4,531,000	10,586,875	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), USDOT Build America Bureau, 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.

V. TASK 5 - SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Continued analysis of corridors in the region

Marathon Road and Garrison Road Connectivity Study

Interchange Bottleneck Study

Project Readiness for Regional Corridor Improvement Projects

Regional Carbon Reduction Plan

myProjects

C. PREVIOUS WORK

Previous work completed in FY 2024 & 2025:

Austin Avenue Corridor Study

Northeast Burnet County Corridor Study

FM 1626/RM 967 Intersection

Freight Study

SL 150/Chestnut Street Corridor Study

Austin Avenue Corridor Study

Regional Safety Action Plan

D. SUBTASKS

Subtask 5.1 – MPO Staff Work for Task 5.0

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

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 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 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 TPF Funds

E. FUNDING SUMMARY

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹⁷	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	1,892,587	326,880	3,919,467	
Total		1,063,633	800,000	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	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	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	3,383,429					3,383,429	
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	75,170.56
4.0	MTP (Other Agencies)		956,100	4,528,000		4,531,000	10,015,100	
5.0	Special Studies	1,063,633		1,892,587	800,000	326,880	4,083,100	
Total		5,983,813	956,100	8,446,587	800,000	4,857,880	21,044,380	75,170.56

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 2025 and 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	\$10,076,867

*Excess funds are saved for future efforts.



Date: June 8, 2026
Continued From: May 11, 2026
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 11
Subject: Discussion and Take Appropriate Action on the 2028-2031 Call for Projects

RECOMMENDATION

Staff and the Technical Advisory Committee recommend the Transportation Policy Board approve the funding recommendation as detailed in Resolution 2026-6-11.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) 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.

The comprehensive Project Evaluation and Funding Recommendation Report was provided to the Transportation Policy Board and Technical Advisory Committee and included project profiles, detailed assessment information, and the final funding recommendation with assigned funding program amounts based on rank, eligibility, schedule, and projected funding availability.

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 – Memorandum – 2028-2031 Call for Projects – Final Recommendation

Attachment B – [Project Evaluation and Funding Recommendation Report \(Interactive Dashboard\)](#)

Attachment C – Resolution 2026-6-11 (Draft)

Attachment D – [Project Call Information \(Funding Opportunities Webpage\)](#)



To: Transportation Policy Board

From: Ryan Collins, Short-Range Planning Manager

Subject: 2028-2031 Call for Projects – Final Recommendation

Date: June 1, 2026

The Capital Area Metropolitan Planning Organization (CAMPO) is providing the final funding recommendation for the 2028-2031 Call for Projects (attached) along with an updated [interactive report](#) that provides project profiles, detailed evaluation results, and recommendation information along with summary charts. This report provides the most up-to-date and final recommendation information as of June 1, 2026, for the Transportation Policy Board’s consideration for action on June 8, 2026.

Summary of Updates to the Recommendation

Any recommendation updates that have occurred since the May 11, 2026, presentation to the Transportation Policy Board are summarized here including additional updates that have occurred since the project evaluation and recommendation report was distributed on May 20, 2026.

Recent Update (May 21 – June 1)

These changes include minor programming adjustments, the removal of one project from the recommendation at the request of the sponsor, and the addition of two projects as a result of the funding made available by the withdrawal of the previously recommended project.

- At the request of the Texas Department of Transportation – Austin District on May 28, 2026, staff have removed application CAMPO-PFA-117 from the recommendation. This project, the US 183 South Schematic, was officially withdrawn by the project sponsor.
- With the withdrawal of CAMPO-PFA-117 additional funding became available. Staff continued down the ranked list of low and moderate risk projects to identify the next available projects that could be funded with the available amount. As a result, CAMPO-PFA-45 (FM 2001 Gap Precinct 1) and CAMPO-PFA-113 (US 290 West Schematic) were added to the funding recommendation.
- As noted in the report the funding amount request for CAMPO-PFA-103 (SH 71 – Burnet County) was awaiting clarification from the TxDOT-Austin District. Clarification has been received and the funding request amount has been adjusted. (Note the funding for the adjustment was set-aside pending clarification and does not impact any aspect of the recommended portfolio).

Previous Update (May 12 – May 20)

The changes include programming adjustments to recommended projects and the addition of additional projects based on these adjustments as noted in the previous memorandum sent out on May 20, 2026.

- With the surplus of Transportation Alternatives Set-Aside (TASA) funding available for programming after the preliminary recommendation, staff went back to list of non-recommended projects, including those considered high-risk, in order to identify projects that could potentially be moved to moderate risk with contingent recommendation. This change in risk determination was based on a review of the specific issues identified as high risk against the risk of the region losing the TASA funding due to the lapse period. With that, staff added four projects to the recommendation list. Additional information on this review process is available in the project profiles for each.
- Even with the additional projects, a substantial amount of TASA remained available so staff went back to all recommended STBG projects and identified those that included TASA-eligible components within their scope. By reviewing the itemized scopes and cost-estimates, staff identified all specific eligible items and costs. Using that information, staff updated the project recommendations by adjusting the STBG amounts and adding TASA funding for those specific projects. Detailed information on these updates is available in the notes of each project profile.
- By shifting the STBG funding recommendation amounts on those projects, additional funding was made available. Staff went back to the original list of low and moderate-risk projects and continued down the rankings to the next projects that could be fully programmed. This allowed staff to add an additional 2 projects to the recommendation. (Note in the previous memorandum CAMPO-PFA-117 was also added at this point but then was later removed at the request of the sponsor).

All Projects Changes from the Initial Recommendation List

Below is a list of all project changes to the final recommendation as described above:

Application ID	Sponsor	Project Name
CAMPO-PFA-134	Great Springs Project/City of Buda	Regional Onion Creek Park Connectivity Study
CAMPO-PFA-101	Great Springs Project/City of Buda	RM 967 Shared Use Path Feasibility Study
CAMPO-PFA-151	Great Springs Project/Hays County	Priority Multi-Use Connectivity Study
CAMPO-PFA-106	City of Kyle	Philomena Drive Sidewalk
CAMPO-PFA-61	City of Austin	Industrial Oaks Blvd Planning Study
CAMPO-PFA-78	Williamson County	CR 138
CAMPO-PFA-117	Texas Department of Transportation	US 183 South Schematic (Removed)
CAMPO-PFA-45	Hays County	FM 2001 Gap Precinct 1
CAMPO-PFA-113	Texas Department of Transportation	US 290 West Schematic

Additional Considerations

This recommendation is based on the forecast amount of funding based on current appropriations in the Infrastructure and Investment in Jobs Act (IIJA). This bill is set to expire at the end of Fiscal Year 2026. Staff are closely monitoring pending legislation (Build America 250) and will update the Transportation Policy Board as legislation progresses. The Federal Highway Administration (FHWA) has provided a draft summary memorandum (attached) on the Build America 250 Reauthorization and the potential impact on the current funding programs.

Final Steps

Recommendation information, project selection, and funding amounts are not considered final until approved by the Transportation Policy Board. Upon approval, staff will officially memorialize the final list of projects and information in the interactive report in a static report to accompany the approved resolution. This report will be provided to the Transportation Policy Board, Technical Advisory Committee, Texas Department of Transportation – Austin District, and Project Sponsors. Additionally, staff will host a webinar for project sponsors to review the next official steps as required by the Local Government Project Procedures (LGPP) and those project specific items identified for Moderate Risk projects that must be addressed prior to any other actions.

Additional Information

Additional information regarding the 2028-2031 Call for Projects process is available online on CAMPO's [Funding Opportunities](#) webpage. Specific resource links are provided below:

- For more information on readiness and risk please refer to the [Guide to the Selection of Regional Transportation Projects](#) (especially the Appendices), [Addendum FAQ](#), [Information Session 2](#) presentation, and [Project Readiness Workshop](#) presentation.
- For more information on the benefit evaluation and cost-benefit analysis process please refer to the [Guide to the Selection of Regional Transportation Projects](#) and [Information Session 3](#).
- [2028-2031 Call for Projects Project Map](#)

Final Recommendation

2028-2031 Call for Projects – Final Recommendation

Application ID	Agency	Project	STBG	TASA	CRP	TIFIA	Category 2	Local Match	Total	Fiscal Year
CAMPO-PFA-142	City of Austin	Bergstrom Spur Trail		\$4,759,040				\$1,189,760	\$5,948,800	2028
CAMPO-PFA-103	Texas Department of Transportation	SH 71 - Burnet County	\$1,702,428					\$425,607	\$2,128,034	2028
CAMPO-PFA-102	City of Austin	Safe Routes to School Plan (SRTS) Refresh		\$596,127				\$149,032	\$745,158	2027
CAMPO-PFA-134	Great Springs Project/City of Buda	Regional Onion Creek Park Connectivity Study		\$341,120				\$85,280	\$426,400	2027
CAMPO-PFA-52	Williamson County	Parmer Lane at SH 45					\$4,728,699	\$1,182,175	\$5,910,874	2028
CAMPO-PFA-122	Capital Area Metropolitan Planning Organization	CAMPO Project Readiness Program	\$5,570,033			\$5,461,570		\$2,757,901	\$13,789,504	2027
CAMPO-PFA-44	City of Leander	Safe Routes to School (SRTS) Program		\$286,000				\$71,500	\$357,500	2027
CAMPO-PFA-64	City of Austin	Oltorf Street Planning Study	\$625,975					\$156,494	\$782,469	2028
CAMPO-PFA-140	City of San Marcos	Cape Street Shared Use Path		\$820,934				\$205,234	\$1,026,168	2028
CAMPO-PFA-101	Great Springs Project/City of Buda	RM 967 Shared Use Path Feasibility Study		\$332,800				\$83,200	\$416,000	2027
CAMPO-PFA-151	Great Springs Project/Hays County	Priority Multi-Use Connectivity Study		\$367,744				\$91,936	\$459,680	2028
CAMPO-PFA-40	Williamson County	Seward Junction Loop - Northwest	\$5,735,491					\$1,433,873	\$7,169,364	2029
CAMPO-PFA-135	City of Austin	Pleasant Valley Road - Preliminary Engineering Report		\$1,349,705				\$337,426	\$1,687,131	2027
CAMPO-PFA-48	Williamson County	Corridor A2 - Segment 2	\$11,738,378					\$2,934,594	\$14,672,972	2031
CAMPO-PFA-86	Williamson County	Brushy Creek Regional Trail (BCRT)		\$3,721,357				\$930,339	\$4,651,696	2027
CAMPO-PFA-63	City of Austin	North Lamar Boulevard Planning Study	\$648,190					\$162,047	\$810,237	2028
CAMPO-PFA-33	City of Buda	Main Street Improvements	\$9,728,320	\$748,104				\$2,619,106	\$13,095,530	2029
CAMPO-PFA-145	City of Austin	Davis Lane Substandard Street	\$1,812,963	\$3,366,931				\$1,294,974	\$6,474,868	2029
CAMPO-PFA-120	Travis County/Great Springs Project	Colorado River Trail Plan		\$416,000				\$104,000	\$520,000	2027
CAMPO-PFA-54	Williamson County	Chandler Road (FM 1660 Overpass)	\$18,045,054					\$4,511,263	\$22,556,317	2030
CAMPO-PFA-106	City of Kyle	Philomena Drive Sidewalk		\$1,519,232				\$379,808	\$1,899,040	2027
CAMPO-PFA-112	Texas Department of Transportation	IH-35/Kohler Crossing Grade Separation	\$1,030,492				\$7,729,409	\$2,189,975	\$10,949,876	2031
CAMPO-PFA-51	Williamson County	East Wilco Highway - Segment 6	\$13,737,790					\$3,434,448	\$17,172,238	2031
CAMPO-PFA-56	City of Austin	West Anderson Lane Planning Study	\$497,332					\$124,333	\$621,664	2028
CAMPO-PFA-100	City of Austin	Austin Traffic Signal Construction	\$1,821,833					\$455,458	\$2,277,291	2028
CAMPO-PFA-94	Williamson County	Red Bud Lane	\$6,378,331					\$1,594,583	\$7,972,914	2031
CAMPO-PFA-88	City of Bee Cave	City of Bee Cave Pedestrian Bridge		\$446,160				\$111,540	\$557,700	2028
CAMPO-PFA-91	Williamson County	Ronald Reagan Blvd - C1	\$14,949,329					\$3,737,332	\$18,686,662	2031
CAMPO-PFA-89	Caldwell County	FM 2720 Widening	\$3,409,258					\$852,314	\$4,261,572	2028
CAMPO-PFA-144	City of Austin	Latta Lane/Brush Country Road Substandard Street	\$707,038	\$1,312,886				\$504,981	\$2,524,905	2029
CAMPO-PFA-150	City of Austin	Waterloo Greenway Phase III		\$1,093,811				\$273,453	\$1,367,263	2027
CAMPO-PFA-81	Travis County	Howard Lane East Corridor Plan	\$414,065					\$103,516	\$517,581	2028
CAMPO-PFA-141	City of Austin	Dean Keeton Preliminary Engineering Report		\$1,165,934				\$291,483	\$1,457,417	2027
CAMPO-PFA-124	City of Round Rock	North Mays Street Widening Project	\$7,241,323	\$1,330,141				\$2,142,866	\$10,714,330	2029
CAMPO-PFA-43	Hays County	FM 2001 East Interim	\$12,814,451					\$3,203,613	\$16,018,063	2029
CAMPO-PFA-80	Williamson County	Bagdad Road/CR 279	\$29,222,070	\$1,172,658				\$7,598,682	\$37,993,411	2028
CAMPO-PFA-107	Texas Department of Transportation	SS 26					\$10,949,876	\$2,737,469	\$13,687,345	2030
CAMPO-PFA-46	Hays County	FM 2001 Gap - Precinct 2	\$951,808					\$237,952	\$1,189,760	2028
CAMPO-PFA-67	Travis County	Wells Branch Parkway Phase IV Corridor Plan	\$779,226					\$194,806	\$974,032	2028
CAMPO-PFA-147	City of San Marcos	Old Ranch Road 12 Improvements	\$11,032,071	\$732,111				\$2,941,045	\$14,705,227	2030
CAMPO-PFA-68	Travis County	East Pflugerville Parkway (Jesse Bohls Road) Corridor Plan	\$537,961					\$134,490	\$672,451	2028
CAMPO-PFA-70	Travis County	Lohman's Ford Road Corridor Plan	\$751,953					\$187,988	\$939,941	2028
CAMPO-PFA-39	City of Leander	Hero Way/RM 2243 South Frontage Road Construction	\$16,642,722					\$4,160,680	\$20,803,402	2029

CAMPO-PFA-136	City of Georgetown	FM 971 Expansion Project	\$21,732,095				\$5,433,024	\$27,165,119	2029
CAMPO-PFA-104	Capital Metropolitan Transportation Authority	Bus Stop Street Furniture and Equipment Program	\$7,303,556				\$1,825,889	\$9,129,445	2029
CAMPO-PFA-34	City of Georgetown	SH 29 East Roadway Design	\$3,213,208				\$803,302	\$4,016,510	2029
CAMPO-PFA-75	Williamson County	Ronald Reagan Blvd - D2	\$21,749,291				\$5,437,323	\$27,186,614	2030
CAMPO-PFA-128	City of Round Rock	Kenney Fort Boulevard - Segment 6	\$14,814,749	\$1,529,662			\$4,086,103	\$20,430,514	2031
CAMPO-PFA-61	City of Austin	Industrial Oaks Blvd Planning Study	\$319,349				\$79,837	\$399,186	2028
CAMPO-PFA-78	Williamson County	CR 138	\$2,148,914	\$323,165			\$618,020	\$3,090,099	2027
CAMPO-PFA-143	City of Austin	Menchaca Road Reconstruction	\$3,610,591	\$6,705,386			\$2,578,994	\$12,894,971	2029
CAMPO-PFA-45	Hays County	FM 2001 Gap - Precinct 1	\$1,470,976				\$367,744	\$1,838,720	2028
CAMPO-PFA-113	Texas Department of Transportation	US 290 West Schematic	\$2,163,200				\$540,800	\$2,704,000	2028
CAMPO-PFA-125	Capital Metropolitan Transportation Authority	Hybrid Bus Fleet Upgrade Program			\$25,268,945		\$6,317,236	\$31,586,181	2030
Total Funding Amounts:			\$257,051,812	\$34,437,007	\$25,268,945	\$5,461,570	\$23,407,984	\$86,406,830	\$432,034,148

- This table includes the final recommendation for Transportation Policy Board consideration on June 8, 2026, and is based on the results of the adopted project evaluation and prioritization process.
- The complete project evaluation and recommendation report is available online here: [2028-2031 Call for Projects: Project Information – Risk Assessment, Benefit Evaluation, and Funding Recommendation](#).
- The table only includes the recommended federal funding program amounts (adjusted for inflation to the recommended program year) and the required local match based on the federal share.
- Funding programs include Surface Transportation Block Grant (STBG), Transportation Alternatives Set-Aside (TASA), Carbon Reduction Program (CRP), Transportation Infrastructure Finance and Innovation Act (TIFIA) Redistribution, and Category 2 Swap.
- All funding amounts and recommendations are based on projected program funding amounts and are subject to change based on federal funding legislation. No funding amounts are guaranteed to be available until obligated.
- Carbon Reduction Program (CRP) funding is recommended for CAMPO-PFA-125 with consideration of potential program funding availability in 2030 and continued sponsor interest in funding if available at that time.
- Projects approved by the Transportation Policy Board will be subject to the Texas Department of Transportation’s [Local Government Project Procedures \(LGPP\)](#) as required by the federal process.
- All projects and sponsors are required to demonstrate continual progress through the project development and LGPP process through quarterly reporting to the Transportation Policy Board.
- All low-risk projects will be programmed in the current Transportation Improvement Program (TIP) as approved.
- All moderate-risk projects require additional information that will need to be provided to CAMPO for verification prior to programming in the TIP. These requirements are identified in the risk summary information and will be provided in the post-award instructions.
- Staff will present an update on the status of moderate-risk projects mitigation requirements and any potential recommendations to the Transportation Policy Board in Fall 2026.
- All transportation planning projects are awarded to CAMPO in partnership with the listed project sponsor above as part of the planning partnership program.

FHWA Reauthorization Memorandum

Implications for Federal-aid Programs Created Under IIJA/BIL Act

The proposed House Transportation & Infrastructure Committee “BUILD America 250 Act” would discontinue, repeal, eliminate, or significantly restructure several transportation programs that were either created or substantially expanded under the Infrastructure Investment and Jobs Act (IIJA/BIL). Several of these changes would directly affect MPO planning, resiliency planning, carbon reduction strategies, and discretionary grant opportunities.

Major IIJA Programs Proposed for Elimination or Discontinuation

IIJA Program	Proposed Action in BUILD America 250 Act	MPO / State Planning Impact
Carbon Reduction Program (CRP)	Repealed / eliminated	Removes dedicated formula funding for carbon reduction strategies, emissions mitigation, bicycle/pedestrian networks, EV infrastructure integration, and transportation decarbonization planning.
PROTECT Formula Program	Formula component eliminated; only discretionary grants retained	MPOs and states would lose predictable formula resiliency funding but could still compete for discretionary resilience grants.
Neighborhood Access and Equity (NAE) Grants	Repealed / terminated	Removes federal reconnecting communities funding focused on correcting historic transportation barriers and community division impacts.
Active Transportation Infrastructure Investment Program (ATIIP)	Repealed	Reduces dedicated federal support for regional active transportation corridors and trail network planning.
Congestion Relief Program	Eliminated	Removes IIJA discretionary congestion management funding supporting urban congestion reduction projects and operational strategies.

IIJA Program	Proposed Action in BUILD America 250 Act	MPO / State Planning Impact
Healthy Streets Program	Repealed	Eliminate this program focused on urban environmental and public-health-oriented transportation improvements.
Reduction of Truck Emissions at Port Facilities Program	Repealed	Removes targeted emissions reduction support at freight and port facilities.

Programs Consolidated or Significantly Reorganized

Several IIJA discretionary programs would not necessarily disappear entirely but would instead be consolidated or folded into broader freight/highway grant structures.

Existing IIJA Program	Proposed Change
BUILD / RAISE-style discretionary grants	Portions consolidated into new Surface Transportation Accelerator Grant (STAG) Program.
Some resilience activities	Folded into broader STBG and highway eligibility categories instead of standalone formula resiliency programs.
Certain multimodal freight activities	Shifted toward expanded INFRA/STAG structures emphasizing freight mobility and corridor performance.

Key Policy Shift Compared to IIJA

The BUILD America 250 Act generally shifts federal transportation policy away from:

- climate-focused formula programs,
- greenhouse gas reduction planning,
- environmental justice/reconnecting communities' programs,
- standalone resiliency formula funding, and
- active transportation expansion initiatives.

Instead, the bill places greater emphasis on:

- highway capacity,
- freight movement,
- bridge infrastructure,
- interstate commerce,
- project delivery acceleration,
- truck parking,
- rural freight mobility,
- intelligent transportation systems,
- safety,
- bridge preservation, and
- streamlined environmental review.

Implications for Texas MPOs and Statewide Planning

For Texas MPOs and TxDOT, the proposed changes could have several important implications:

- Reduced dedicated federal funding for carbon reduction planning and emissions mitigation strategies.
- Less predictable resilience funding due to elimination of PROTECT formula allocations.
- Greater competition for discretionary resiliency and multimodal grants.
- Increased reliance on STBG and CMAQ flexibility for nontraditional transportation projects.
- Increased emphasis on freight corridors, truck movement, interstate commerce, and border infrastructure.
- Potential reduction in dedicated bicycle/pedestrian and reconnecting-community funding opportunities.
- Greater focus on project delivery acceleration and highway operational performance.
- Increased emphasis on freight-supportive planning in corridors such as:
 - I-35,
 - I-69,
 - Port Houston,
 - Laredo,
 - Rio Grande Valley,
 - Dallas–Fort Worth freight corridors, and
 - Gulf Coast logistics systems.

Important Caveat

The BUILD America 250 Act is currently a House T&I Committee proposal and has not yet become law. The Senate is expected to develop its own transportation reauthorization proposal, and major negotiations are likely before final enactment. Several repeals or reductions could change substantially during House-Senate conference negotiations.

DRAFT 05-29-26



Resolution 2026-6-11

Acknowledging the Transportation Policy Board's Allocation of Funding to Projects Recommended in the 2028-2031 Call for Projects.

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

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

WHEREAS, CAMPO's Transportation Policy Board allocates Surface Transportation Block Grant (STBG), Transportation Alternative Set-Aside (TASA), and Carbon Reduction Program (CRP) funding to regional transportation projects; and

WHEREAS, CAMPO issued the 2028-2031 Call for Projects requesting applications for transportation projects within the six-county CAMPO region for consideration for these federal funding programs; and

WHEREAS, CAMPO received 121 applications from 22 sponsors with over \$1 billion in federal funding requested for regional transportation projects; and

WHEREAS, CAMPO staff evaluated these projects through the approved project evaluation process which includes a risk assessment, benefit evaluation, and cost-benefit analysis; and

WHEREAS, CAMPO staff developed a project funding recommendation based on the results of the approved evaluation process; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the allocation of funding to regional transportation projects as reflected in this resolution and in the accompanying documentation; and

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

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

The above resolution being read, a motion to approve the allocation of funding to regional transportation projects as reflected was made on June 8, 2026 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 8th day of June 2026.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: June 8, 2026
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 12
Subject: Annual Briefing on CAMPO Financial Audit

RECOMMENDATION

None. This item is for informational purposes.

PURPOSE AND EXECUTIVE SUMMARY

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

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

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

Per the Schedule of Findings and Questioned Costs for the Year Ended September 30, 2025, some of the highlights in the Summary of the Auditor's Results (shown on Page 26 of Attachment A) include:

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

SUPPORTING DOCUMENTS

Attachment A – *Financial Statements and Independent Auditor's Reports, September 30, 2025*

Attachment B – *Communication with Those Charged with Governance*



Montemayor Britton Bender Carey PC

CERTIFIED PUBLIC ACCOUNTANTS

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

FINANCIAL STATEMENTS
AND
INDEPENDENT AUDITOR'S REPORT

SEPTEMBER 30, 2025

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

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Montemayor Britton Bender Carey PC

CERTIFIED PUBLIC ACCOUNTANTS

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

Transportation Policy Board and Management
Capital Area Metropolitan Planning Organization

INDEPENDENT AUDITOR'S REPORT

A. Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities and general fund of Capital Area Metropolitan Planning Organization (CAMPO), as of and for the year ended September 30, 2025, and the related notes to the financial statements, which collectively comprise CAMPO's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and general fund of CAMPO, as of September 30, 2025, and the respective changes in financial position, for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

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

Responsibilities of Management for the Financial Statements

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

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

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Auditor's Responsibility for the Audit of the Financial Statements

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

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

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

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

Required Supplementary Information

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



Supplementary Information

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

B. Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated May 29, 2026, on our consideration of CAMPO's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of CAMPO's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering CAMPO's internal control over financial reporting and compliance.

Montemayor Britton Bender Carey PC

May 29, 2026
Austin, Texas

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION MANAGEMENT'S DISCUSSION AND ANALYSIS

The following is a narrative overview and analysis of the financial activities of the Capital Area Metropolitan Planning Organization (CAMPO) for the year ended September 30, 2025. Please read it in conjunction with CAMPO's financial statements, which follow this section.

Financial Highlights

- Government awards receivable amounted to \$2,936,034 at September 30, 2025, which represented a \$282,917 decrease compared to the \$3,218,951 government awards receivable at September 30, 2024.
- Total liabilities decreased by \$342,195 from \$4,463,375 at September 30, 2024 to \$4,121,180 at September 30, 2025, due to the amortization and payments of the operating lease liability recognized in the prior year.
- Government award revenue was \$8,523,012 in fiscal year 2025 and \$6,472,941 in fiscal year 2024. This change is due to the timing of reimbursable expenses incurred.

Overview of the Financial Statements

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

Financial Statements

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

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

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

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

Fund Financial Statements

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

Governmental Funds: The General Fund is used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-

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

wide financial statements, the governmental funds financial statements focus on current fiscal year cash inflows and outflows, as well as balances of resources available for spending at the end of the fiscal year. Such information may be useful in evaluating CAMPO's recent financing requirements.

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

A reconciliation of the government-wide and fund financial statements is provided in Note 11.

Financial Analysis

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

Government-wide revenues for fiscal year 2025 were \$8,566,033 compared to \$6,604,121 for fiscal year 2024, an increase of \$1,961,912 or 30%. Government awards revenue for fiscal year 2025 totaled \$8,523,012 compared to \$6,472,941 for fiscal year 2024, or an increase of \$2,050,071, due to the timing of contracts for projects. Government-wide expenditures for fiscal year 2025 were \$8,654,200 compared to \$6,758,711 for fiscal year 2024, an increase of \$1,895,489 or 28%.

Overall CAMPO's net position decreased by \$88,167 in the fiscal year ended September 30, 2025 due to expenses incurred in excess of revenue earned.

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

During the fiscal year ended September 30, 2025, CAMPO's only Governmental Fund was the General Fund, and it reported ending total assets of \$2,976,240, an decrease of \$282,413 from September 30, 2024.

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

The tables below summarize the financial position of CAMPO at September 30, 2025 and 2024 and the results of operations for the years ended September 30, 2025 and 2024.

Statement of Net Position

<u>Assets</u>	<u>2025</u>	<u>2024</u>
Current assets	\$ 2,976,240	\$3,258,653
Capital assets, net	<u>1,220,218</u>	<u>1,368,167</u>
Total assets	<u>4,196,458</u>	<u>4,626,820</u>
<u>Liabilities</u>		
Other liabilities	2,673,989	2,918,143
Long-term liabilities	<u>1,447,191</u>	<u>1,545,232</u>
Total liabilities	<u>4,121,180</u>	<u>4,463,375</u>
<u>Net position</u>		
Net investment in capital assets	0	0
Unrestricted	<u>75,278</u>	<u>163,445</u>
Total net position	<u>\$75,278</u>	<u>\$163,445</u>

Statement of Activities

	<u>2025</u>	<u>2024</u>
<u>Revenues</u>		
Planning revenues:		
Government awards	\$8,523,012	\$6,472,941
Local contributions	<u>43,021</u>	<u>131,180</u>
Total revenues	<u>8,566,033</u>	<u>6,604,121</u>
<u>Expenses</u>		
General government	<u>8,654,200</u>	<u>6,758,711</u>
Change in net position	(88,167)	(154,590)
Net position, beginning	<u>163,445</u>	<u>318,035</u>
Net position, ending	<u>\$75,278</u>	<u>\$163,445</u>

Budgetary Highlights – General Fund

CAMPO's actual revenues were \$3,900,814 more than the final budget due to the timing of grant funded projects. CAMPO's actual expenses were \$1,790,638 more than the final approved budget due to ongoing project's expenses being fully budgeted in the year of award (prior year). The net result is a \$2,110,176 favorable budget variance. The original budget was amended throughout the year to include funds not spent in prior year.

Request for Information

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

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

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

GOVERNMENTAL FUNDS BALANCE SHEET AND STATEMENT OF NET POSITION

SEPTEMBER 30, 2025

	<u>General Fund</u>	<u>(See Note 11) Adjustments</u>	<u>Statement of Net Position</u>
ASSETS			
Federal awards receivable	\$2,348,701	\$0	\$2,348,701
State awards receivable	587,333	0	587,333
Security deposits and prepaid expenses	40,206	0	40,206
Right of use lease	0	1,201,980	1,201,980
Capital assets, net	<u>0</u>	18,238	<u>18,238</u>
	<u>\$2,976,240</u>		<u>4,196,458</u>
LIABILITIES			
Accounts payable	\$540,235	0	540,235
Retainage payable	145,861	0	145,861
Accrued payroll	114,606		114,606
Due to Williamson County	1,873,287	0	1,873,287
Long-term liabilities:			
Due within one year: Current portion of operating lease	0	115,606	115,606
Due in more than one year:			
Compensated absences	0	95,522	95,522
Operating lease obligation, net of current portion	<u>0</u>	1,236,063	<u>1,236,063</u>
	<u>2,673,989</u>		<u>4,121,180</u>
DEFERRED INFLOWS OF RESOURCES			
Unavailable grants receivable	<u>991,657</u>	(991,657)	<u>0</u>
FUND BALANCES/NET POSITION			
FUND BALANCE			
Nonspendable- security deposit and prepaid expenses	40,206	(40,206)	0
Unassigned	<u>(729,612)</u>	<u>729,612</u>	<u>0</u>
	<u>(689,406)</u>		<u>0</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE	<u>\$2,976,240</u>		
TOTAL NET POSITION-Unrestricted		75,278	<u>\$75,278</u>

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

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

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

FOR THE YEAR ENDED SEPTEMBER 30, 2025

	<u>General Fund</u>	<u>(See Note 11) Adjustments</u>	<u>Statement of Activities</u>
REVENUE			
Federal awards	\$6,020,260	(\$265,713)	\$5,754,547
State awards	3,798,091	(1,029,626)	2,768,465
Local contributions	<u>43,021</u>	0	<u>43,021</u>
	<u>9,861,372</u>		<u>8,566,033</u>
EXPENDITURES			
Projects	3,613,210	0	3,613,210
Salaries and related	2,351,654	7,922	2,359,576
Professional services	2,089,369	0	2,089,369
Lease payments/amortization of right of use asset	241,918	35,447	277,365
Administrative fee to Williamson County	126,218	0	126,218
Furniture and equipment	37,384	0	37,384
Depreciation	0	6,539	6,539
Other	<u>144,539</u>	0	<u>144,539</u>
	<u>8,604,292</u>		<u>8,654,200</u>
CHANGE IN FUND BALANCE/NET POSITION	1,257,080		(88,167)
BEGINNING FUND BALANCE/NET POSITION	<u>(1,946,486)</u>		<u>163,445</u>
ENDING FUND BALANCE/NET POSITION	<u>(\$689,406)</u>		<u>\$75,278</u>

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

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 1: ORGANIZATION

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

For the year ended September 30, 2025, CAMPO had a staffing arrangement with Williamson County, whereby all CAMPO personnel services were performed by certain Williamson County employees. The salaries and related fringe benefits of such Williamson County employees were reimbursed to Williamson County by CAMPO.

NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENTS PRESENTATION

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

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

MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENTS PRESENTATION

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

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

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

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

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

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

CASH

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

RECEIVABLES

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

CAPITAL ASSETS

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

ESTIMATES

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

LEASES

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

NOTE 3: COMPLIANCE AND ACCOUNTABILITY

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

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

NOTE 4: CASH

At September 30, 2025, CAMPO had no cash funds. CAMPO, through Williamson County Commissioners Court, follows the requirements of Chapter 2256 of the Texas Government Code which authorizes the County to invest its funds under a written investment policy. These deposits are invested pursuant to the investment policy, which is approved annually by the Williamson County Commissioners Court.

Interest Rate Risk - Investments are governed as discussed above.

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

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

Custodial Credit Risk - Custodial Credit Risk is the risk that in the event of a failure of a depository, CAMPO's deposits may not be returned to it. At September 30, 2025, CAMPO had no custodial credit risk.

NOTE 5: CONCENTRATIONS

CAMPO's federal and state awards receivable at year end are due from a single grantor. Funding received from this grantor make up 99% of total revenue.

NOTE 6: LEASES

CAMPO has evaluated current contracts to determine which met the criteria of a lease. The ROU asset represents CAMPO's right to use underlying assets for the lease term, and the lease obligation represents CAMPO's obligation to make lease payments arising from the lease. The ROU asset and lease obligation, all of which arise from an operating lease, were calculated based on the present value of future lease payments over the lease term.

CAMPO signed an office lease in April 2023 terminating January 2034. CAMPO's discount rate of 4.22% was based on the incremental borrowing rate, the rate CAMPO would pay for a loan to purchase a similar asset over a similar term. The remaining lease term at September 30, 2025 was 100 months. Future minimum lease principal and interest payments for the operating lease for fiscal years ending September 30 are:

	<u>Principal</u>	<u>Interest</u>
2026	\$115,606	\$54,836
2027	125,791	49,762
2028	136,581	44,247
2029	148,012	38,265
2030	160,063	31,787
2031-2034	<u>665,616</u>	<u>52,453</u>
	<u>\$1,351,669</u>	<u>\$271,350</u>

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Payments</u>	<u>Ending Balance</u>
Operating lease liability	<u>\$1,457,632</u>	<u>\$0</u>	<u>\$105,963</u>	<u>\$1,351,669</u>

NOTE 7: RISK MANAGEMENT

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

NOTE 8: CONTINGENCIES

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

NOTE 9: BUDGET VARIANCES

CAMPO adopts an annual budget for the General Fund and amends the budget as needed during the year. The budget was amended during the year ended September 30, 2025. Certain revenues and expenses were different than budgeted, primarily due to the Board budgeting the full amount of the grant funded, however the budget was not fully spent. The fund financial statements also exclude revenue not available in the current period.

NOTE 10: PENSION PLAN DESCRIPTION

CAMPO provides pension benefits to its personnel vested as of October 1, 2016 through the City of Austin Employees' Retirement and Pension Fund (Plan). As of October 1, 2016, CAMPO's non-vested personnel have been transferred into the Texas County and District Retirement System (System) as employees of Williamson County. Non-vested employees' contributions were not transferred to the System, however the non-vested employees' service time may be credited. The System is a defined benefit retirement plan, similar to the previous Plan. CAMPO's contributions into the System during the year were \$283,793. The System is administered by the System Board of Trustees. All employees who qualify are required to pay seven percent of their gross wages to the System through payroll withholdings.

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

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

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

Ending fund balance-governmental fund	(\$689,406)
Capital assets used in governmental activities are not financial resources and, therefore are not reported in the fund statements.	18,238
Federal and state awards receivable collected more than 60 days past year end are deferred in the fund financial statements	991,657
Accrued vacation not recorded in the fund statements.	(95,522)
Right of use asset - lease not reported in the fund financial statements.	1,201,980
Lease liability is not reported in the fund financial statements.	<u>(1,351,669)</u>
Net position-governmental activities	<u>\$75,278</u>
Net change in fund balance-governmental	\$1,257,080
Change in federal and state awards receivable collected more than 60 days after year end is not considered available to pay for current period expenditures and therefore, is not recognized in current revenues in the fund statements.	(1,295,339)
Depreciation expense is not reflected in the governmental funds, but is recorded in the government-wide financial statements as an expense and an increase to accumulated depreciation.	(6,539)
Change in compensated absences not recorded in the fund statements.	(7,922)
Amortization of right to use lease asset is not reported in the fund financial statements.	(141,410)
Lease financing principal payments are not reported in the government-wide financial statements as expenses.	<u>105,963</u>
Change in net position-governmental activities	<u>(\$88,167)</u>

NOTE 12: CAPITAL ASSETS

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>
Capital assets being depreciated:				
Furniture and equipment	\$83,188	\$0	\$0	\$83,188
Accumulated depreciation	<u>(58,411)</u>	<u>(6,539)</u>	<u>0</u>	<u>(64,950)</u>
	<u>\$24,777</u>	<u>(\$6,539)</u>	<u>\$0</u>	<u>\$18,238</u>

NOTE 13: RIGHT OF USE ASSET-LEASE

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>
Right of use asset - operating lease	\$1,473,015	\$0	\$0	\$1,473,015
Accumulated amortization	<u>(129,625)</u>	<u>(141,410)</u>	<u>0</u>	<u>(271,035)</u>
	<u>\$1,343,390</u>	<u>(\$141,410)</u>	<u>\$0</u>	<u>\$1,201,980</u>

NOTE 14: COMPENSATED ABSENCES

	<u>Beginning Balance</u>	<u>Net Change</u>	<u>Ending Balance</u>
Compensated absences*	<u>\$87,600</u>	<u>\$7,922</u>	<u>\$95,522</u>

*The change in accrued compensated absences is presented as a net change.

NOTE 15: CHANGE IN ACCOUNT PRINCIPLE

Effective October 1, 2024, the District adopted Governmental Accounting Standards Board (GASB) Statement No. 101, *Compensated Absences* (GASB 101) and subsequent amendments. This statement replaces GASB Statement No. 16. The adoption of GASB 101 has required a change in accounting principle for the recognition and measurement of liabilities for compensated absences, which includes sick leave, vacation, and other types of paid leave. Implementation did not have a material effect on the financial statements.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

REQUIRED SUPPLEMENTARY INFORMATION -
BUDGETARY COMPARISON - GENERAL FUND

FOR THE YEAR ENDED SEPTEMBER 30, 2025

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	Variance Positive/ (Negative)
REVENUE				
Federal and state awards	\$5,960,558	\$5,960,558	\$9,818,351	\$3,857,793
Local contributions	<u>0</u>	<u>0</u>	<u>43,021</u>	<u>43,021</u>
	<u>5,960,558</u>	<u>5,960,558</u>	<u>9,861,372</u>	<u>3,900,814</u>
EXPENDITURES				
Projects/professional services	328,000	3,133,655	5,702,579	(2,568,924)
Salaries and related	2,439,360	2,914,096	2,351,654	562,442
Lease payments/amortization of right of use asset	180,000	300,000	241,918	58,082
Administration fee to Williamson County	135,000	135,000	126,218	8,782
Furniture and equipment	70,000	75,500	37,384	38,116
Other	<u>276,000</u>	<u>255,403</u>	<u>144,539</u>	<u>110,864</u>
	<u>3,428,360</u>	<u>6,813,654</u>	<u>8,604,292</u>	<u>(1,790,638)</u>
REVENUE OVER EXPENDITURES	<u><u>\$2,532,198</u></u>	<u><u>(\$853,096)</u></u>	<u><u>\$1,257,080</u></u>	<u><u>\$2,110,176</u></u>

See independent auditor's report.



Montemayor Britton Bender Carey PC

CERTIFIED PUBLIC ACCOUNTANTS

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

Transportation Policy Board and Management
Capital Area Metropolitan Planning Organization

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of governmental activities and the general fund of Capital Area Metropolitan Planning Organization (CAMPO), as of September 30, 2025, and the related notes to the financial statements, which collectively comprise CAMPO's basic financial statements, and have issued our report thereon dated May 29, 2026.

Report on Internal Control Over Financial Reporting

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

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

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

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether CAMPO's financial statements are free from material

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

Purpose of this Report

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

Montemayor Britton Bender Carey PC

May 29, 2026
Austin, Texas



Montemayor Britton Bender Carey PC

CERTIFIED PUBLIC ACCOUNTANTS

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Danielle Guerrero, Shareholder | Sara Carey CPA, Shareholder

Transportation Policy Board and Management
Capital Area Metropolitan Planning Organization

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

A. Report on Compliance for Each Major Federal and State Program

Opinion on Each Major Federal and State Program

We have audited CAMPO's compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* and the Texas Grant Management Standards that could have a direct and material effect on CAMPO's major federal and state programs for the year ended September 30, 2025. CAMPO's major federal and state programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, CAMPO complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal and state programs for the year ended September 30, 2025.

Basis for Opinion on Each Major Federal and State Program

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

We are required to be independent of CAMPO and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence

we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal and state program. Our audit does not provide a legal determination of CAMPO's compliance with the compliance requirements referred to above.

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Responsibilities of Management for Compliance

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

Auditor's Responsibilities for the Audit of Compliance

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

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

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

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

B. Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal or state program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal or state program will not be



prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal or state program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

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

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

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

Montemayo Britton Bender Carey PC

May 29, 2026
Austin, Texas

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED SEPTEMBER 30, 2025

Federal Grantor/ Pass-Through Grantor/ <u>Program Title</u>	<u>Assistance Listing Number</u>	<u>Grant Number</u>	<u>Program Or Award Amount</u>	<u>Expenditures</u>
U.S. Department of Transportation				
Federal Transit Administration- Texas Department of Transportation				
Highway Planning and Construction Cluster:				
Highway Planning and Construction PL-112	20.205	50-24XF0008	\$7,604,028	\$3,309,731
Interchange Bottleneck Study 112C	20.205	CSJ-0914-00-489	225,000	100,204
FM 1626 and RM 967 Intersection Study 113C	20.205	CSJ-0914-33-081	160,000	126,564
Regional Carbon Reduction Plan 114C	20.205	CSJ-0914-00-501	1,000,000	516,054
Regional TDM Program CAMPO 115C	20.205	CSJ-0914-00-531	3,840,000	<u>71,513</u>
				4,124,066
Federal Transit Administration- Texas Department of Transportation				
Federal Planning Program (RTCC)	20.505	PLN 2401(14)040_22	20,000	26,112
Safer Streets and Roads for All	20.939	693JJ3234048	\$2,320,000	<u>1,604,369</u>
Total Federal Expenditures				<u>\$5,754,547</u>

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

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

SCHEDULE OF EXPENDITURES OF STATE AWARDS

YEAR ENDED SEPTEMBER 30, 2025

<u>State Agency</u> <u>Pass-Through Grantor/</u> <u>Program Title</u>	<u>Grant</u> <u>Number</u>	<u>Award</u> <u>Amount</u>	<u>Expenditures</u>
Texas Department of Transportation Project Readiness	CSJ-0914-00-460-467	\$7,321,040	<u>\$2,768,465</u>

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

See independent auditor's report.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED SEPTEMBER 30, 2025

I. SUMMARY OF AUDITOR’S RESULTS

A. FINANCIAL STATEMENTS

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

B. FEDERAL AND STATE AWARDS

- | | |
|---|------------|
| 1. Internal controls over major programs: | |
| a. Material weakness(es) identified? | None noted |
| b. Significant deficiency(s) identified that are not considered material weakness(es)? | None noted |
| 2. Type of auditor’s report issued on compliance with major programs: | Unmodified |
| 3. Any audit findings disclosed that are required to be reported in accordance with 2 CFR section 200.516(a)? | No |

Federal Major Program:

Highway Planning and Construction Cluster - ALN 20.205

Safer Streets and Roads for All - ALN 20.939

State Major Program:

Project Readiness

- | | |
|---|-------------|
| 1. Dollar threshold used to distinguish between Type A and Type B programs: | \$1,000,000 |
| 2. Auditee qualified as a low-risk auditee? | Yes |

II. FINANCIAL STATEMENT FINDINGS

Current year and prior year: None noted

III. FEDERAL AND STATE AWARD FINDINGS AND QUESTIONED COSTS

Current year and prior year: None noted

See independent auditor’s report.



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Transportation Policy Board and Management
Capital Area Metropolitan Planning Organization

COMMUNICATION WITH THOSE CHARGED WITH GOVERNANCE

We have audited the financial statements of Capital Area Metropolitan Planning Organization (CAMPO) for the year ended September 30, 2025, and have issued our report thereon dated May 29, 2026. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards*, issued by the Comptroller General of the United States; the audit requirements of the Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) and Texas Grant Management Standards, as well as certain information related to the planned scope and timing of our audit. We have communicated information related to the planned scope and timing of our audit in our engagement letter to you dated January 16, 2026. Professional standards also require that we communicate to you the following information related to our audit.

Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by CAMPO are described in Note 2 to the financial statements. As described in Note 15 to the financial statements, CAMPO changed accounting policies related to compensated absences by adopting Statement of Government Accounting Standards (GASB Statement) No. 101, *Compensated Absences*, in fiscal 2025. This change in accounting principle did not have a significant affect on the financial statements.

We noted no transactions entered into by CAMPO during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting Estimates

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

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

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

Difficulties Encountered in Performing the Audit

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

Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. The attached schedule summarizes uncorrected misstatements of the financial statements. Management has determined that their effects are immaterial, both individually and in the aggregate, to the financial statements taken as a whole. The uncorrected misstatements or the matters underlying them could potentially cause future period financial statements to be materially misstated, even though, in our judgment, such uncorrected misstatements are immaterial to the financial statements under audit.

Disagreements with Management

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

Management Representations

We have requested certain representations from management that are included in the management representation letter dated May 29, 2026.

Management Consultations with Other Independent Accountants

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

Other

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

We were engaged to report on the schedules of expenditures of federal and state awards, which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the



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information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

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

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

Montemayor Britton Bender Carey PC

May 29, 2026
Austin, Texas

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

UNCORRECTED MISSTATEMENTS

SEPTEMBER 30, 2025

	<u>Debit</u>	<u>Credit</u>
Government awards	\$33,272	
Project expense		\$33,272