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

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, May 7, 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, May 7, 2026.

5. Discussion and Take Appropriate Action on April 13, 2026 Meeting Minutes
..... Council Member Rudy Metayer, Chair
Chair Metayer will request Transportation Policy Board approval of the April 13, 2026 meeting minutes.

6. Discussion and Take Appropriate Action on Draft 2027-2030 Transportation Improvement Program (TIP) and Amendment to 2050 Regional Transportation Plan (RTP)..... Mr. Ryan Collins, CAMPO
Mr. Collins will present the draft 2027-2030 Transportation Improvement Program (TIP), amendments to the 2050 Regional Transportation Plan (RTP), and request Transportation Policy Board approval.

7. Discussion and Take Appropriate Action on 2026 Federal Performance Measures Targets
..... Mr. Nirav Ved, CAMPO
Mr. Ved will present the 2026 performance measure targets updates and request Transportation Policy Board approval.

8. Discussion and Take Appropriate Action on Construction Partnership Program Interlocal Agreement (ILA) and Memorandum of Understanding..... Mr. Nirav Ved, CAMPO
Mr. Ved will present the ILA for the Construction Partnership Program and request Transportation Policy Board approval with accompanying Resolution 2026-5-8.

9. Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiation on the Hunter Road Trail Connectivity and Development Study Contract
..... Mr. Nicholas Samuel, CAMPO
Mr. Samuel will request Transportation Policy Board authorization for the CAMPO Executive Director to begin negotiations with the top-ranked firm on the Hunter Road Trail Connectivity and Development Study Contract.

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

11. Executive Director's Report on Transportation Planning Activities

12. Announcements
    a. Transportation Policy Board Chair Announcements
    b. Next Technical Advisory Committee Meeting, May 18, 2026 – 2:00 p.m.
    c. Next Transportation Policy Board Meeting, June 8, 2026 – 2:00 p.m.

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Transportation from Transit Stops:
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13. Adjournment

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

Transportation from Transit Stops:
Upon request, transportation vouchers from adjacent transit stops are available. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for a voucher.

Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting
via Microsoft Teams
Meeting Minutes
April 27, 2026 – 2:00 p.m.

Livestream at: www.campotexas.org

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

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

A quorum was announced present.

Present:

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

12.	Alondria Macias	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Russell Sander	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	Y	
16.	David Fowler	Caldwell County (Smaller Cities)	Y	
17.	Marti Reich	Hays County	Y	
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Michelle Meaux, AICP	Travis County	Y	
20.	Charlie Watts	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	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	
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

2. Approval of March 23, 2026 Meeting Summary

..... Mr. Chad McKeown, CAMPO

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

Ms. Michelle Meaux, AICP moved for approval of the March 23, 2026 meeting summary, as presented.

Mr. Charlie Watts seconded the motion.

The motion prevailed unanimously.

Video of this item can be viewed here. Start Video at 00:00:26

3. Discussion and Recommendation 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 who briefly summarized the relationship between the TIP and RTP and informed the Committee that there are no amendments to the current TIP. Mr. Collins presented and discussed the project listing for the draft 2027-2030 TIP.

Mr. Will Lisska, CAMPO Regional Planning Manager presented and discussed four (4) amendments to the 2050 RTP. Mr. Lisska informed the Committee that the proposed amendments include one (1) fiscally constrained project for Burnet County and a total of three (3) illustrative and non-fiscally constrained projects for Caldwell, Travis, and Hays County.

Mr. Collins later presented a regional map of the amendments that was also used at the public outreach events for the draft 2027-2030 TIP and amendments to the 2050 RTP.

Ms. Doise Miers, CAMPO Community Outreach Manager informed the Committee that the public comment period for the 2027-2030 TIP and amendments to the 2050 RTP was open from March 16, 2026 to April 20, 2026. Ms. Miers reported that there were seven (7) in-person open house events, one (1) online open house, and highlighted the options for submitting public comment. Ms. Miers further reported that 79 comments were received via email and summarized those comments.

The presentation concluded with a request for a recommendation to the Transportation Policy Board for approval regarding the draft 2027-2030 TIP and amendments to the 2050 RTP, as presented. There were no questions or comments.

The Chair entertained a motion for a recommendation to the Transportation Policy Board for approval regarding the draft 2027-2030 TIP and amendments to the 2050 RTP.

Mr. Bob Daigh, P.E. made a motion for approval of a recommendation to the Transportation Policy Board for approval regarding the draft 2027-2030 TIP and amendments to the 2050 RTP.

Mr. Ed Collins seconded the motion.

The motion prevailed unanimously.

Video of this item can be viewed here. Start Video at 00:01:11

4. Discussion and Recommendation on 2026 Federal Performance Measure Targets

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who provided a brief overview of the federally mandated Transportation Performance Management (TPM) and CAMPO's utilization of the TPM process. Mr. Ved highlighted the performance measure goal areas and presented the 2026 federal performance measure targets. Mr. Ved concluded the presentation with a request for a recommendation to the Transportation Policy Board to adopt the 2026 federal performance measure targets, as presented. A brief question and answer followed.

The Chair entertained a motion to request a recommendation to the Transportation Policy Board to adopt the 2026 federal performance measure targets, as presented.

Vice Chair Richard Mendoza moved for approval of a recommendation to amend the 2026 federal performance measure targets and use the regional performance measure targets included in the CAMPO State of Safety Report.

Vice Chair Mendoza provided the regional performance measure targets as indicated in the CAMPO State of Safety Report and summarized comments made by Council Member Krista Laine and Council Member Vanessa Fuentes during the Transportation Policy Board's discussion of the 2026 federal performance measure targets at its April 13, 2026 meeting.

Mr. Cole Kitten seconded the motion.

Following a detailed discussion by the Committee, Mr. Kitten reported that the numbers previously referenced by Vice Chair Mendoza can be found in a table on page 75 of the CAMPO State of Safety Report. Mr. Kitten offered additional comments.

Mr. Chad McKeown, CAMPO Deputy Executive Director informed the Committee that CAMPO Staff initiated discussion with the Federal Highway Administration immediately following the April 13th Transportation Policy Board meeting and is working to receive guidance for determining next year's performance measure targets.

Following a brief question and answer with additional comments, Vice Chair Mendoza amended the motion on the floor and moved for approval of a recommendation to the Transportation Policy Board to adopt the 2026 federal performance measure targets as presented and to include follow-up with the Federal Highway Administration in late June for the consideration of adopting regional targets verses statewide targets in the next round.

Mr. Cole Kitten seconded the amended motion.

The amended motion prevailed unanimously.

The presentation concluded with no further discussion.

Video of this item can be viewed here. Start Video at 00:09:12

5. Briefing on Interchange Bottlenecks Study

The Chair recognized Mr. Will Lisska who provided a brief introduction to the briefing on the Interchange Bottlenecks Study. Mr. Lisska introduced Ms. Leslie Pollack of HDR, Inc., consultant services provider for the Interchange Bottlenecks Study as presenter of the briefing.

Ms. Pollack briefly discussed the following components of the Interchange Bottlenecks Study:

1. Project Goals
2. Interchange Selection and Prioritization
3. Bottleneck Locations
4. Recommendations
5. Delay Savings and Projects Costs

6. Next Steps

Ms. Pollack informed the Committee that the Transportation Policy Board will receive a briefing on the Interchange Bottlenecks Study at the May 11, 2026 meeting. The briefing concluded with a brief question and answer with comments.

Video of this item can be viewed here. Start Video at 00:37:05

6. Update on 2028-2031 Call for Projects

The Chair recognized Mr. Ryan Collins who reported that CAMPO Staff is approaching the end of the call for projects process. Mr. Collins informed the Committee that a Project Risk Review Meeting was held on April 22, 2026 to review individual risk assessments and make a determination on all of the projects. Mr. Collins reported that a meeting will be held on April 30, 2026 to discuss project scores and perform quality assurance and quality control. Mr. Collins further reported that it is anticipated that the draft results which will include risk assessments on individual projects and scores will be included in the May Transportation Policy Board meeting materials and released on May 4, 2026.

Mr. Collins later provided a brief overview of the project application review and readiness assessment processes and summarized the required elements for project recommendation for the 2028-2031 Call for Projects. The update was concluded with a brief question and answer with comments.

Video of this item can be viewed here. Start Video at 00:49:30

7. Update on Regional Truck Parking Plan

The Chair recognized Mr. Nirav Ved who provided a brief introduction to the update on the Regional Truck Parking Plan and introduced Ms. Elizabeth Welch of WSP, consultant services provider for the Regional Truck Parking Plan as presenter of the update.

Ms. Welch highlighted federal developments to fund truck parking and discussed the purpose of the Regional Truck Parking Plan. Ms. Welch also provided an overview of the plan schedule, early findings, and future project work. Ms. Welch informed the Committee that the final report will be available by the end of the year. The update was concluded without questions or comments.

Mr. Ved informed the Committee that there will be multiple updates on the Regional Truck Parking Plan and encouraged feedback from the TAC during development of the plan.

Video of this item can be viewed here. Start Video at 01:05:28

8. 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. Will Lisska, CAMPO Regional Planning Manager reported that a Notice of Funding Opportunity (NOFO) is open for the FY 2027 Safe Streets and Roads for All (SS4A) Grant. Mr. Lisska informed the Committee that the funding amount is $4 billion and added that this will be the last guaranteed funding of the SS4A Grant. Mr. Lisska noted that applications for the SS4A Grant are due by May 26, 2026.

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

9. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on May 11, 2026 at 2:00 p.m. The Chair also announced that the next Technical Advisory Committee Meeting will be held on May 18, 2026 at 2:00 p.m.

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

10. Adjournment

The April 27, 2026 meeting of the Technical Advisory Committee was adjourned at 3:24 p.m.

Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting
The Junior League of Austin Community Impact Center
5330 Bluffstone Lane Austin, TX 78759
Monday, April 13, 2026 – 2:00 p.m.
Livestream at: www.campotexas.org

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

In the absence of the Chair, Rudy Metayer, the CAMPO Transportation Policy Board was called to order by Vice Chair Josh Schroeder at 2:02 p.m.

A quorum was certified and announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Rudy Metayer, Chair	City of Pflugerville, Place 4	Y	
2	Josh Schroeder, Vice Chair	Mayor, City of Georgetown	Y	
3	Edward Theriot, Secretary	Commissioner, Caldwell County	Y	
4	Clara Beckett	Commissioner, Bastrop County	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	Y	
9	Matt Harriss	CapMetro Board Member	Y	
10	Ann Howard	Commissioner, Travis County	Y	
11	Jane Hughson	Mayor, City of San Marcos	Y	
12	Debbie Ingalsbe	Commissioner, Hays County	Y	
13	Krista Laine	City of Austin, District 6	Y	
14	Cynthia Long	Commissioner, Williamson County	N	Mayor Pro Tem Kristin Stevens

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	Y	
19	Mike Siegel	City of Austin, District 7	N	Council Member Zohaib "Zo" Qadri
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	N	Commissioner Ann Howard

2. Public Comments

There were no public comments.

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

3. Executive Session

An Executive Session was not convened.

Video of this item can be viewed here. Start Video at 00:01:03.

4. Report from Technical Advisory Committee (TAC) Chair

The Vice Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who informed the Board that the TAC convened on March 23, 2026 and received presentations on the following information items:

1. Regional Transit Coordination Committee
2. 2027-2030 Transportation Improvement Program (TIP) and Amendments to the 2050 Regional Transportation Plan (RTP)
3. Update on the 2028-2031 Call for Projects

Video of this item can be viewed here. Start Video at 00:01:07.

The Vice Chair later recognized Mr. Ashby Johnson, CAMPO Executive Director who announced the proxies for the April 13, 2026 Transportation Policy Board Meeting as follows:

1. Commissioner Ann Howard as Proxy for Commissioner Jeffrey Travillion
2. Ms. Amy Pattillo as Proxy for Judge Andy Brown
3. Council Member Zohaib Qadri as Proxy for Council Member Mike Siegel
4. Mayor Pro Tem Kristin Stevens as Proxy for Commissioner Cynthia Long

Video of this item can be viewed here. Start Video at 00:01:49.

5. Public Hearing and Presentation on Draft 2027-2030 Transportation Improvement Program (TIP) and Amendments to 2050 Regional Transportation Plan (RTP)

The Vice Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who provided a brief overview of the TIP, RTP, and amendment cycles. Mr. Collins also provided a high-level overview of the draft 2027-2030 TIP and presented the proposed amendments to the 2050 RTP.

Ms. Doise Miers, CAMPO Community Outreach Manager summarized the public outreach activities for the draft 2027-2030 TIP and amendments to the 2050 RTP. Ms. Miers 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 will close on April 20, 2026. Ms. Miers also highlighted current and upcoming in-person public outreach events in the CAMPO 6-county region and provided options for submitting public comment. Ms. Miers noted that a summary report of the public comments received will be provided to the TAC and Transportation Policy Board for review.

The Vice Chair later recognized the following individuals who offered public on the draft 2027-2030 TIP and amendments to the 2050 RTP.

1. Ms. Miriam Schoenfield, Rethink35
2. Mr. Adam Greenfield, Safe Streets Austin

The Chair, Council Member Rudy Metayer and Council Member Krista Laine joined the meeting during public comments for Agenda Item 5 Public Hearing and Presentation on Draft 2027-2030 TIP and Amendments to 2050 RTP.

Video of this item can be viewed here. Start Video at 00:02:20.

6. Discussion and Take Appropriate Action on February 9, 2026 Meeting Minutes

The Chair entertained a motion for approval of the February 9, 2026 meeting minutes, as presented.

Commissioner Debbie Ingalsbe moved for approval of the February 9, 2026 meeting minutes, as presented.

Commissioner Joe Don Dockery 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 Commissioner Jeffrey Travillion), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Council Member Krista Laine, Council Member Marc McKinney, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, Council Member Zohaib "Zo" Qadri (Proxy for Council Member Mike Siegel), Mayor Pro Tem Kristin Stevens (Proxy for Commissioner Cynthia Long), and Mayor Na'Cole Thompson

Nays: None

Abstain: None

Absent and Not Voting: Council Member Vanessa Fuentes

Video of this item can be viewed here. Start Video at 00:13:11.

7. Discussion and Take Appropriate Action on FYs 2026 & 2027 Unified Planning Work Program (UPWP) Amendment #2

The Chair recognized Ms. Theresa Hernandez, CAMPO Finance & Administration Manager who provided a brief overview of the federally required UPWP. Ms. Hernandez briefly discussed the following items included in the proposed Amendment #2.

1. Update terminology to align with USDOT memo dated July 2, 2025
2. Rename City of San Marcos Transit Development Plan
3. Add $662,400 Transportation Alternative Set-Aside (TASA) and $165,600 Local Funds for Travis County Active Transportation Plan Update (Travis County)
4. Add $845,600 Transportation Alternative Set-Aside (TASA) and $211,400 Local Funds for Alamo to Capital Rail-Trail Compatibility and Safety Study (Great Springs Project)

Ms. Hernandez informed the Board that the memo provided to the Transportation Policy Board for from the United States Department of Transportation dated July 2, 2025 serves as supporting documentation for the proposed Amendment #2. The presentation was concluded by a request for Transportation Policy Board approval of FYs 2026 & 2027 UPWP Amendment #2 as presented with accompanying Resolution 2026-4-7.

The Chair entertained a motion for approval of FYs 2026 & 2027 UPWP Amendment #2 as presented with accompanying Resolution 2026-4-7.

Council Member Krista Laine moved for approval of FYs 2026 & 2027 UPWP Amendment #2 as presented with accompanying Resolution 2026-4-7.

Mayor Jim Penniman-Morin 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., Council Member Vanessa Fuentes, Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Commissioner Jeffrey Travillion), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Council Member Krista Laine, Council Member Marc McKinney, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, Council Member Zohaib "Zo" Qadri (Proxy for Council Member Mike Siegel), Mayor Pro Tem Kristin Stevens (Proxy for Commissioner Cynthia Long), and Mayor Na'Cole Thompson

Nays: None

Abstain: None

Absent and Not Voting: Council Member Vanessa Fuentes

Video of this item can be viewed here. Start Video at 00:13:39.

Council Member Vanessa Fuentes joined the meeting following the vote on Agenda Item 7 Discussion and Take Appropriate Action on FYs 2026 & 2027 Unified Planning Work Program (UPWP) Amendment #2.

8. Discussion and Take Appropriate Action on Standard Contract Template Revisions

The Chair noted a correction to Agenda Item 8 Discussion and Take Appropriate Action on Standard Contract Template Revisions and advised the Board that no action will be taken on Agenda Item 8. The Chair added that Agenda Item 8 will be a discussion item, only.

The Chair recognized Ms. Theresa Hernandez who introduced CAMPO's Legal Counsel, Mr. Tim Tuggey, LLC as presenter for the discussion on the standard contract template revisions.

Mr. Tuggey informed the Board that the Trump Administration suspended the effectiveness of the currently existing Disadvantage Business Enterprise (DBE) Programs in October 2025. Mr. Tuggey added that this action impacts the entire Department of Transportation (DOT), Federal Highway Administration, Federal Transit Administration, and Airport Concession Program and noted that these agencies are undergoing a re-evaluation.

Mr. Tuggey informed the Board that on the advice of general counsel at DOT, in addition to other counsel at TxDOT, CAMPO's contract template has been modified. Mr. Tuggey called attention to the revised contract template included in the meeting materials. Mr. Tuggey noted that an eleven (11) page analysis by general counsel at DOT will be provided to each Transportation Policy Board member explaining this ongoing process.

The Chair and Council Member Krista Laine offered comments regarding the referenced changes to the DBE Programs. No action was taken on this item.

Video of this item can be viewed here. Start Video at 00:16:12.

9. Discussion and Take Appropriate Action on Braker Lane North Funding and Scope Change

The Chair recognized Mr. Ryan Collins who provided a brief overview of the Braker Lane North Project and its current status. Mr. Collins also presented and discussed the following proposed scope change options.

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

Mr. Collins informed the Board that the City of Austin and Travis County are requesting Transportation Policy Board approval of Option A - Approve scope change to 60% at City of Austin design standards. Mr. Collins added that the City of Austin has provided a letter of support for continued project development. Mr. Collins further added that this item was presented to the Executive Committee for review and feedback, as requested by the Transportation Policy Board.

The Chair entertained a motion for approval of Option A, as presented.

Mayor Jim Penniman-Morin moved for approval of Option A, as presented.

Council Member Vanessa Fuentes seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed here. Start Video at 00:23:20.

10. Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiation on Eanes Creek Trail Feasibility Study Contract

The Chair recognized Mr. Nicholas Samuel, CAMPO Senior Regional Planner who informed the Board that CAMPO issued a Request for Proposals (RFP) for planning services for the Eanes Creek Trail Feasibility Study on November 17, 2025. Mr. Samuel informed the Board that the purpose of the study is to assist the City of West Lake Hills with a multimodal trail feasibility study in the vicinity of Eanes Creek between Loop 360 and MoPac.

Mr. Samuel summarized the procurement process for the Eanes Creek Trail Feasibility Study contract and identified Toole Design Group as the top-ranked consultant firm. Mr. Samuel concluded the presentation with a request for Transportation Policy Board approval to authorize the CAMPO Executive Director to negotiate and execute a contract with the top-ranked consultant firm to develop the Eanes Creek Trail Feasibility Study.

The Chair entertained a motion for approval to authorize the CAMPO Executive Director to negotiate and execute a contract with the top-ranked consultant firm to develop the Eanes Creek Trail Feasibility Study.

Commissioner Ann Howard made a motion for approval to authorize the CAMPO Executive Director to negotiate and execute a contract with the top-ranked consultant firm to develop the Eanes Creek Trail Feasibility Study.

Ms. Amy Pattillo seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed here. Start Video at 00:30:01.

11. Briefing on MoPac South Environmental Study

The Chair recognized Mr. James Bass, Executive Director of the Central Texas Regional Mobility Authority (CTRMA) who provided a brief overview of the MoPac South Project. Mr. Bass identified the project limits and informed the Board that the MoPac South Project is currently in the public comment period. Mr. Bass summarized the public involvement process and noted that the public comment period will close on May 3, 2026.

Mr. Bass briefly discussed the environmental assessment, environmental aspects, and evaluations for the MoPac South Project. Mr. Bass later highlighted recommended results, project benefits, and non-tolled improvements for the MoPac South Project. Mr. Bass concluded the briefing with next steps.

The Chair later recognized the following individuals who offered public comment on the MoPac South Environmental Study.

1. Mr. Adam Greenfield, Safe Streets Austin
2. Ms. Miriam Schoenfield, Rethink35

Video of this item can be viewed here. Start Video at 00:32:19.

12. Discussion on 2026 Federal Performance Measure Targets

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who provided a brief overview of Transportation Performance Management and CAMPO's utilization of the Transportation Performance Management process. Mr. Ved identified the performance measure goal areas and briefly discussed the performance measure process.

Mr. Ved later presented the 2026 performance measure targets as adopted by the State and informed the Board that the 2026 performance measure targets will be presented to the TAC for recommendation at its April meeting and presented to the Transportation Policy Board for approval at its May meeting.

Following further discussion, the Board requested that CAMPO staff explore options for developing and adopting regional performance measure targets.

Mr. Ashby Johnson, CAMPO Executive Director informed the Board that he will contact CAMPO's field representative for the Federal Highway Administration to inquire about the feasibility to develop and adopt regional performance measure targets, as requested.

Video of this item can be viewed here. Start Video at 00:59:21.

13. Discussion on Construction Partnership Interlocal Agreement (ILA)

The Chair recognized Mr. Ashby Johnson who continued with an overview of the Construction Partnership Program (CPP) and its program goals. Mr. Johnson informed the Board that the CTXGO mobility app was developed and spearheaded by the TxDOT Austin District as part of the CPP. Mr. Johnson also informed the Board that the CTXGO App is live and available for download through the app stores. Mr. Johnson highlighted items that are easily achieved through the CTXGO app and provided a comparison of the CTXGO App to the Waze App.

Mr. Johnson later identified the signatories of the ILA and Memorandum of Understanding (MOU) and briefly highlighted cost-sharing for years one (1) and two (2). Mr. Johnson concluded the presentation noting that the CPP ILA will be presented for Transportation Policy Board approval at its May 11, 2026 meeting.

Video of this item can be viewed here. Start Video at 01:12:10.

14. Update on 2028-2031 Call for Projects

The Chair recognized Mr. Ryan Collins who provided an update on the 2028-2031 Call for Projects. Mr. Collins informed the Board that scoring, risk assessments, and modeling of all of the projects was completed on Friday, April 10, 2026 with the results from the evaluation process. Mr. Collins further informed the Board that 121 project applications were received totaling approximately $1 billion in requests. Mr. Collins reported that CAMPO Staff is looking to recommend approximately $350 million in federal funding to local projects submitted by local

jurisdictions and noted that the project recommendations will be included in the meeting packet for the June 8, 2026 Transportation Policy Board Meeting. Mr. Collins confirmed that CAMPO Staff will request Transportation Policy Board approval of those recommendations at its June meeting.

Mr. Collins briefly discussed the project application review process, highlighted the readiness risk assessment review process, and summarized the required elements for project review recommendations.

Video of this item can be viewed here. Start Video at 01:20:00.

15. Executive Director's Report on Transportation Planning Activities

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who introduced Mr. Nicholas Samuel who announced that the application process for the Safe Streets and Roads for All (SS4A) Grant is open. Mr. Samuel informed the Board that it will be the final year of funding for the current SS4A Program. Mr. Samuel also informed the Committee that approximately $1 billion in funding will be available and that the deadline for applications is May 26, 2026. Mr. Samuel directed interested persons to the U.S. DOT's Programs website for more information.

Mr. Johnson reported that Mr. Samuel coordinated CAMPO's effort in assisting counties with developing their own safety action plans with the exception of Travis County and the City of Austin who were able to secure their own SS4A Grants. Mr. Johnson noted that the analyses from that work can be used as a basis to apply for the additional SS4A funding.

Video of this item can be viewed here. Start Video at 01:28:42.

16. Announcements

The Chair announced that the next Technical Advisory Committee Meeting will be held on April 27, 2026 at 2:00 p.m. The Chair also announced that the Transportation Policy Board meeting scheduled for May 11, 2026 at 2:00 p.m.

Video of this item can be viewed here. Start Video at 01:31:17

17. Adjournment

The April 13, 2026 meeting of the CAMPO Transportation Policy Board was adjourned at 3:34 p.m. by unanimous consent.

Date:	May 11, 2026
Continued From:	April 13, 2026
Action Requested:	Approval

To:	Transportation Policy Board
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	6
Subject:	Discussion and Appropriate Action on the 2027-2030 Transportation Improvement Program (TIP) and Amendments to 2050 Regional Transportation Plan (RTP)

RECOMMENDATION

Staff and the Technical Advisory Committee (TAC) recommend the Transportation Policy Board approve the 2027-2030 Transportation Improvement Program (TIP) and amendments to 2050 Regional Transportation Plan (RTP) as presented and detailed in Resolution 2026-5-6.

PURPOSE AND EXECUTIVE SUMMARY

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

FINANCIAL IMPACT

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

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

Attachment A – *2027-2030 TIP Project List and 2050 RTP Amendment Summary*
Attachment B – *Community Outreach Report*
Attachment C – *Resolution 2026-5-6 (Draft)*

2027- 2030 Transportation Improvement Program – Highway Projects (Draft for Public Comment)										
MPO ID	CSJ	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Fiscal Year	Total Cost
11-00010-00	0265-03-042	Bastrop	TxDOT	SH 71	0.04 MI W of Holman Lane	0.07 MI E of Still Forest Drive	Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	Construction	2027	$85,620,333.00
11-00011-00	0265-03-041	Bastrop	TxDOT	SH 71	Zip Lost Pines Way	SH 21	Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	Construction	2030	$161,370,436.00
21-00001-00	0914-24-028	Burnet	TxDOT	Wirtz Dam Road	RM 1431	RM 2147	Construct bridge over Lake LBJ and add 2-lane roadway in each direction.	Construction	2028	$49,299,488.00
41-00117-00	0914-33-113	Hays	Hays County	Old Kyle Road	RM 12	RM 3237	Multimodal improvements, conversation from two-way to one-way facility, and construction of roundabout at Blue Hole Lane.	Construction	2027	$4,961,957.00
41-00126-00	1197-01-029	Hays	Hays County	RM 150	At RM 12	-	Construction of new roundabout and intersection improvements including channelized approaches, yield control, a truck apron, rumble strips, and geometric curvature to improve safer travel speeds.	Construction	2027	$5,848,972.00
41-00196-00	0914-33-076	Hays	Hays County	FM 150	Burleson Street	Kohlers Crossing	Relocation of the UP Rail-Siding in downtown Kyle where it crosses FM 150 to north of FM 1626	Construction	2028	$28,919,021.00
51-00189-01	0015-13-423	Travis	TxDOT	IH 35	51st Street	Martin Luther King Jr. Boulevard	Reconstruct IH-35 to add 2 northbound (NB) and 2 southbound (SB) non-tolled managed lanes, add 1 NB and 1 SB frontage road lane between 32nd St. and MLK Blvd., construct bypass lanes, railroad bridge, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	Construction	2029	$2,594,120,187.00
51-00189-05	0015-13-432	Travis	TxDOT	IH 35	US 290E	Martin Luther King Jr. Blvd.	Reconstruct IH-35 main lanes at Manor Rd, 32nd St, and from Concordia Ave to 40th St, partially reconstruct northbound frontage road from Manor to 51st St, and southbound frontage road from Concordia Ave to 51st St, reconstruct bridges at Manor, 32nd, & 38 1/2 St, drainage, shared use paths, reconstruct intersections, bypass lane at 51st St, and ramps.	Construction	2027	$251,110,932.00
51-00189-08	0015-13-437	Travis	TxDOT	IH 35	Martin Luther King Jr. Blvd.	Holly Street	Reconstruct IH-35 cross streets including bridges from 1st to 12th St, main lanes between 9th and 13th St, reconstruct southbound frontage road from 1st to 13th St including adding a boulevard section between 1st ST and 12th ST, reconstruct northbound frontage road from Lambie St to Flores St, add railroad bridge at 4th St, drainage, shared use paths, reconstruct intersections, and temporary ramp construction.	Construction	2027	$490,743,039.00
51-00189-09	0015-13-441	Travis	TxDOT	IH 35	US 290E	51st Street	Reconstruct IH-35, add 1 northbound and 1 southbound non-tolled managed lanes, construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	Construction	2027	$188,329,938.00

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51-00189-11	0015-13-452	Travis	TxDOT	IH 35	US 290 East	Holly Street	Relocate Austin Water facilities that are in conflict with IH 35 Cap Ex Central project including water and waste water lines.	Construction	2027	$158,852,740.00
51-00189-12	0914-04-373	Travis	TxDOT	Various	Along Colorado River from South Congress Ave.	South 1st Street	Construct boardwalk extension as mitigation for IH-35 Capital Express Central	Construction	2028	$30,218,822.00
51-00189-13	0015-13-461	Travis	TxDOT	IH 35	At 4th St. CapMetro Red Line	-	Transport rail passengers by bus, between the Plaza Saltillo Station and the Downtown Station, for the portion of the Red Line route affected by the IH35 Capital Express (Central) project.	Construction	2027	$9,400,000.00
51-00189-14	0015-13-462	Travis	TxDOT	IH 35	Howard Lane	Parmer Lane	Construct a bus-only direct connector from IH 35 managed lanes to CapMetro Tech Ridge Park and Ride	Construction	2027	$13,412,278.00
51-00191-00	0265-01-113	Travis	TxDOT	SH 71	SH 71/US 183 Interchange	Presidential Boulevard	Construct 3-lane eastbound frontage road, 1-lane direct connector from 183S to 71E and 1-lane direct connector from 183N to 71E	Construction	2030	$84,953,181.00
51-00205-01	0440-06-030	Travis	TxDOT	SH 130	Gattis School Road	RM 685	Widen from 4 to 6-lane facility, adding 1 lane in each direction on main lanes.	Construction	2027	$65,735,846.00
51-00213-00	0113-13-167	Travis	TxDOT	SL 360	At Spicewood Springs	-	Grade separate current at-grade signalized intersection	Construction	2030	$89,466,648.00
51-00217-00	0113-13-169	Travis	TxDOT	SL 360	At Lakewood Drive	-	Grade-separate current at-grade signalized intersection with SL 360 main-lane overpass	Construction	2029	$92,949,052.00
51-00222-00	0914-04-314	Travis	City of Austin	West Rundberg Lane	Metric Blvd	Burnet Road	Extend current roadway as a four-lane divided arterial with sidewalks, bike lanes, and new signalized intersection.	Construction	2028	$21,603,880.00
51-00225-00	0914-05-194	Williamson	City of Austin	Lakeline Blvd	Parmer Lane	Lyndhurst Street	Reconstruct South Lakeline Blvd from a 2-lane undivided roadway to a 4-Lane divided roadway with sidewalks and bike path.	Construction	2027	$26,160,341.00
51-00230-00	0914-04-329	Travis, Bastrop	Travis County	Pearce Lane	Kellam Road	Wolf Lane	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks.	Construction	2028	$84,331,307.00
51-00230-01	0807-05-024	Bastrop	Travis County	FM 535	Travis County Line	East of Stoney Point Drive	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	Construction	2028	$18,123,842.00
51-00299-00	0000-00-000	Travis	City of Austin	Barton Springs Road	Lou Neff	Azie Morton	Bridge replacement with bicycle and pedestrian accommodations.	Engineering, ROW, Construction	2028	$40,000,000.00

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

Draft for Public Comment

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

Draft for Public Comment

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

Draft for Public Comment

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

Draft for Public Comment

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

Draft for Public Comment

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

Draft for Public Comment

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

Regional Transportation Plan (RTP) Amendment

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

Resolution 2025-5-6

Acknowledging the Transportation Policy Board's Adoption of the 2027-2030 Transportation Improvement Program and Amendment to the 2050 Regional Transportation Plan

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

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

WHEREAS, CAMPO is required to create a twenty-year Regional Transportation Plan and a four-year Transportation Improvement Program; and

WHEREAS, CAMPO is required by federal and state law to adopt a new four-year Transportation Improvement Program every two years in coordination with regional transportation entities including the state department of transportation, regional transit providers, and local government sponsors; and

WHEREAS, CAMPO also solicited requests from regional partners for amendments to the current Transportation Improvement Program and Regional Transportation Plan as part of the regular semi-annual amendment cycle; and

WHEREAS, the 2027-2030 Transportation Improvement Program and regular amendment cycle were subject to CAMPO's adopted Public Participation Plan and processed accordingly; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the 2027-2030 Transportation Improvement Program and requested amendments to the 2050 Regional Transportation Plan as reflected in this resolution and in 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 adopt the 2027-2030 Transportation Improvement Program and requested amendments to the 2050 Regional Transportation Plan as reflected was made on May 11, 2026 by _____ duly seconded by _____.

DRAFT

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 11th day of May 2026.

_____

Chair, CAMPO Board

Attest:

_____

Executive Director, CAMPO

DRAFT

Date:	May 11, 2026
Continued From:	April 13, 2026
Action Requested:	Adoption

To:	Transportation Policy Board
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	7
Subject:	Discussion and Adoption of 2026 Federal Performance Measure Target Updates

RECOMMENDATION

Staff recommends the Transportation Policy Board adopt the 2026 Performance Measure Targets.

PURPOSE AND EXECUTIVE SUMMARY

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

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

Attachment A – *2026 Performance Measure Report*

Attachment B – *FHWA Guidance on Aspirational Targets*

Attachment C – *Resolution 2026-5-7*

Performance Measure Report

2026

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

Background

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

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

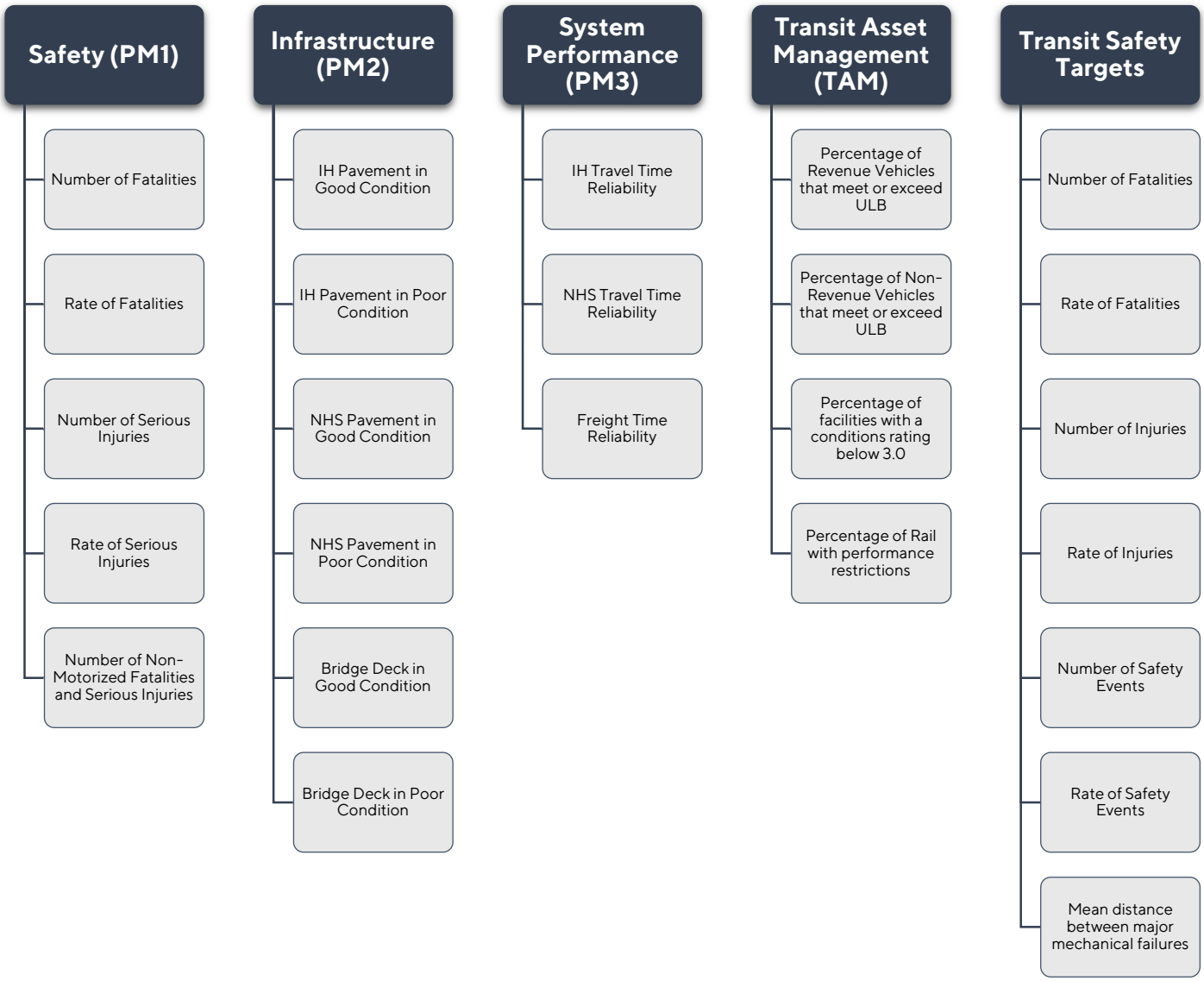
- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

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

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

Summary

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



Safety Performance Measures (PM1)

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

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

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

Pavement and Bridge Conditions (PM2)

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

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

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

System and Freight Performance (PM3)

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

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

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

Transit Asset Management (TAM)

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

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

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

Transit Safety Targets

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

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

Performance Measure Resources

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

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

Appendix A – Federal Performance Measure Fact Sheets

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

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

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

How do MPOs establish HSIP targets?

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

MPOs establish HSIP targets by either:

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

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

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

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

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

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

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

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

When do MPOs need to establish these targets?

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

Where do MPOs report targets?

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

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

Assessment of Significant Progress

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

Pavement
Performance Measures

TPM
HOW WE GET THERE

Final Rulemaking

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

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

About Condition

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

Penalty Provisions

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

Target Setting

State DOTs:

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

Metropolitan Planning Organizations (MPOs):

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

Pavement
Performance Measures

TPM
HOW WE GET THERE

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

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

BRIDGE
PERFORMANCE MEASURES

TPM
HOW WE GET THERE

Final Rulemaking

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

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

Condition-Based Performance Measures

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

Target Setting

State DOTs:

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

Metropolitan Planning Organizations (MPOs):

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

BRIDGE
PERFORMANCE MEASURES

TPM
HOW WE GET THERE

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

Other Specifics

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

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

NHS Travel Time Reliability Measures

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

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

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

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

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

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

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

Freight Reliability Measure

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

WHO: State DOTs and MPOs.

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

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

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

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

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

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

FTA
FEDERAL TRANSIT ADMINISTRATION

TRANSIT ASSET MANAGEMENT

TAM Performance Measures

Background

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

Performance Measures

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

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

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

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

Resources:

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

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

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

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

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

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

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

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

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

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

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

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

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

What You Need to Know About Establishing Targets

Include:

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

Group Plans:

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

MPOs:

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

Example Target Calculations

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

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

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

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

Safety Performance Targets Fact Sheet

Overview

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

Setting Targets

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

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

Fatality Target

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

Injury Target

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

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

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

Safety Event Target

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

System Reliability Target

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

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

Data for NTD Reduced Reporters

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

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

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

Resources

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

PTASP TECHNICAL ASSISTANCE CENTER

PTASP Technical Assistance Available Now

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

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

Nirav Ved

From: Fauver, Kirk <kirk.fauver@dot.gov>
Sent: Thursday, April 23, 2026 11:11 AM
To: Nirav Ved
Cc: Sara Garza; Ashby Johnson; Chad McKeown; Doise Miers; Greg Lancaster; Ryan Collins; Theresa Hernandez; Will Lisska; Raymond Sanchez Jr; Kimberly Petty
Subject: Re: CAMPO/FHWA Texas Division Meeting

Nirav- you were correct! FHWA HQ (Corbin Davis) says that the Vision Zero program targets are more aspirational (as shown in the FAQs) and MPOs are discouraged from using them for TPM (PM-1, Safety) performance targets. Sorry for the confusion.

Regards,

Kirk F>

---------- Forwarded message ---------
From: **Davis, Corbin** <corbin.davis@dot.gov>
Date: Thu, Apr 23, 2026 at 11:05 AM
Subject: Re: PM-1 (Vision Zero Goals)
To: Fauver, Kirk <kirk.fauver@dot.gov>
Cc: Edwards, Andrew (FHWA) <andrew.edwards@dot.gov>, TX-PLANNING (FHWA) <TX-PLANNING@dot.gov>

Hi Kirk,

Here's some information from FHWA's TPM FAQs:

> **Q: Should aspirational targets be used as performance targets?**
>
> A: The FHWA strongly discourages the use of aspirational targets. In 23 CFR 490.101, a target is defined as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FHWA.
>
> Setting aspirational targets that are not data-driven, realistic, or achievable does not align with the performance management framework or the stated congressional policy to improve project decision-making through performance-based planning and programming. Setting data-driven targets will enable decision makers to utilize resources in ways that will result in increased accountability and transparency by allowing the public to better understand expectations and expenditure results.

The FHWA Office of Safety manages the highway safety performance measures in 23 CFR 490 Subpart B. Danielle Betkey is a good contact for questions about safety performance management.

Please let us know if you have any follow-up questions or need anything else.

Regards,
Corbin

Resolution 2026-6-7

Adoption of Performance Measure Targets and 2026 Performance Measure Report

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, use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP); and

WHEREAS, part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA's Final Rulemaking; and

WHEREAS, by these rulemakings, CAMPO must adopt performance measure targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3), Transit Asset Management (TAM) and Transit Safety Targets; and

WHEREAS, CAMPO has updated its performance measure targets in the required areas as part of the 2025 Performance Measure Report; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to adopt the updated performance measures targets as reflected in the 2026 Performance Measure Report; 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 updated performance measures targets as reflected in the 2026 Performance Measure Report as reflected was made on May 11, 2026 by _____duly seconded by _____.

DRAFT

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 11th day of May 2026

_____

Chair, CAMPO Board

Attest:

_____

Executive Director, CAMPO

DRAFT

Date:	May 11, 2026
Continued From:	April 13, 2026
Action Requested:	Adoption

To:	Transportation Policy Board
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	8
Subject:	Discussion and Take Appropriate Action on Construction Partnership Program Interlocal Agreement (ILA) and Memorandum of Understanding (MOU)

RECOMMENDATION

Staff recommends the Transportation Policy Board adopt the ILA and MoU related to the Construction Partnership Program.

PURPOSE AND EXECUTIVE SUMMARY

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

FINANCIAL IMPACT

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

BACKGROUND AND DISCUSSION

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

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

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

SUPPORTING DOCUMENTS

Attachment A – *Interlocal Agreement for Regional Traffic Management*
Attachment B – *Construction Partnership Program Memorandum of Understanding*
Attachment C – *Resolution 2026-5-8*

Contract No _____

THE STATE OF TEXAS §

THE COUNTY OF TRAVIS §

INTERLOCAL AGREEMENT
FOR
REGIONAL TRAFFIC MANAGEMENT

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

I. PARTIES:

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

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

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

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

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

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

VI. LEGAL AUTHORITY:

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

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

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

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

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

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

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

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

By _____ Date _____

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

CITY OF AUSTIN

By _____ Date _____

AUTHORIZED SIGNATURE
Mike Rogers, Assistant City Manager

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

By _____ Date _____

AUTHORIZED SIGNATURE
James M. Bass, Executive Director

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

By _____ Date _____

AUTHORIZED SIGNATURE
Dottie Watkins, President and CEO

AUSTIN TRANSIT PARTNERSHIP

By _____ Date _____

AUTHORIZED SIGNATURE
Greg Canally, Executive Director

FOR THE STATE OF TEXAS

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

By _____ Date _____

Marc Williams
Executive Director, Texas Department of Transportation

ATTACHMENT A
Scope of Services

A. Background

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

B. Scope of Work

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

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

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

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

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

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

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

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

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

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

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

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

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

C. Initial Geographic Coverage

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

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

D. Functions and Parties' Responsibility

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

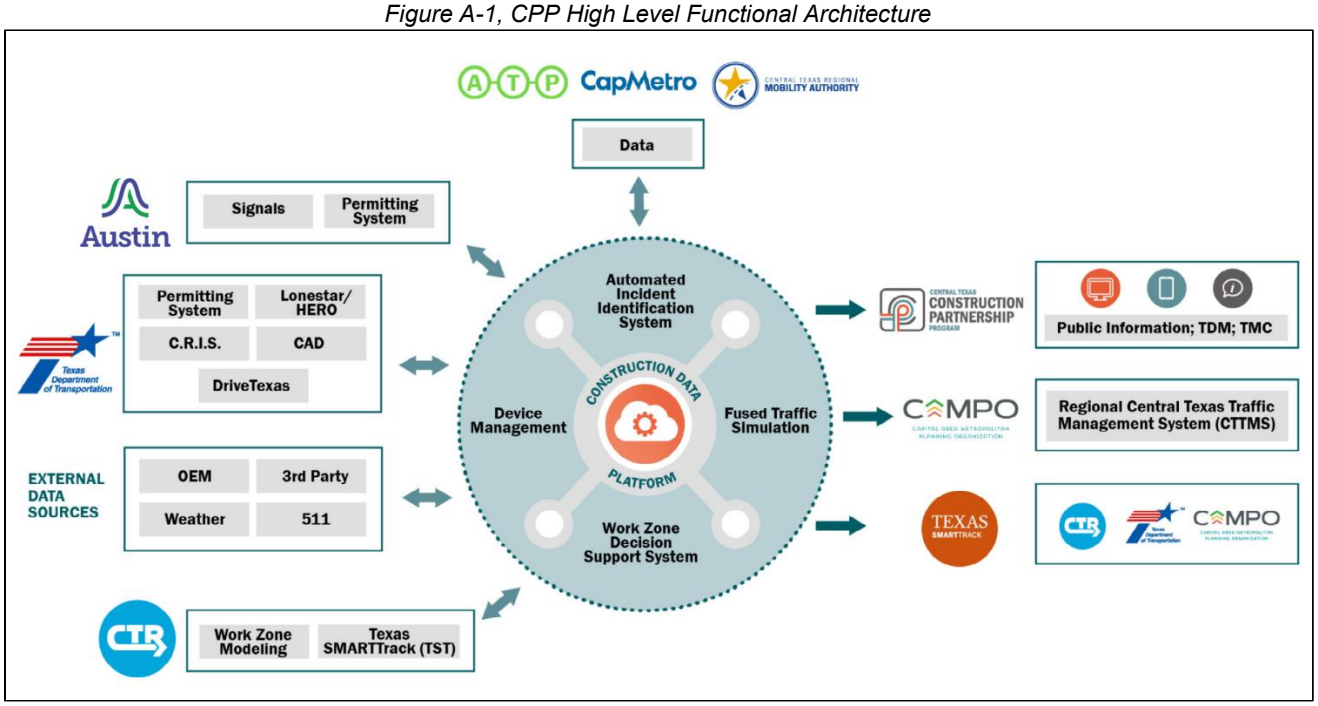
Table A-1: Functions and Agency Responsibility Matrix

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

E. Functional Architecture

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

Figure A-1, CPP High Level Functional Architecture



F. Authority and Oversight

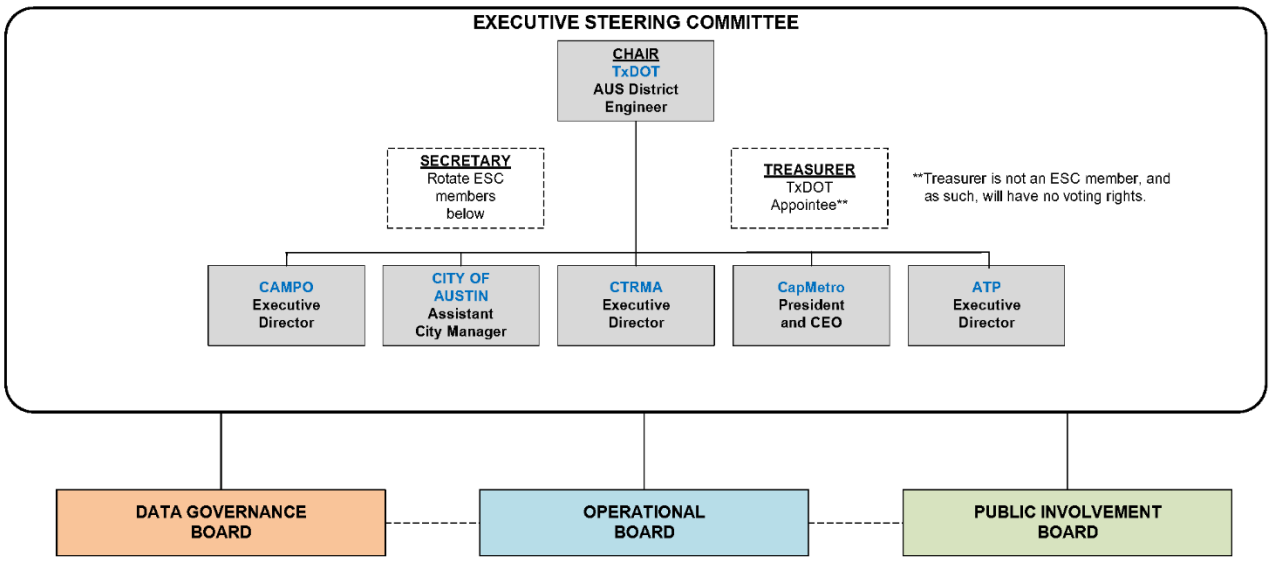
Program authority, as well as oversight responsibilities shall be derived from the following governing bodies: Executive Steering Committee (ESC), Data Governance Board (DGB), Operational Board, and Public Involvement Board (PIB).

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

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

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

Figure A-2, Executive Steering Committee Organizational Structure



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

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

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

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

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

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

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

   - Governance and Oversight of the following responsibilities

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

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

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

   - Membership

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

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

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

Table A-2: OB Membership Criteria

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

G. Data Sources and Systems

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

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

H. Data Governance

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

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

1. Promoting Data Governance

a. Purpose

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

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

b. Guidelines

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

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

2. Data Governance Board

- Authority and Oversight

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

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

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

- Responsibilities

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

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

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

- Membership

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

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

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

Table A-3: DGB Membership Criteria

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

3. Data Sharing Rights

Each Party may have certain permissions and restrictions associated with sharing technical data. The DGB will develop detailed requirements outlining data sharing rights, which will be documented in the Data Governance Policy.

I. CPP Communications

1. Public Outreach

The ESC will establish a Public Involvement Board (PIB) to oversee public outreach efforts, and the development and implementation of a work plan. Current CPP public information activities will transition from the City of Austin to the PIB. Implementing the work plan is expected to be funded as part of the TMC contract These efforts may include creating content for activities of the Parties, market research, coordination with surrounding jurisdictions to educate and inform agencies on construction activities, increasing the awareness of the CDP mobility app and mirror website, on-demand meetings with stakeholders, developing and managing annual PIO budgets, and managing the one-stop-shop for construction information. Responsibilities shall also include CPP branding-related activities. Final approval of CPP branding shall be the responsibility of the ESC.

Public outreach for individual projects will remain the responsibility of those project owners.

- PIB Membership

  - The number of members in the PIB shall be agreed upon by the ESC and should include one member, or a delegate from each Party.
    - Each Party should nominate an individual from their organization who would best represent public outreach, the CPP, and the interests of the Party.
  - TxDOT will chair the PIB
    - The chairperson will guide PIB activities.
    - A vice-chairperson and secretary shall be selected by the ESC from the PIB members that were nominated by each Party. Vice-chair and secretary positions can rotate between PIB members in good standing on a bi-annual basis. For continuity, the ESC may elect to stagger the terms.
    - The chairperson will guide PIB activities.
    - As with the ESC, PIB members from each Party will be permitted to vote only if their respective Party remains in good financial standing (refer to **Section F, Authority and Oversight**).
    - PIB members from Parties who have not executed the ILA or have outstanding financial obligations to the CPP will be permitted to sit on the PIB in ex officio capacity with no voting rights until such time that their respective Party returns to good standing.

- Each voting PIB member will have a straight vote.
- In the case of a tie, the vote of the Chair will decide.

Table A-4, PIB Criteria provides a summary of PIB board membership roles and criteria for filling those roles.

Table A-4: PIB Membership Criteria

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

2. Media Provisions

In addition, Parties agree to give credit to other Parties from a media standpoint in the distribution of traffic data. The PIB will establish guidelines on how media provisions will work in practice. Provisions may include the following:

- Each Party shall give other Parties voice and/or visual credit (i.e., agency logos) for all traffic data provided by the contributing Parties.
- Parties may transmit video data to Parties with an embedded logo.
- Parties shall not block, modify, or remove agency logos.
- Parties shall provide electronic files of stories that are distributed by Parties that involve input from other Party employees.
- Electronic file must be provided within 5 business days of the time the story was released.

J. CPP Parties Contacts

Parties agree to coordinate and participate in recurring interagency status meetings and provide feedback during the term of this agreement. ***Table A-3, Primary and Alternate Contacts*** is a list of primary and alternate contacts for each Party to consult and coordinate with throughout the duration of this agreement.

Table A-3: Primary and Alternate Contacts

CPP Party		Primary ESC Contact	Alternate ESC Contact
1	TxDOT, Austin District	Tucker Ferguson, PE District Engineer Phone: 512-832-7000	Miguel Arellano, P.E. Deputy District Engineer Phone: 512-832-7030
2	City of Austin	Mike Rogers, P.E. Assistant City Manager Phone: 512-974-2200	Richard Mendoza, P.E. Director – Transportation & Public Works Phone: 512-974-2488
3	CapMetro	Dottie Watkins President and CEO Phone: 512-474-1200	Dave Kubicek Executive VP, Capital Construction Engineering Design Phone: 512-417-4451
4	ATP	Greg Canally Executive Director Phone: 512-710-2100	Alvin Livingstone Senior VP, Engineering and Construction Phone: 737-230-9765 Lindsay Wood EVP, Engineering and Construction

CPP Party		Primary ESC Contact	Alternate ESC Contact
			Phone: 512-922-7106
5	CTRMA	James M. Bass Executive Director Phone: 512-996-9778	Tracie Brown Director of Operations Phone: 512-996-9778
6	CAMPO	Ashby Johnson Executive Director Phone: 512-993-6599	Nirav Ved Data and Operations Manager Phone: 737-230-1591

ATTACHMENT B

Budget

A. Excluded from Cost Sharing

Parties agree, at their expense, to undertake the following steps for the term of the contract, pending approval of annual budgets by the governing body for each Party:

- Update software and hardware as needed to allow data integration to/from the Construction Data Platform (CDP);
- Provide timely upgrades to their internal infrastructure (ITS devices, signals, and other assets) to the standards prescribed in this agreement per the data governance policy;
- Update language for current construction, maintenance contracts and in-house Standard Operation Procedures (SOPs) to provide timely and accurate information for closures and detours for current and future projects;
- Provide requisite data to the CDP on a timely basis as specified per data governance language in this agreement; and
- Staffing, including consultants and resources to facilitate components listed above, shall be assumed by each Party at their expense in order to facilitate integration to and from the CDP. Consequently, those costs are excluded from the CPP cost sharing provisions.

Agencies shall retain ownership of data, hardware, software, and communications provided by their organization.

At the commencement of the CPP, TxDOT assumed responsibility for the initial expenses associated with the following items:

- Development of the Construction Data Platform, including hardware, software and associated updates, up to the point where the data platform was initially launched;
- Development of the Mobility App, mirror website, and associated updates, up to the point where the Mobility App Minimum Viable Product (MVP) was released.

B. Cost Sharing

Shared Costs

After the CDP goes online and the MVP Mobility App and mirror website are released, Parties agree that the portion of costs incurred for operating and maintaining the CDP, Mobility App and mirror website, and related CPP elements (e.g., CPP public outreach, construction transportation management center, travel demand management) shall be a shared cost amongst Parties as defined by the annual operating budget approved by the Executive Steering Committee (ESC) (Refer to **Attachment A, Section F, Authority and Oversight**). TxDOT will advance the costs, and all Parties will participate in yearly funding according to predetermined percentages. To streamline administrative processes, each Party's contribution shall be made as a fixed annual payment—similar in structure to a membership fee—rather than through reimbursement. These payments shall be due by June 1 of each year, as outlined in the

agreement. Any excess funds that are not expended during the year will be reallocated during budget planning for CPP activities in the following year.

In general, upgrades that benefit the CPP as a whole versus one individual Party, as determined by the ESC, would be considered a shared cost. If any additions, upgrades or modifications are determined to only benefit one Party (as determined by the ESC), then the Party will be responsible for covering the incremental cost.

Examples of shared cost elements include the following:

1) Technology / Mobility Management Tools
   - CDP, including routine upgrades to hardware and software, and routine replacement of CDP equipment.
   - CPP Mobility App and mirror website
   - AI Tools
   - KPI Dashboard
2) CPP Traffic Management Center (TMC)
   - Establish and operationalize a dedicated TMC for agency representatives and contractors for CPP operations
   - CPP TMC Standalone Operators (estimated 4-6 FTEs)
   - Reflects 2 FTEs per shift. Need to cover 24/7 and holidays will be assessed.
   - Develop standard operating procedures (SOPs)
3) Public Outreach
   - Establish a one-stop-shop for road construction and relevant maintenance project questions from the community
   - Implement public awareness campaigns for CTX GO
   - Develop messaging for combined construction impacts
   - Outreach to neighboring cities and counties to help keep their constituents informed
4) Transportation Demand Management (TDM)
   - Enhance CTX GO with TDM functionality (e.g., mode shift incentives, carpool/vanpool scheduling, rideshare integration).
   - Provide incentives and messaging to increase use of TDM strategies.
   - Build public awareness of TDM strategies and traveler tools through marketing campaigns.

Parties have agreed that the following CPP services qualify as deductible contributions:

1. CTX GO User Acceptance Testing (UAT) and branding activities funded by CTRMA
2. CPP public involvement activities funded by City of Austin and CAMPO

The recommended start date for credit eligibility is January 24, 2024, which coincides with the first CPP Mobility App Minimum Viable Product (MVP) workshop.

C. Annual Budget Preparation

TxDOT shall annually prepare a budget and provide it to the ESC no later than March 1. This will allow the ESC sufficient time to review the budget prior to its finalization and provide time to allocate and approve each Party's share on an annual basis.

D. Year 1 and Year 2 Budget

Budgets for the first 2 years of each CPP project element that are subject to cost sharing have been established as budget caps, and calculated under **Table B-1, CPP Year 1 and Year 2 Budget**. Parties shall not be required to pay for any expenses beyond the cap. A description of cost items and assumptions follow the table:

Table B-1: CPP Year 1 and Year 2 Budget Caps

CPP Project Element	Year 1 Costs	Year 2 Costs	Year 1 & 2 Costs
1) Technology / Mobility Management Tools			
a) Construction Data Platform	$944,008	$632,756	$1,576,765
b) Mobility App & Mirror Website	$707,308	$494,589	$1,201,897
c) AI Tools	$325,000	$185,000	$510,000
2) TMC CPP Standalone Operators	$786,865	$810,471	$1,597,336
3) Public Outreach	$814,000	$823,000	$1,637,000
4) Transportation Demand Management	$850,000	$850,000	$1,700,000
Grand Total	**$4,427,181**	**$3,795,816**	**$8,222,997**

Description of Cost Items

1. The ESC is responsible for final approval for overall annual operating budget.
2. Initial development of the CDP, CTX GO Mobility App and mirror website is being funded by TxDOT and the City of Austin until ILA execution. Ongoing development, operations, maintenance and hosting costs will be shared by the Parties.
3. CPP construction data platform costs shall consist of set-up, design, data transfer, integration with existing systems, training and onboarding, establishing protocols and data governance, pilot testing and iteration, change management, evaluation, and optimization. O&M and enhancement costs will be associated with the KPI dashboard, mobility app and mirror website, and the construction data platform.
4. The CPP Mobility App and mirror website costs include software development, workshops, deployment costs (Apple and Google developer accounts), production and staging of cloud services (MS Azure), and app/website services (Google APIs).
5. AI tools – Costs are associated with the AI-driven platform that includes an event detection element that transforms mobility data to actionable insights, a roadway response component for improved traffic flows and safety enhancements, and advanced analytics utilizing past performance to assist CPP partners with collaborative data-driven decision-making. Year 2 entails annual licensing fees.
6. TMC CPP Standalone Operators costs assumes 24/7 staffing, three shifts, which would require 6 FTEs (including a supervisor).
7. Public Outreach costs include creating content for CPP partner activities, market research, meetings with stakeholders, coordination with surrounding jurisdictions regarding construction activities, message development for combined project impacts, and a public information one-stop shop with inquiry response and educational campaigns.
8. Transportation Demand Management costs are described in **Section B.2.4)** above.

E. Annual Cost Sharing Percentage Split

Parties will reimburse TxDOT for their share of CPP costs established under **Table B-2, Annual Cost Sharing Percentage Split for Year 1 and Year 2** as a percentage of the costs incurred, subject to governing body appropriation by each Party. Contribution percentage for each agency will not change for the duration of the agreement. Refer to the ILA signature pages for agreement terms.

Table B-2: Annual Cost Sharing Percentage Split for Year 1 and Year 2

Agency	Annual Not to Exceed Share (%)	Year 1 Costs	Year 2 Costs	Total Year 1 & Year 2 Costs
TxDOT	50%	$2,213,591	$1,897,908	$4,111,499
COA	20%	$885,436	$759,163	$1,644,599
CAMPO[1]	10%	$442,718	$379,582	$822,300
CTRMA	10%	$442,718	$379,582	$822,300
CapMetro	5%	$221,359	$189,791	$411,150
ATP	5%	$221,359	$189,791	$411,150
Total	**100%**	$4,427,181	$3,795,816	$8,222,997

The cost sharing percentages outlined above will remain in effect for the term of the ILA. Agencies may ask for and the ESC shall provide justification of the budget to the other agencies at their request. If an agency disputes the aggregate budget amount or their agency's budget allocation in any given year, any such dispute may only be pursued via a formal action of the ESC, who shall determine the final disposition. All budget amounts and budget allocations are pending approval by the governing body for each Party.

[1] CAMPO's obligation for amounts reflected in the Annual Cost Sharing Percentage, as set forth in Table B-2, shall be credited in its entirety by CAMPO's performance of TDM work defined and performed in the Year 1 and Year 2 Budget in Table B-1. Any excess funding remaining after application of such credit shall be credited to CAMPO's continuing work in support of the Scope of Work, in subsequent years.

ATTACHMENT C

General Terms and Conditions

Article 1. Rights Granted.
Under the terms of this ILA, each party grants the other party a non-exclusive right, license, and privilege worldwide use of all or portions of the data defined in the Data Sources and Systems list in Attachment A. The parties agree that this agreement does not transfer or convey any ownership or any rights other than those rights expressly granted in this agreement. Use is subject to the Data Governance standards and requirements as referenced in Attachment A.

Article 2. Provisions of Infrastructure
Each Party is responsible for providing and maintaining any hardware, software, and additional infrastructure necessary to allow data integration to/from the Construction Data Platform. Parties are responsible for providing timely upgrades to their internal infrastructure (ITS devices, signals, and other traffic assets) to the standards prescribed in this agreement per the data governance policy.

Article 3. Copyright Infringement.
Each Party shall notify the other of any infringement or potential infringement by a third party, of which it becomes aware, of the copyright or any other rights owned by the other Party relating to the use of data. Each Party shall provide the other Party, if feasible, any information or other assistance requested by the other Party to assist in the other Party's prosecution of any breaches or infringements.

Article 4 Assignment Prohibition.
Each Party is prohibited from assigning any of the rights conferred by this agreement to any third party without the prior written consent of the non-assigning Party. Any assignment of this agreement shall be subject to the terms and conditions of this agreement.

Article 5. Amendments
This contract may only be amended by written agreement executed by all Parties before the contract is terminated.

Article 6. Conflicts Between Agreements
If the terms of this contract conflict with the terms of any other contract between the Parties, the most recent contract shall prevail.

Article 7. Disputes
The contracting entity shall be responsible for the settlement of all contractual and administrative issues arising out of procurements entered in support of contract services.

Article 8. Ownership of Equipment
Except to the extent that a specific provision of this contract states to the contrary, all equipment purchased by each Party under this contract shall be owned by the respective Party.

Article 9. Termination
This Agreement may be voluntarily terminated by the agreement of all of the Parties. Further, any Party to this Agreement may withdraw from this Agreement and terminate its participation in this

Agreement ("Terminating Party") with written notice to the Remaining Parties. The termination becomes effective immediately “Effective Termination Date”. Such Terminating Party must continue to fund its portion of the Budget, subject to Attachment B, up to its Effective Termination Date. If it does so, the Terminating Party may continue to participate in the Program and Systems until the Terminating Party's Effective Termination Date. If it fails to provide funding for its portion of the Budget, the Terminating Party's ability to participate in the Program and use the Systems immediately terminates through the Effective Termination Date.

Article 10. Gratuities
Any person who is doing business with or who is reasonably speaking may do business with TxDOT under this contract may not make any offer of benefits, gifts, or favors to employees of TxDOT. For remaining Parties, any person doing business with Parties is required to abide gratuity laws, regulations, policies, and practices applicable to said Party.

Article 11. Responsibilities of the Parties
Each Party acknowledges that it is not an agent, servant, or employee of the other Party. Each Party is responsible for its own acts and deeds and for those of its agents or employees.

Article 12. Compliance with Laws
The Parties shall comply with all federal, state, and local laws, statutes, ordinances, rules, and regulations and with the orders and decrees of any courts or administrative bodies or tribunals in any manner affecting the performance of this agreement.

Article 13. State Auditor's Provision
The state auditor may conduct an audit or investigation of any entity receiving funds from TxDOT directly under the contract or indirectly through a subcontract under the contract. Acceptance of funds directly under the contract or indirectly through a subcontract under this contract acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit.

Article 14. Signatory Warranty
Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

Article 15. Notices
All notices to either party shall be delivered personally or sent by certified U.S. mail, postage prepaid, addressed to that party at the following address:

CAMPO	Executive Director Capital Area Metropolitan Planning Organization (CAMPO) 8303 N. MoPac Expy, Suite A210 Austin, Texas 78757
TxDOT, Austin District	District Engineer Texas Department of Transportation, Austin District • Physical Address: 7901 N. I-35 Austin, TX 78753 • Mailing Address: P.O. Box 15426 Austin, TX 78761-5426
City of Austin	Assistant City Manager, Transportation and Public Works City of Austin 301 W. 2nd St., 3rd Floor Austin, TX 78701
CTRMA	Executive Director Central Texas Regional Mobility Authority (CTRMA) 3300 N. IH-35, Suite 300 Austin, Texas 78705
CapMetro	President Capital Metropolitan Transportation Authority (CapMetro) 2910 East 5th Street Austin, Texas
ATP	Executive Director Austin Transit Partnership (ATP) 203 Colorado St. Austin, Texas, 78701

All notices shall be deemed given on the date delivered in person or deposited in the mail. Either party may change the above address by sending written notice of the change to the other party. Either party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be carried out by the other party.

ATTACHMENT D

Resolution or Ordinance

ATTACHMENT E

Location Map Showing Planned Projects

CENTRAL TEXAS
CONSTRUCTION PARTNERSHIP PROGRAM

CENTRAL TEXAS SIGNIFICANT PROJECTS

MAP LEGEND

- Mobility Authority
- CapMetro
- TxDOT
- City of Austin
- ATP
- Travis County
- Additional Developments
- Study Phase

PARTNER AGENCIES

ATP

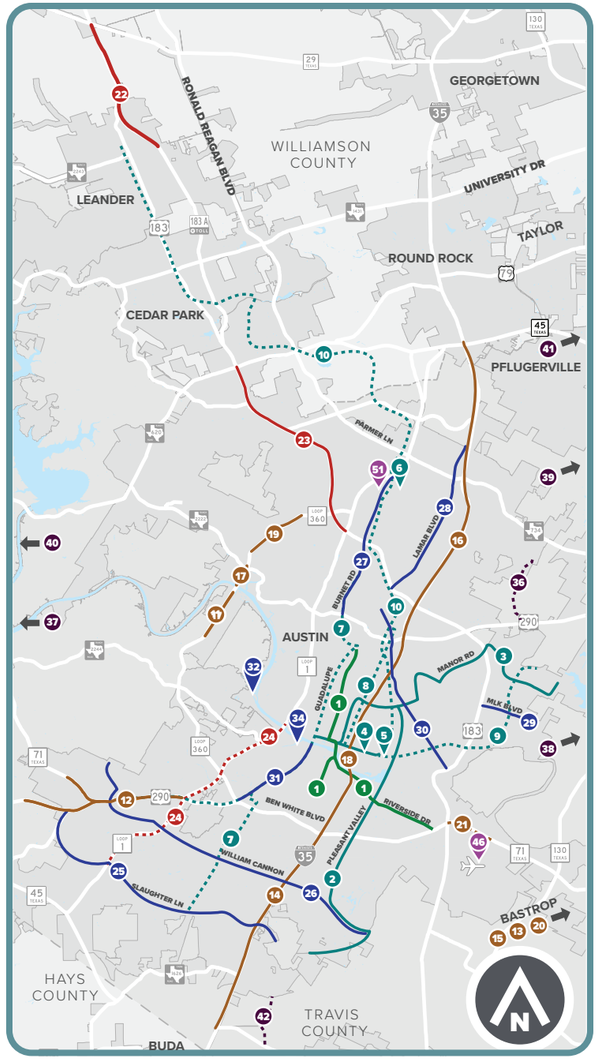
CAMPO — Capital Area Metropolitan Planning Organization — Central Texas

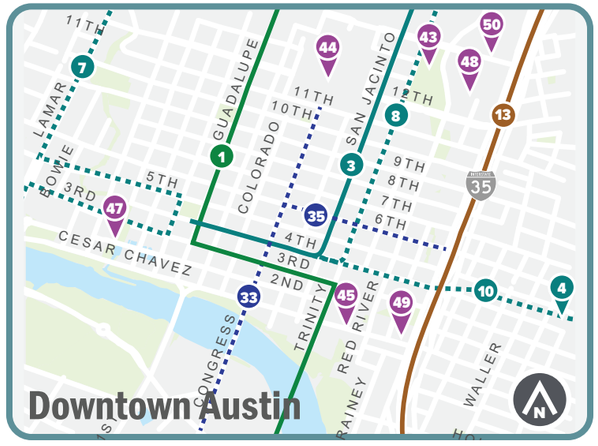
Austin

CapMetro

Texas Department of Transportation

Central Texas Regional Mobility Authority





T = Transportation Project **P** = Other Public Sector **PVT** = Private Sector

Austin Transit Partnership
1 Austin Light Rail [T]

CapMetro
2 MetroRapid: Pleasant Valley [T]
3 MetroRapid: Expo Center [T]
4 Red Line: Plaza Saltillo Station Expansion [T]
5 Red Line: Double Tracking (Onion Street to Austin Wye) [T]
6 Red Line: Broadmoor Station [T]
7 MetroRapid: Menchaca to Oak Hill (STUDY PHASE) [T]
8 MetroRapid: Gold Line (STUDY PHASE) [T]
9 Green Line (STUDY PHASE) [T]
10 Red Line: Double Tracking (STUDY PHASE) [T]

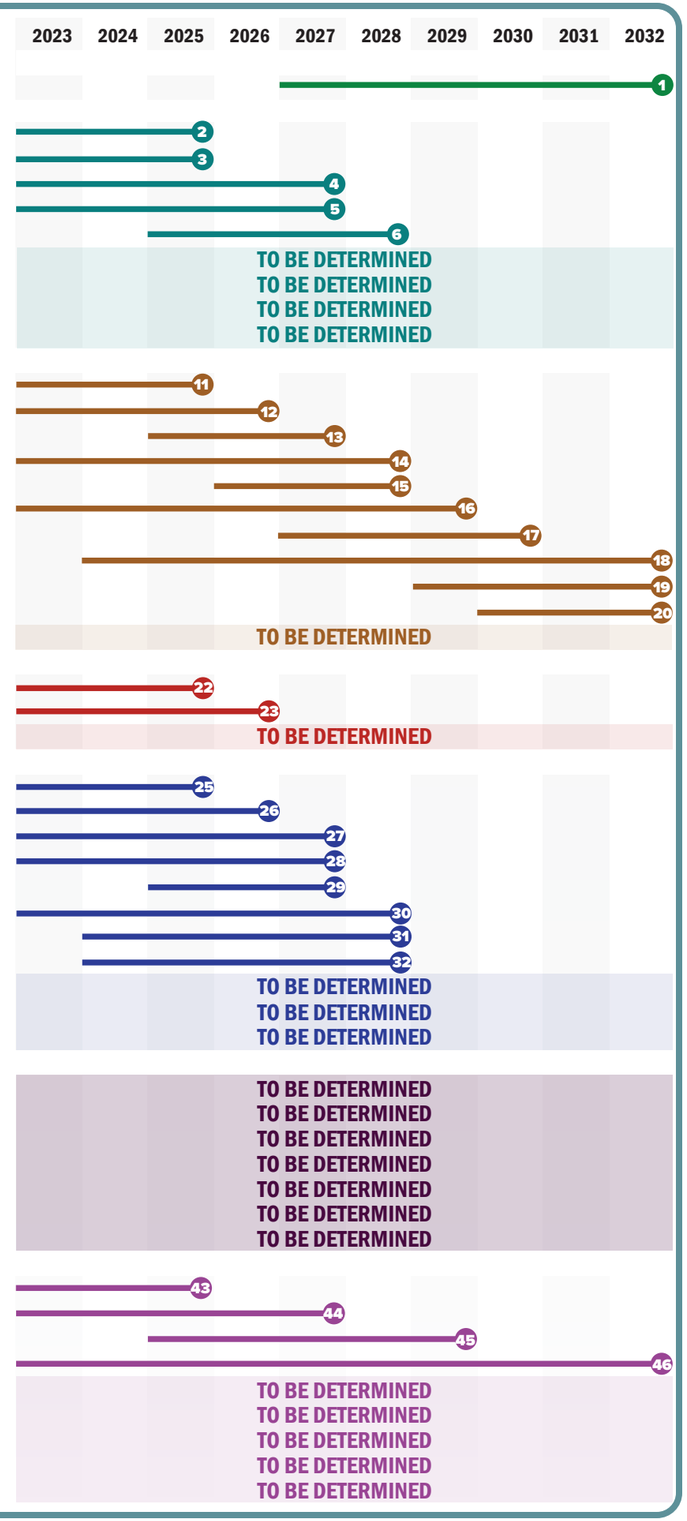
TxDOT
11 Loop 360: Westlake Drive/Cedar Street [T]
12 Oak Hill Parkway [T]
13 SH 71 East at Tucker Hill Lane [T]
14 I-35 Capital Express South: SH 71 to SH 45 Southeast [T]
15 SH 71 at Pope Bend [T]
16 I-35 Capital Express North: SH 45 North to US 290 East [T]
17 Loop 360: Courtyard Drive/RM 2222 [T]
18 I-35 Capital Express Central: US 290 East to SH 71 [T]
19 Loop 360: Lakewood Drive/Spicewood Springs Road [T]
20 SH 71 East at FM 1209 [T]
21 SH 71: US 183 to Presidential (STUDY PHASE) [T]

Mobility Authority
22 US 183A Phase III: SH 29 to Hero Way [T]
23 US 183 North: MoPac Expressway to SH 45/620 [T]
24 MoPac South: 6th Street to Slaughter Lane (STUDY PHASE) [T]

City of Austin
25 Slaughter Lane: FM 1826 to Brandt Road [T]
26 William Cannon Drive: Southwest Parkway to McKinney Falls [T]
27 Burnet Road: Koenig Lane to MoPac Expressway [T]
28 North Lamar Boulevard: US 183 to Howard Lane [T]
29 East MLK Jr. Boulevard: US 183 to Decker Lane [T]
30 Airport Boulevard: North Lamar Boulevard to US 183 [T]
31 South Lamar Boulevard: Barton Springs Road to Ben White Boulevard [T]
32 Red Bud Trail Bridge Replacement [T]
33 Congress Avenue Urban Design Initiative (STUDY PHASE) [T]
34 Barton Springs Road Bridge Replacement [T]
35 East Sixth Street Reconstruction and Redevelopment (STUDY PHASE) [T]

Travis County
36 Arterial A (STUDY PHASE) [T]
37 Bee Creek Road: Lakehurst Road to Highland Boulevard (STUDY PHASE) [T]
38 Blake Manor Road: Taylor Lane to Burleson Manor Road (STUDY PHASE) [T]
39 Cameron Road: Pecan Street to Fuchs Grove Road (STUDY PHASE) [T]
40 Pyramid Drive and O'Reilly Drive (STUDY PHASE) [T]
41 Rowe Lane: SH 130 to Hodde Lane (STUDY PHASE) [T]
42 South Pleasant Valley Road: Bradshaw Road to SH 45 (STUDY PHASE) [T]

Additional Developments
43 Waterloo Greenway [P]
44 Texas Capitol Complex Development [P]
45 Convention Center Redevelopment and Expansion [P]
46 Austin-Bergstrom International Airport Expansion [P]
47 Seaholm Multimodal Connectivity [T]
48 Brackenridge Redevelopment [PVT]
49 Palm School Site Redevelopment [PVT]
50 Dell Medical Center Expansion [PVT]
51 Uptown ATX [PVT]


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TO BE DETERMINED
TO BE DETERMINED

MEMORANDUM OF UNDERSTANDING
AMONG
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TxDOT"),
CITY OF AUSTIN,
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY ("CAPMETRO"),
AUSTIN TRANSIT PARTNERSHIP ("ATP"),
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY ("CTRMA"), AND
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION ("CAMPO")

This Memorandum of Understanding ("MOU") is made and entered into by and between Texas Department of Transportation ("TXDOT"), by and through the Austin District Office, the City of Austin ("the City"), Capital Metropolitan Transportation Authority ("CapMetro"), Austin Transit Partnership ("ATP"), Central Texas Regional Mobility Authority ("CTRMA"), and the Capital Area Metropolitan Planning Organization ("CAMPO"). Each agency is hereinafter referred to as a "Party" and collectively referred to as the "Parties" or as the Central Texas Construction Partnership Program ("CPP").

WHEREAS, approximately $20B in mobility and infrastructure construction projects are proposed in the next ten (10) years, in Central Texas, see Agency Projects Map (attached hereto), and

WHEREAS, the Parties of this MOU agree to support the development of a Central Texas Construction Partnership Program (CPP) for ten (10) years to proactively minimize transportation construction impacts on travelers, residents, and businesses in Central Texas, and to enhance safety, mobility and public information in Central Texas during the construction, and

WHEREAS, the Parties have agreed to support the implementation of the following CPP elements:

- Construction Coordination – coordinate lane closures across projects to reduce impacts and share the information with travelers, residents, and businesses through a variety of mediums (e.g., an app, website, etc.). Lead Agency – TxDOT. Other agencies supporting.
- Public Information – communicate where the community can access information about construction travel impacts. Lead Agency – COA. Other agencies supporting.
- Travel Demand Management – implement strategies to reduce traffic demand at and near construction projects. Lead Agencies – COA and CAMPO. Other agencies supporting.
- Traffic Management – use operational strategies and technology to optimize traffic flow during construction. Lead Agencies – TxDOT, CAMPO, and COA. Other agencies supporting.

WHEREAS, the Parties agree to commit to providing resources, such as but not limited to, personnel, funding, hardware, and data sharing, to implement the elements of the CPP, and

WHEREAS, the Parties of this MOU agree to support continuation of a Central Texas collaborative transportation network management strategy to enhance safety, mobility and public information beyond the 10-year CPP construction-related effort, including ongoing operation and maintenance of CPP elements, as beneficial, and

WHEREAS, to the extent possible, a two-year interlocal agreement ("ILA"), with two-year extension options, between the Parties should be developed and will include provisions for cost and asset sharing to fund and operate CPP elements, and

By being a signatory to this MOU, the Parties agree to:

1. Actively participate and provide content in the development and implementation of the CPP elements; and
2. Agree to provide access to transportation-related information, data and systems produced by each Party in order to feed into an integrated information sharing platform that will disseminate construction information associated with CPP projects; and
3. Explore providing staff resources with the capabilities to perform day-to-day actions in relation to supporting CPP elements; and
4. Work together to establish cost sharing provisions towards the funding of the CPP elements; and
5. Pursue, in good faith and expediency, the development, negotiation and execution of an ILA to legally agree to terms as it pertains to cost sharing, data and asset sharing, interagency operational concepts and organizational governance; and
6. Agree that this MOU or future agreement will not transfer or convey any ownership or any rights other than those rights expressly granted by the agreement or by the laws of the State of Texas.

Term. This MOU shall become effective when executed by a minimum of two Parties. It shall remain in full force and effect in perpetuity, unless it is superseded, in part or in whole, by an MOU or ILA(s).

Amendment. This MOU may be amended by agreement, in a writing signed by all Parties.

Termination. Any Party may terminate their participation in this MOU, for any reason or no reason at all, upon 90 days' written notice to the other Parties.

(SIGNATURE PAGE TO FOLLOW)

IN WITNESS THEREOF, the Parties hereto have caused this MOU to be duly executed in duplicate as of the date of the last signature written below.

CITY OF AUSTIN

By _____ Date _____

AUTHORIZED SIGNATURE

Mike Rogers, Assistant City Manager

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

By _____ Date _____

AUTHORIZED SIGNATURE

Dottie Watkins, President and CEO

AUSTIN TRANSIT PARTNERSHIP

By _____ Date _____

AUTHORIZED SIGNATURE

Greg Canally, Executive Director

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

By _____ Date _____

AUTHORIZED SIGNATURE

James Bass, Executive Director

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

By _____ Date _____

AUTHORIZED SIGNATURE

Ashby Johnson, P.E., Executive Director

TEXAS DEPARTMENT OF TRANSPORTATION

By _____ Date _____

AUTHORIZED SIGNATURE

Tucker Ferguson, P.E. – District Engineer

CENTRAL TEXAS CONSTRUCTION PARTNERSHIP PROGRAM

CENTRAL TEXAS SIGNIFICANT PROJECTS

MAP LEGEND

- Mobility Authority
- CapMetro
- TxDOT
- City of Austin
- ATP
- Travis County
- Additional Developments
- Study Phase

PARTNER AGENCIES

ATP

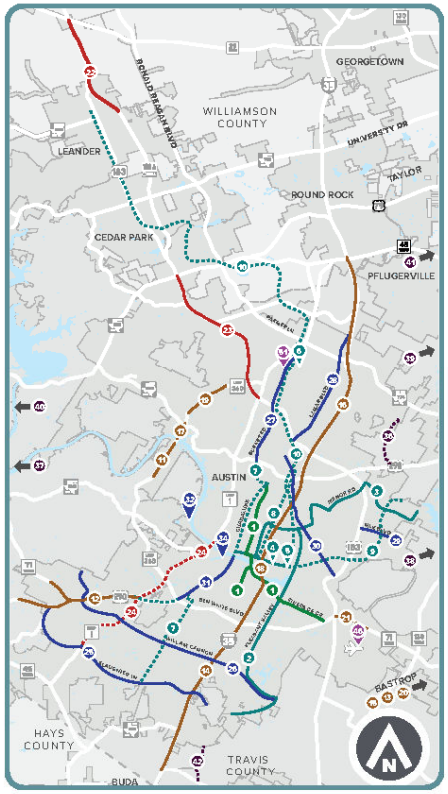
CAMPO Capital Area Metropolitan Planning Organization – Central Texas

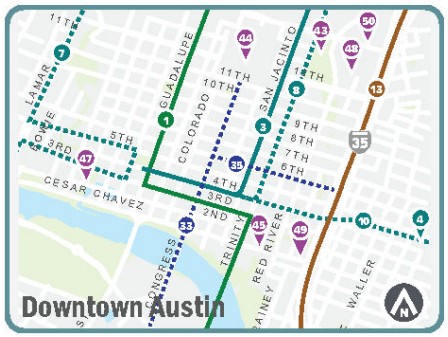
Austin

CapMetro

Texas Department of Transportation

Central Texas Regional Mobility Authority





T = Transportation Project P = Other Public Sector PVT = Private Sector

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Austin Transit Partnership										
1 Austin Light Rail T										1
CapMetro										
2 MetroRapid: Pleasant Valley T			2							
3 MetroRapid: Expo Center T			3							
4 Red Line: Plaza Saltillo Station Expansion T					4					
5 Red Line: Double Tracking (Onion Street to Austin Wye) T					5					
6 Red Line: Broadmoor Station T						6				
7 MetroRapid: Menchaca to Oak Hill (STUDY PHASE) T	TO BE DETERMINED									
8 MetroRapid: Gold Line (STUDY PHASE) T	TO BE DETERMINED									
9 Green Line (STUDY PHASE) T	TO BE DETERMINED									
10 Red Line: Double Tracking (STUDY PHASE) T	TO BE DETERMINED									
TxDOT										
11 Loop 360: Westlake Drive/Cedar Street T				11						
12 Oak Hill Parkway T					12					
13 SH 71 East at Tucker Hill Lane T						13				
14 I-35 Capital Express South: SH 71 to SH 45 Southeast T						14				
15 SH 71 at Pope Bend T						15				
16 I-35 Capital Express North: SH 45 North to US 290 East T							16			
17 Loop 360: Courtyard Drive/RM 2222 T							17			
18 I-35 Capital Express Central: US 290 East to SH 71 T										18
19 Loop 360: Lakewood Drive/Spicewood Springs Road T										19
20 SH 71 East at FM 1209 T										20
21 SH 71: US 183 to Presidential (STUDY PHASE) T	TO BE DETERMINED									
Mobility Authority										
22 US 183A Phase III: SH 29 to Hero Way T			22							
23 US 183 North: MoPac Expressway to SH 45/620 T				23						
24 MoPac South: 8th Street to Slaughter Lane (STUDY PHASE) T	TO BE DETERMINED									
City of Austin										
25 Slaughter Lane: FM 1826 to Brandt Road T			25							
26 William Cannon Drive: Southwest Parkway to McKinney Falls T				26						
27 Burnet Road: Koenig Lane to MoPac Expressway T					27					
28 North Lamar Boulevard: US 183 to Howard Lane T					28					
29 East MLK Jr. Boulevard: US 183 to Decker Lane T					29					
30 Airport Boulevard: North Lamar Boulevard to US 183 T						30				
31 South Lamar Boulevard: Barton Springs Road to Ben White Boulevard T						31				
32 Red Bud Trail Bridge Replacement T						32				
33 Congress Avenue Urban Design Initiative (STUDY PHASE) T	TO BE DETERMINED									
34 Barton Springs Road Bridge Replacement T	TO BE DETERMINED									
35 East Sixth Street Reconstruction and Redevelopment (STUDY PHASE) T	TO BE DETERMINED									
Travis County										
36 Arterial A (STUDY PHASE) T	TO BE DETERMINED									
37 Bee Creek Road: Lakehurst Road to Highland Boulevard (STUDY PHASE) T	TO BE DETERMINED									
38 Blake Manor Road: Taylor Lane to Burleson Manor Road (STUDY PHASE) T	TO BE DETERMINED									
39 Cameron Road: Pecan Street to Fuchs Grove Road (STUDY PHASE) T	TO BE DETERMINED									
40 Pyramid Drive and O'Reilly Drive (STUDY PHASE) T	TO BE DETERMINED									
41 Rowe Lane: SH 130 to Hodde Lane (STUDY PHASE) T	TO BE DETERMINED									
42 South Pleasant Valley Road: Bradshaw Road to SH 45 (STUDY PHASE) T	TO BE DETERMINED									
Additional Developments										
43 Waterloo Greenway P			43							
44 Texas Capitol Complex Development P				44						
45 Convention Center Redevelopment and Expansion P							45			
46 Austin-Bergstrom International Airport Expansion P										46
47 Seaholm Multimodal Connectivity T	TO BE DETERMINED									
48 Brackenridge Redevelopment PVT	TO BE DETERMINED									
49 Palm School Site Redevelopment PVT	TO BE DETERMINED									
50 Dell Medical Center Expansion PVT	TO BE DETERMINED									
51 Uptown ATX PVT	TO BE DETERMINED									

Resolution 2026-5-8

Adoption of Construction Partnership Program Interlocal Agreement

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, approximately $20 billion in mobility and infrastructure projects are proposed for the next ten years in the CAMPO region; and

WHEREAS, the Austin Transportation Partnership, CAMPO, the Capital Area Metropolitan Transportation Authority, the Central Texas Regional Mobility Authority, the City of Austin, and the Texas Department of Transportation (collectively, the "Parties") desire to support the development of a Central Texas Construction Partnership Program (CPP) to proactively minimize transportation construction impacts on travelers in Central Texas; and

WHEREAS, the Parties desire to enter into an Interlocal Agreement to provide for the joint funding and implementation of the following CPP elements: Construction Coordination, Public Information, Transportation Demand Management, and Traffic Management; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to adopt the Interlocal Agreement with the Parties for the creation and implementation of the Construction Partnership Program; 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, or their designee.

The above resolution being read, a motion to adopt the Interlocal Agreement was made on May 11, 2026 by _____duly seconded by _____.

Ayes:

DRAFT

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 11th day of May 2026

_____

Chair, CAMPO Board

Attest:

_____

Executive Director, CAMPO

DRAFT

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

Date: May 11, 2026
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board

From: Mr. Nicholas Samuel, Senior Regional Planner

Agenda Item: 9

Subject: Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiations on Hunter Road Trail Connectivity and Development Study Contract

RECOMMENDATION

Staff requests the Transportation Policy Board authorize the CAMPO Executive Director to negotiate and execute a contract with the top-ranked consultant firm to develop the Hunter Road Trail Connectivity and Development Study.

PURPOSE AND EXECUTIVE SUMMARY

On January 20, 2026, CAMPO issued a Request for Proposals (RFP) to solicit planning services to develop the Hunter Road Trail Connectivity and Development Study, with proposals due on February 27, 2026. CAMPO seeks to assist the Great Springs Project (GSP) with a trail and connectivity study on the Hunter Road (FM 2439) corridor in Hays and Comal Counties from FM 1102 to Purgatory Creek (north of Wonder World Drive) in San Marcos.

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

Firm Name	Score (Max. 125)	Rank
Toole Design Group, LLC	100	1
Kimley-Horn and Associates, Inc.	99	2
STV, Inc.	97	3
AECOM Technical Services, Inc.	96	4
Jacobs Engineering Group Inc.	79	5
Halff Associates, Inc.	77	6
AtkinsRealis USA Inc.	76	7
Mend Collaborative	75	8
Freese and Nichols, Inc.	74	9

Design Workshop, Inc.	71	10
Moore Iacofano Goltsman, Inc. (MIG)	70	11
Kleinfelder, Inc.	70	12
American Structurepoint, Inc.	61	13
Studio 16:19, LLC	58	14
Scheibe Consulting, LLC	37	15
Precision Consulting Firm, LLC	9	16

FINANCIAL IMPACT

This contract will approve the use of up to $436,800 in Transportation Alternatives Set-Aside (TASA) funds, as described in the Unified Planning Work Program. The Great Springs Project will provide an additional $145,600 in local contributions for a total project budget amount not to exceed $582,400.

BACKGROUND AND DISCUSSION

This study will be led by CAMPO in partnership with the Great Springs Project. The purpose of this initiative is to assist the GSP with a trail and connectivity study on the Hunter Road (FM 2439) corridor in Hays and Comal Counties from FM 1102 to Purgatory Creek (north of Wonder World Drive) in San Marcos. The project applies targeted stakeholder engagement and site-specific analysis to confirm and add detail to establish local, regional, and statewide visions of the Hunter Road corridor as a strategic trail investment—both for active transportation, and for local economic development. The study will build upon previous local and regional plans and will guide the implementation of infrastructure recommendations.

SUPPORTING DOCUMENTS

Attachment A – *Request for Proposals (RFP) – NS-002*
Attachment B – *Addendum 1 for Request for Proposals (RFP) – NS-002*
Attachment C – *Hunter Road Trail Connectivity and Development Study – Agreement*

Memorandum

To: Consultants

From: Theresa Hernandez, Finance & Administration Manager

Subject: Request for Proposals (NS-002)

Date: January 20, 2026

The Capital Area Metropolitan Planning Organization (CAMPO) is seeking the professional services of a consultant to perform the activities outlined in the attached Request for Proposals (RFP) for the Hunter Road Trail Connectivity and Development Study.

A pre-proposal meeting with the option of either in-person or virtual attendance will be held for consultants on Wednesday, January 28, 2026, at 2:00 PM (Central). Information and access links to this meeting are provided in the RFP. Please submit any questions by email to the attention of Nicholas Samuel, Senior Regional Planner, at campo.procurement@campotexas.org, no later than 5:00 PM (Central) on Tuesday, February 17, 2026. Responses will be posted on CAMPO's website at www.campotexas.org no later than 5:00 PM (Central) on Thursday, February 19, 2026.

Please note, it is the proposers' responsibility to visit CAMPO's website for any updated information regarding this RFP. Electronic proposals are due to CAMPO by 12:00 PM (Central) on Friday, February 27, 2026, in accordance with the submission requirements found in the RFP.

Thank you,

Theresa Hernandez
Finance & Administration Manager
Capital Area Metropolitan Planning Organization

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
REQUEST FOR PROPOSALS (RFP)

GENERAL INFORMATION

Solicitation No: NS-002
Service description: Hunter Road Trail Connectivity and Development Study
Date Issued: 5:00 PM (Central), Tuesday, January 20, 2026
Submission Deadline: 12:00 PM (Central), Friday, February 27, 2026
Submission Format: Electronic (PDF) document, file size less than 10 MB, 40 pages maximum (inclusive of everything), 8.5"x11" page size, font size 11 or larger for body text
Submissions Location: Proposals are to be submitted through email at campo.procurement@campotexas.org
Interview Date Range: March 26, 2026 – March 27, 2026

PRE-PROPOSAL MEETING

Date: ~~2:00 PM (Central), Wednesday, January 28, 2026~~
Location Address: 8303 N MoPac Expressway, Suite A210, Austin, TX 78759
Room Number: Large Conference Room
Online Option: Microsoft Teams
Meeting Link: Pre-Proposal Meeting - Solicitation No: NS-002 - Hunter Road Trail Study
Meeting ID: 213 875 748 622 66
Passcode: GL9Ju6aL
Download Teams | Join on the Web

INQUIRIES

Submission Deadline: 5:00 PM (Central), Tuesday, February 17, 2026
Submission Format: campo.procurement@campotexas.org
Response Posting: www.campotexas.org
Response Posting Date: 5:00 PM (Central), Thursday, February 19, 2026

CONTACT

Name: Nicholas Samuel
Title: Senior Regional Planner
Address: 8303 N MoPac Expressway, Suite A210, Austin, Texas 78759
Phone: (737) 224-3489
Email: campo.procurement@campotexas.org

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

OFFER SUBMITTED BY

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

Name:
Company Name:
Address:
Phone:
Email:

Signature: Date:

RFP SUBMITTAL

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

I. Proposal Contents and Specifications

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

II. Evaluation of Proposals

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

III. Scope of Work

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

RFP PROCESS INFORMATION

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

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

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

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

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

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

SECTION I
SUBMISSION CONTENTS AND SPECIFICATIONS

Submissions must include the following:

A. Executive Summary

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

B. Project Work Program

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

C. Project Management and Team

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

D. Schedule

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

E. Availability of Consultant

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

F. Prior Experience

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

G. Past Performance

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

H. Other Requirements and Disclosures

a. Title VI Requirements

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

b. Conflict of Interests/Debarment

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

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

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

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

c. Special Provisions relating to Local Government Officers*

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

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

If a solicitation indicates that the resulting product of the solicitation shall be presented by CAMPO for the concurrence or approval of a governing body of a political subdivision on which the prospective consultant (or an owner, in whole or in part, officer or employee) serves, any finding of a perceived conflict of interest by the Executive Director of CAMPO may be remedied by the local government officer's certified disclosure of the relationship with the prospective consultant and abstention from the local governing body's participation, consideration or concurrence with the product. Any such certification shall be made in writing and submitted to the Executive Director at the time any response to the solicitation is submitted. The Executive Director shall then transmit the same to the Chair of the Transportation Policy Board. The Chair of the Transportation Policy Board shall present the related solicitation and certification to the Executive Committee of the Transportation Policy Board. The Executive Committee shall review the solicitation and certification, and may (1) take no action or (2) submit the same to the Transportation Policy Board for any action it deems appropriate, in its reasonable discretion, under CAMPO's procurement policies and applicable law. Such action by the Transportation Policy Board may include a finding of a perceived conflict of interest, notwithstanding the consultant's disclosure and certification described above. In the event that the Transportation Policy Board determines that a perceived conflict of interest exists, the Board will notify

the prospective consultant in writing of the basis for the conclusion that a perceived conflict of interest exists, without any implied or actual limitation on any legal rights or defenses that might thereafter be asserted.

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

SECTION II
EVALUATION OF SUBMISSIONS

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

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

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

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

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

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

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

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

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

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

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

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

SECTION III
SCOPE OF WORK

Service Description: Hunter Road Trail Connectivity and Development Study

1. PURPOSE

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

The purpose of this initiative is to assist CAMPO and Great Springs Project (GSP) with a trail and connectivity study on 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 project applies targeted stakeholder engagement and site-specific analysis to confirm and add detail to established local, regional, and statewide visions of the Hunter Road corridor as a strategic trail investment—both for active transportation, and for local economic development. The study will build upon previous local and regional plans and will guide the implementation of infrastructure recommendations.

2. BACKGROUND

Numerous local, regional, and state planning initiatives have identified the Hunter Road (FM 2439) corridor in Hays and Comal Counties as a priority active and recreational trail route. Such studies include the San Marcos Transportation Master Plan (2018), which identifies this corridor as a boulevard with a combination of buffered and protected bike lanes, and the CAMPO 2045 Regional Active Transportation Plan, which identifies bicycle improvements on this corridor as part of the region's Priority Network. Additionally, the study area's northern terminus is at the City of San Marcos's Phase 1/Phase 2 Purgatory Creek Trail, which would provide connectivity through Central San Marcos.

Additional planning efforts have identified the importance of active transportation improvements further south along the Hunter Road corridor into Comal County. As described in further detail below, funding has been provided by the Alamo Area Metropolitan Planning Organization (AAMPO) for a complementary trail study for Hunter Road (signed as FM 1102) to the south of the Hays/Comal County line. This future study is called the FM 1102 Active Transportation Feasibility Study. Please note that the study area described in this RFP only covers the portion of the Hunter Road corridor north of FM 1102 to Purgatory Creek.

Furthermore, the TxDOT Bicycle Tourism Trail Study (BTTS; 2018) applied "an iterative, consensus-driven approach," including both quantitative and qualitative methods, to identify this route as a "Connecting Spur" in an example statewide network of tourism bikeways. In addition to supporting active transportation behaviors, the BTTS establishes this route as a tool for prosperity, to "attract bicyclists from around the world, showcase communities across the state, and boost economic development." While the BTTS methodology found that this route has significant promise as a component of a larger network, the study also acknowledges that "a more thorough analysis of local conditions and extensive stakeholder engagement is necessary to advance the study's resulting Example Network routes."

The corridor is a key component of the Great Springs Trail (GST) because of the benefits it can have for

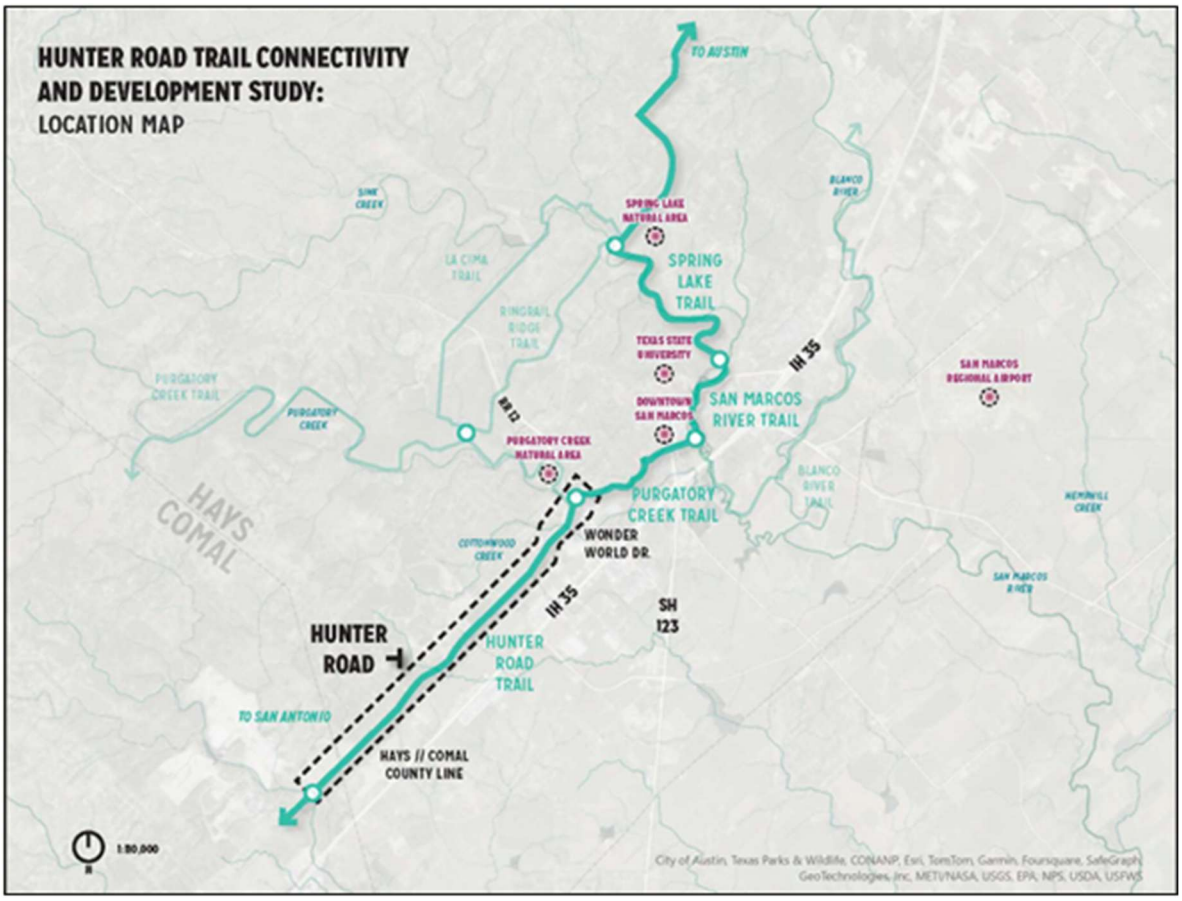
local and regional active transportation. Stewarded by Great Springs Project (GSP), the trail will provide over 100 miles of contiguous trail connectivity between the Alamo in San Antonio and the Capitol in Austin via the region's four great springs (San Antonio, Comal, San Marcos, and Barton). In 2025, the Texas legislature established this trail vision as the Texas Bicentennial Trail, a regional initiative connecting existing and new trails, Texas historical sites, and iconic landscape features, including Barton, San Marcos, Comal, and San Antonio Springs, into a trail network from the Alamo to the State Capitol. The Bicentennial Trail is to be completed by January 1, 2036. In addition, and largely because of its importance to local, county, and state trail priorities, this trail segment is a priority in the GST system and an essential connection between New Braunfels/Comal Springs and San Marcos/San Marcos Springs.

The Hunter Road Trail corridor study area (Corridor) is approximately 5.5 miles long. The road is a major collector, serving several existing and planned multi-family communities and commercial developments; it's also generally parallel to both the Union Pacific railroad line and IH-35, often serving as an alternative to the latter during times of heavy congestion.

Completing the Hunter Road Trail Connectivity and Development Study ("Study") will aid Hays County, the City of San Marcos, CAMPO, TxDOT, and GSP in the pursuit of various connectivity goals. While identified in the studies described above, two other efforts, the Great Springs Corridor Study (ongoing) and the FM 1102 Active Transportation Feasibility Study (future), will provide current, dynamic planning work to guide the Hunter Road Trail Connectivity and Development Study.

3. PROJECT BOUNDARIES/OUTCOMES

Project Boundaries: The Study will cover Hunter Road (FM 2439), from FM 1102 to Purgatory Creek Trail, roughly 1000 feet northeast of Wonder World Drive.



Project Outcomes: The Study will engage with stakeholders, evaluate previous and ongoing planning outcomes, and evaluate the project area's conditions to produce detailed concept designs for an effective trail along Hunter Road. These materials will prepare GSP and its partners to construct nearly 5.5 miles of trail and supporting amenities.

In addition to detailed concept design, the study will determine the costs and economic benefits of the preferred alternative and produce an implementation plan for both advancing the preferred alternative and achieving the identified economic benefits through trail-oriented development.

SCOPE OF SERVICES

Task 1 – PROJECT ADMINSTRATION AND MANAGEMENT

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

Project Management Plan

The Project Management Plan (PMP) outlines project team organization, roles, and responsibilities; program schedule; coordination and communication procedures; document and graphics formatting protocols; QA/QC plan; filing protocols; contract close-out procedures, and other operational information.

Quality Assurance/Quality Control Plan

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

Management of Work Activities

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

Program Schedule

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

Invoice Preparation and Submittal

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

Progress Report Preparation and Submittal

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

Kick-off and Coordination Meetings

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

Action Tracking Log

The Consultant shall develop and maintain a log of action items. The log shall identify the action item, its status, responsible party, date assigned, and date completed. The log shall be a tool for managing assignments and shall

be reviewed with CAMPO staff during coordination meetings.

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

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

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

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

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

Task 2 – OUTREACH AND ENGAGEMENT
The consultant will work with CAMPO and GSP staff to develop and implement a comprehensive and inclusive public involvement strategy that will lead to thorough and meaningful participation of various stakeholders in the visioning and evaluation of the study corridor.

Steering Committee
The consultant, in coordination with CAMPO and GSP staff, will develop a steering committee to help guide the study, review the study's recommendations, and provide a forum for interagency coordination. Members of the steering committee shall include staff from CAMPO, GSP, Hays County, City of San Marcos, TxDOT, Alamo Area MPO, and other agencies, as needed. The consultant will provide updates on the planning and design processes and incorporate feedback from the steering committee. With input from the steering committee, the consultant shall develop and confirm a set of principles/goals to guide the development of the Study concept plan and recommendations.

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

- business leaders,
- community leaders,
- key homeowner associations and property owners,

- staff from other City departments
- officials from Texas State University,
- and other entities or specific groups recommended by the Steering Committee.

Additionally, the consultant shall host two Task Forces comprised of stakeholders with specific expertise in trail development. This includes a Bicycle Stakeholder Task Force, comprised of partners active in cycling advocacy activities in the project area, and an Economic Development Task Force, comprised of partners with ranging perspectives on the role of trails in supporting local prosperity goals.

The consultant will engage and solicit feedback from the stakeholders throughout the process and specifically during development of the Issues and Opportunities Assessment, Detailed Concept Designs, and Benefits and Costs Evaluation. At least three rounds of stakeholder interviews/focus groups/task force meetings shall be held, one round each concurrent with Tasks 3, 4, and 5 in the planning process.

Public Meetings/Open Houses (Virtual and In-Person)
The consultant shall hold public meetings/open houses both online and in-person in the project vicinity at milestone points during the study to gain the perspectives of residents, advocacy groups, homeowner associations, business and community leaders, school boards, and other stakeholders. At least three public meetings shall be held, one each concurrent with Tasks 3, 4, and 5 in the planning process. Materials should use non-technical language to present information to individuals with varied backgrounds and familiarity with the planning process. To the extent possible, virtual and in-person public meetings/open houses shall be coordinated and held in conjunction with those for related Hays County and City of San Marcos Planning processes.

Title VI and Vulnerable Populations Outreach
The consultant shall provide a robust and coordinated effort to engage individuals and populations that are traditionally underserved and under-represented in the planning process, including populations protected by Title VI of the Civil Rights Act of 1964 and populations identified as vulnerable in the CAMPO 2050 Regional Transportation Plan. Efforts may include strategies such as meeting underserved populations where they are already receiving services and providing a variety of participation options through telephone, mail, and other low tech methods. Underserved and under-represented populations may be less likely to have access to high-speed internet to be able to engage online. Thus, outreach efforts will need to be flexible and be able to reach public spaces and resources in underserved and under-represented communities.

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

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

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

Deliverables

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

- Public engagement plan (draft and final);
- Stakeholder outreach database;
- Public involvement summary report (draft and final);
- Public meeting/open house coordination and materials;
- Stakeholder outreach meeting coordination and materials;
- Title VI and Vulnerable Populations meeting coordination and materials;
- Online outreach materials; and
- Additional outreach materials.

Task 3 – ISSUES AND OPPORTUNITIES

The consultant shall develop an Issues and Opportunities Assessment that includes review of previous plans and studies; existing conditions data compilation and summary; and identification of issues and opportunities. The results of this assessment will inform the development of the Detailed Concept Designs, Benefits and Costs Evaluation, and Implementation Plan.

Comprehension Review of Existing Studies, Plans, and Reports

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

- CAMPO 2050 Regional Transportation Plan (2025)
- CAMPO 2045 Regional Active Transportation Plan (2017)
- City of San Marcos Vision SMTX Comprehensive Plan (2024)
- City of San Marcos Transportation Master Plan (2018)
- Greater San Marcos Vision 2025 Economic Development Strategy (2020)
- Hays County Transportation Plan (2021)
- Great Springs Trail Plan (2025)
- Texas State University Master Plan (2025)
- TxDOT Bicycle Tourism Trail Study (2018)
- TxDOT Unified Transportation Program (2025)
- TxDOT Statewide Active Transportation Plan (2025)
- Relevant County and City capital investment programs and bond programs

Additionally, the consultant will be responsible for incorporating the findings of related and ongoing planning efforts into the Hunter Road Trail project. This includes the development of the Great Springs Corridor Study, FM 1102 Active Transportation Study, and other similar studies as recommended by CAMPO and GSP.

Data Compilation and Summary

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

- Existing and planned active transportation and roadway network connectivity
- Design standards for active transportation infrastructure and supportive amenities, including vegetation, seating elements, and similar
- Street cross-sections
- Vehicle, pedestrian, and bicycle safety analysis
- Active transportation activity levels, as available
- Driveways and other access management considerations
- Available right of way and utility locations
- Existing and future land use, including pending major development projects in the project area
- Environmental conditions, such as topography, special status species, floodplains, drainage, and existing vegetation

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

Issues and Opportunities Assessment

The data collected and analyzed by the consultant, combined with input from stakeholders as described in Task 2, will be used to inform an Issues and Opportunities Assessment for the Hunter Road Trail study area. The assessment will identify the challenges and opportunities for multimodal safety, network connectivity, quality of life, placemaking, design barriers, land use compatibility, and any other goals/priorities established during the outreach and engagement process. The consultant will summarize these issues and opportunities in a clear and compelling way, with both graphics and narrative that support the findings.

Revision of Goals and Objectives

The consultant will work with CAMPO, GSP, and the Steering Committee to revise the study goals and objectives, as needed, based on the findings of the Issues and Opportunities Assessment.

Deliverables

The consultant shall produce the following materials related to Task 3:

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

TASK 4 – DETAILED CONCEPT DESIGNS

The purpose of this task is to advance the design of the optimal active transportation facility based on the Study goals/objectives, community engagement, and the Issues and Opportunities assessment. With careful consideration of the physical conditions throughout the project area, the team will produce detailed concept designs that reflect the community's safety and connectivity goals. Outcomes of this phase are to establish and organize the major design elements of a safe, accessible, and well used active transportation facility. This includes identification of a primary trail alignment that maximizes user comfort while minimizing the amount of right of way to be acquired.

Survey

This task includes a preliminary survey, which will inform both the production of the detailed concept design and the eventual preliminary engineering report that will follow at a later time. Surveys will be produced by a professional surveyor and will include major control points, topography, existing infrastructure, existing vegetation, regulatory and property ownership boundaries, and other information necessary to support accurate concept design. The survey will be produced in coordination with TxDOT to ensure that it is completed to the agency's Local Government Project Procedures.

Concept Design Alternatives

Detailed concept design will be reached iteratively. First, the Consultant will produce up to four illustrative design concepts for analysis and discussion with the project team, steering committee, and stakeholders. Deliverables at this stage in the design process should, at a minimum, include:

- Preliminary survey, to include major control points, topography, existing buildings, infrastructure, and significant vegetation, regulatory and property ownership boundaries, delivered in both digital (e.g., AutoCAD) and PDF formats;
- plan-view trail alignment/location concepts;
- annotated maps with precedent images of typical safety countermeasures;
- rendered perspectives of key intersections or connections to existing/planned development; and
- sketches of aesthetic and user comfort features, such as wayfinding, landscaping/green infrastructure elements, and furnishings.

These alternatives will be used to engage with the community through an in-person open house and an online survey (Task 2). This engagement is crucial to ensuring that the preliminary design reflects stakeholders' expectations for the facility, and to identify a preferred alternative trail concept. The alternative design process, engagement activities, and outcomes will be summarized in a Concept Design document.

Detailed Concept Design (Preferred Alternative)

After developing the alternatives, the Consultant shall use a fatal flaw and qualitative/quantitative prioritization analysis process to identify a preferred alternative. Qualitative and quantitative criteria may include, but are not limited to, mobility, access, safety, placemaking, economic development, and stakeholder preferences.

Next, the Consultant shall produce a Detailed Concept design for the preferred alternative. At this stage, the design will identify appropriate safety countermeasures, such as grade separation, raised pavements with color treatments, and eliminating or combining redundant curb cuts. The Detailed Concept design will also include trail supportive elements, such as shade structures, benches, graphic identity (including signage and public art as appropriate), landscaping, and other elements that result in a high-quality outdoor environment.

The project team will prepare appropriate materials to capture schematic design, including:

- scaled plan view drawings that include a general trail alignment, dimensions, preliminary geometric layout, and preliminary right of way assessments;
- typical section elevations and cross sections that depict the relationship between motorists and active transportation users, and indicate preliminary drainage design;
- exhibits that depict tree and utility mitigation; and
- select concept level details, such as wayfinding elements, furnishings, and lighting.

Upon completion, the Detailed Concept Design document will be shared with the project's task forces and the public through in-person and online channels.

Deliverables

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

- Illustrative graphics for up to four Concept Design Alternatives;
- Illustrative graphics and a detailed concept design for the Preferred Alternative; and
- Concept Design Memorandum (draft and final) including a narrative describing the concept development process; evaluation of the initial design concepts considered; and maps, cross-sections, and illustrative graphics.

TASK 5 – BENEFITS AND COSTS EVALUATION

The purpose of this task is to evaluate the costs and benefits of the active transportation facility. In addition to providing a clearer understanding of the physical and functional characteristics of the optimal bicycle and pedestrian infrastructure along Hunter Road, detailed concept design in Task 4 provides an opportunity to better estimate both implementation costs, and the range of economic benefits that can be expected to accrue once the project is constructed.

The consultant will prepare an estimate for the construction costs of the detailed concept design elements. The estimate will include all identified items, including anticipated right of way and utility relocation, allowances, and contingencies, and will also include an estimate for planning and permitting fees necessary to make the project "shovel ready." This estimate will be prepared under the guidance of the Steering Committee to ensure that unit costs reflect local realities. The consultant will also use a combination of comparative studies, economic modeling, and data analysis to estimate the economic benefits of this trail segment once completed.

The estimated outcomes of this task will be summarized in a Benefits and Costs Report. The consultant will be responsible for implementing a defensible method of evaluating the economic benefits of the preferred Hunter Road Trail, such as the economic benefits of increased commercial/retail activities from improved connectivity and recreational trail access; improved land values and corresponding tax revenues for the city/county; and potential economic benefits of public health improvements. Benefits such as these would be compared to the anticipated costs of the project. Costs should include land acquisition and construction costs, operation and maintenance costs, and other direct and/or indirect costs as appropriate. The report will summarize this analysis and findings.

In addition to providing compelling information that can be used to support future investment, this evaluation can bolster efforts to pursue funding to implement the preferred facility. To that end, the consultant will be responsible for developing the Benefits and Costs Evaluation so that its outcomes can be repurposed for a future Benefits-Cost Analysis (BCA), as required for discretionary United States Department of Transportation (USDOT) grants. Since the inputs of a BCA will likely change between the completion of the Study and the submittal of a federal grant proposal to construct the Hunter Road Trail, is it not required for the consultant to produce a full BCA as part of this task. Instead, the consultant will produce a BCA Framework, including preliminary inputs, a template, all necessary datasets, and guidance for updating it should the partnership decide to submit for federal construction funding.

Deliverables

The consultant shall produce the following materials related to the Benefits and Costs Evaluation:

- Detailed Concept Design-level cost estimate;
- Benefits and Costs Memorandum, including summary description of the analytics process and its outcomes; and

- Benefits-Costs Analysis Framework, including all supporting datasets and instructions for completing/updating the analysis at a later date.

TASK 6 – IMPLEMENTATION PLAN

The purpose of this task is to produce an implementation plan with recommended actions for efficiently implementing the active transportation facility and achieving its intended connectivity and economic benefits. This plan will identify next steps for entities like Great Springs Project, agencies (e.g., Hays County, CAMPO, TxDOT, City of San Marcos), and local stakeholders and equip the project partnership with data to implement the identified improvements.

During this phase, the consultant will evaluate potential funding mechanisms and strategies to develop the identified elements of the Hunter Road Trail active transportation project. This includes developing a funding approach and timeline for completing the shared use path through a combination of local, state, federal, and private/non-profit sources.

This task will also develop a work plan for leveraging the trail to achieve economic development priorities. The project team will consider strategies and recommendations, including but not limited to the following:

- Local, regional, or state tolls to catalyze priority real estate development projects;
- Land use and zoning tools, such as expedited permitting and compliance pathways, that can facilitate the trail and trail-adjacent components of the economic development vision; and
- Innovative partnerships, including public-private partnerships, for achieving trail-oriented economic development in the Hunter Road Trail corridor.

Deliverables

The consultant shall produce an Implementation Plan Memorandum (draft and final) including the following elements:

- Recommended actions in the short, medium, and long-term for implementing the preferred concept reflected in the Detailed Concept Design;
- A funding strategy and timeline to guide implementation efforts; and
- An economic development strategy that aligns the Hunter Road Trail with the community's economic development objectives, as reflected through the study's community outreach program and stakeholder feedback.

TASK 7 – PLAN PRODUCTION AND ADOPTION

The consultant shall document and summarize the component tasks described in this scope into a final Hunter Road Trail Connectivity and Development Study. This document will serve as a synthesis of the component memoranda and include an executive summary, chapters, appendices, and section summaries as needed. The document should use non-technical language where possible so that it is accessible to multiple potential readers including agency staff, local decision-makers, and the public.

The consultant team will guide the final document through all necessary approvals and relevant presentations with the Hays County Commissioner's Court, San Marcos City Council, and Texas State University Board of Regents. As needed, the consultant shall also develop materials and present Study results at up to three (3) CAMPO Technical Advisory Committee (TAC) meetings and up to three (3) CAMPO Transportation Policy Board (TPB) meetings.

Deliverables

The consultant shall produce a final report (draft and final) including the following elements:

- Executive Summary
- Outreach and Engagement Summary
- Issues and Opportunities Assessment
- Detailed Concept Designs
- Benefits and Costs Evaluation
- Implementation Plan
- Appendices, as needed

The consultant shall develop presentation materials (slide decks, scripts, etc.) for up to three (3) TAC meetings and up to three (3) TPB meetings.

PROJECT TIMELINE AND BUDGET

The Hunter Road Trail Connectivity and Development Study is anticipated to take between 12 and 18 months from the work authorization approval. The budget for this work shall not exceed **$582,400**.

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

ADDENDUM

Solicitation: NS-002 **Addendum No: 1** **Date of Addendum: 1/22/2026**

Based on a scheduling conflict, this addendum removes or revises the following information in the Request for Proposals (RFP) document:

I. Revise current item PRE-PROPOSAL MEETING, page 2, as follows:

Date: 3:00 PM (Central), Monday, February 2, 2026

II. All other terms and conditions remain the same.

APPROVED BY: _____

Ashby Johnson, Executive Director
CAMPO, (512) 993-6599

INCLUDE ONE COPY OF THIS ADDENDUM WITH YOUR RESPONSE. FAILURE TO DO SO MAY CONSTITUTE GROUNDS FOR REJECTION.

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DRAFT AGREEMENT BY AND BETWEEN

THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

AND

GREAT SPRINGS PROJECT, INC.

FOR

THE HUNTER ROAD TRAIL CONNECTIVITY AND DEVELOPMENT STUDY

This agreement ("Agreement") is made and entered into this 14th day of January, 2026 (the "Effective Date"), by and between the Capital Area Metropolitan Planning Organization, a federally designated metropolitan planning organization with offices located at 8303 N. MoPac Expy, Austin, TX 78759 ("CAMPO"), and Great Springs Project, Inc., a Texas nonprofit corporation, with offices located at 409 W. 14th St., Austin, Texas 78701 ("GSP"). CAMPO and GSP may be referred to herein individually as a "Party" or collectively as the "Parties."

RECITALS

WHEREAS, CAMPO is the federally designated metropolitan planning organization (MPO) for the Austin-Round Rock-Georgetown Metropolitan Area and is responsible for coordinating transportation planning and programming activities within its six-county region;

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

WHEREAS, in response to that project call, GSP submitted the Hunter Road Trail Connectivity and Development Study as a proposed planning effort to examine the feasibility, alignment, and implementation strategies for an active transportation trail along or near the Hunter Road corridor in Hays County and the City of San Marcos;

WHEREAS, GSP is a Texas nonprofit organization with a mission to preserve natural spaces and promote regional trail connectivity from Austin to San Antonio by engaging local stakeholders, governmental entities, and the public;

WHEREAS, CAMPO and GSP mutually recognize the public benefits of enhancing trail infrastructure, including increased mobility options, improved air quality, economic vitality, and access to recreational and environmental resources;

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WHEREAS, the proposed Study will support local and regional priorities through technical analysis, public engagement, and coordination with agencies having jurisdiction, and will directly contribute to CAMPO's long-range planning objectives and performance-based outcomes;

WHEREAS, the CAMPO Regional Active Transportation Plan identified Hunter Road (FM 2439) as part of regional priority network for active transportation modes, with new construction and/or upgrades needed to better support walking and biking;

WHEREAS, this trail segment is a critical component of the Bicentennial Trail, established by the Texas Legislature as a network of hike and bike trails to connect the Alamo to the State Capitol and to include hike and bike trail connections to Barton Springs, San Marcos Springs, Comal Springs, and San Antonio Springs for the purposes of promoting outdoor recreation, environmental stewardship, and the historical and cultural heritage of Texas;

WHEREAS, the Texas Department of Transportation ("TxDOT"), the City of San Marcos, and Hays County (by Resolution of the Hays County Commissioners Court) have each expressed support for the Study and its alignment with their respective planning and policy goals, as well as the public purpose of the proposed study;

NOW, THEREFORE, in consideration of the mutual promises and covenants herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

I. PAYMENT

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

II. OBLIGATIONS OF CAMPO

A. CAMPO shall support and work to ensure the completion of the Hunter Road Trail Connectivity and Development Study ("Study").

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B. CAMPO will form a steering committee that includes GSP, the City of San Marcos, Hays County, TxDOT, and representatives of the Alamo Area Metropolitan Planning Organization ("AAMPO"), and other stakeholders, to guide the planning and execution process of the Study.

D. CAMPO will manage all phases of development and administration of a consultant contract, including, but not limited to, procurement, contract execution, review and approval of deliverables, enforcement of contract terms and conditions, payment of invoices, and contract close-out. CAMPO will actively engage and partner with GSP throughout the process to ensure that the final plan meets the needs of GSP, CAMPO's Transportation Policy Board, and other stakeholders.

E. CAMPO will coordinate with GSP and other stakeholders on any proposed and/or necessary changes to any project schedule, public participation plan, and other related documents, prior to approval.

F. CAMPO will pay an amount not to exceed **$458,640 or 75% of the total project costs of $611,520** to cover planning services.

III. OBLIGATIONS OF GSP

A. GSP will actively work with CAMPO in the development of the Study consistent with Attachment A – Scope of Work.

B. GSP will remit to CAMPO **a single lump sum of $152,880, or 25% of the $611,520 total project cost**, as the local match for this study, within thirty (30) days of the effective date of this Agreement.

C. GSP will participate in the consultant selection process and the planning process of the Study to include CAMPO's standard 30-day public comment period.

IV. COORDINATION WITH LOCAL AGENCIES

A. Stakeholder Involvement. TxDOT, the City of San Marcos, Hays County and AAMPO representatives shall be invited to participate in technical coordination meetings, provide input throughout the Study process, and review draft and final deliverables. Comal County shall also be included in these consultations where necessary.

B. Agency Endorsement. The Study is supported and endorsed by TxDOT, the City of San Marcos, Hays County and AAMPO as consistent with their regional mobility and planning goals and serving a public purpose.

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V. TERM AND TERMINATION

A. This Agreement is effective on the date of the last party to sign. The Agreement terminates on twenty-four (24) months from the effective date, unless otherwise terminated pursuant to this Agreement.

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

C. This Agreement may be terminated, in whole or in part, by either party whenever such termination is found to be in the best interest of either party. Either party shall provide written notification to the other party at least thirty (30) days in advance of the effective date of the termination. All notices pursuant to this Agreement shall be deemed given when either delivered in person or deposited in the United States mail, postage prepaid, certified mail, return receipt requested, addressed to the appropriate party at the following address:

CAMPO:

Ashby Johnson
Executive Director
Capital Area Metropolitan Planning Organization
8303 N. MoPac Expy
Austin, TX 78750
Email: ashby.johnson@campotexas.org

with a copy to:

Will Lisska
Regional Planning Manager
Capital Area Metropolitan Planning Organization
8303 N. MoPac Expy
Austin, TX 78750
Email: will.lisska@campotexas.org

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GSP:

Garry Merritt
Executive Director
Great Springs Project, Inc.
409 W. 14th St.,
Austin, TX 78701
Email: garry@greatspringsproject.org

with a copy to:

Mikey Goralnik
Trails & Transportation Planner
Great Springs Project, Inc.
409 W. 14th St.,
Austin, TX 78701
Email: mikey@greatspringsproject.org

VI. RESTRICTION ON LOBBYING

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

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VII. INSPECTION OF WORK AND RETENTION OF DOCUMENTS

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

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

VIII. PROCUREMENT

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

IX. LEGAL CONSTRUCTION

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

X. LAW AND VENUE

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

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XI. NON-DISCRIMINATION

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

XII. INTERPRETATION OF LAWS AND AUTHORITIES

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

XIII. ALTERATION, AMENDMENT, OR MODIFICATION

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

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

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date:

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Signed by:
By: Ashby Johnson
ED3616F2703B495...
Name: Ashby Johnson
Title: Executive Director

Date: 1/16/2026

GREAT SPRINGS PROJECT, INC.

DocuSigned by:
By: Garry Merritt
C2C42280C45F4D4...
Name: Garry Merritt
Title: Chief Executive Officer

Date: 1/13/2026

Docusign Envelope ID: 4000E454-E5AF-4252-A049-074B6A48BFB8

ACKNOWLEDGMENT:

The following agencies are not parties to this Agreement but acknowledge their support and coordination role in the Study.

CITY OF SAN MARCOS

By: _____

Name:

Title:

Date: 10/17/2025

Docusign Envelope ID: 4000E454-E5AF-4252-A049-074B6A48BFB8

ACKNOWLEDGMENT:

The following agencies are not parties to this Agreement but acknowledge their support and coordination role in the Study.

TEXAS DEPARTMENT OF TRANSPORTATION

By: Orlando Gallegos
Name: Orlando Gallegos
Title: Area Engineer
District/Division: Austin
Date: 10/10/2025

Date:	May 11, 2026
Continued From:	April 13, 2026
Action Requested:	Information

To:	Transportation Policy Board
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	10
Subject:	Update on 2028-2031 Call for Projects

RECOMMENDATION

None. This item is for information and discussion only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) has issued the 2028-2031 Call for Projects requesting applications for transportation projects within the six-county CAMPO region. This competitive process will select projects for Surface Transportation Block Grant (STBG), Transportation Alternative Set-Aside (TASA), and Carbon Reduction Program (CRP) funding.

The risk assessment and benefit evaluation scores have been completed and will be discussed on May 11, 2026. The comprehensive Project Evaluation and Funding Recommendation Report will be completed and provided to the Transportation Policy Board and Technical Advisory Committee later in May. This report will include project profiles, maps, 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 – *Project Call Information (Funding Opportunities Webpage)*
Attachment B – *Memorandum – 2028-2031 Call for Projects – Project Evaluation Results*

To: Transportation Policy Boad

From: Ryan Collins, Short-Range Planning Manager

Subject: 2028-2031 Call for Projects – Project Evaluation Results

Date: May 4, 2026

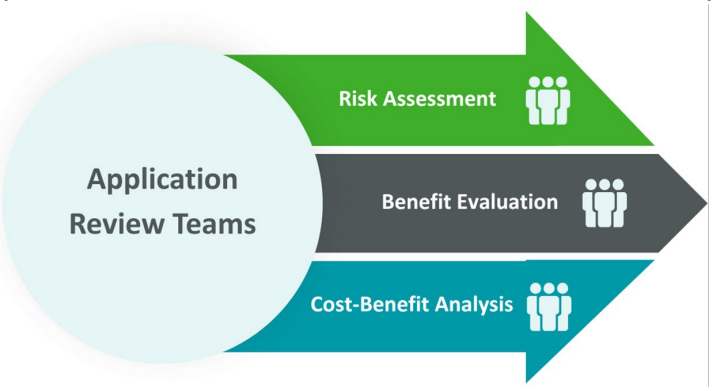
The Capital Area Metropolitan Planning Organization (CAMPO) has concluded the evaluation of transportation projects submitted through the 2028 – 2031 Call for Projects using the evaluation process and project selection criteria adopted by the Transportation Policy Board in 2018 and reaffirmed by the TPB at the October 6, 2025 meeting.

As the detailed Project Evaluation and Funding Recommendation Report is being finalized, staff have prepared a high-level summary of the individual project evaluation results including the risk assessments, benefit evaluation, project rankings, and recommendation for funding.

Executive Summary of Project Call Recommendation	
Number of Submissions	121
Number of Submission Sponsors	22
Recommended Projects	46 (38%)
Funding Amount Recommended	$334.7 Million

Review Process Summary

The results are the culmination of an extensive and independent review of each individual project application. Each project was reviewed independently by a minimum of nine reviewers, (three teams of three reviewers) all separately conducting the risk assessment, benefit evaluation, and cost-benefit analysis. At the conclusion of the independent reviews and initial results, all reviewers and teams met to review their findings, investigate and resolve any significant review deviations, and compile the final results and recommendation for Transportation Policy Board consideration.



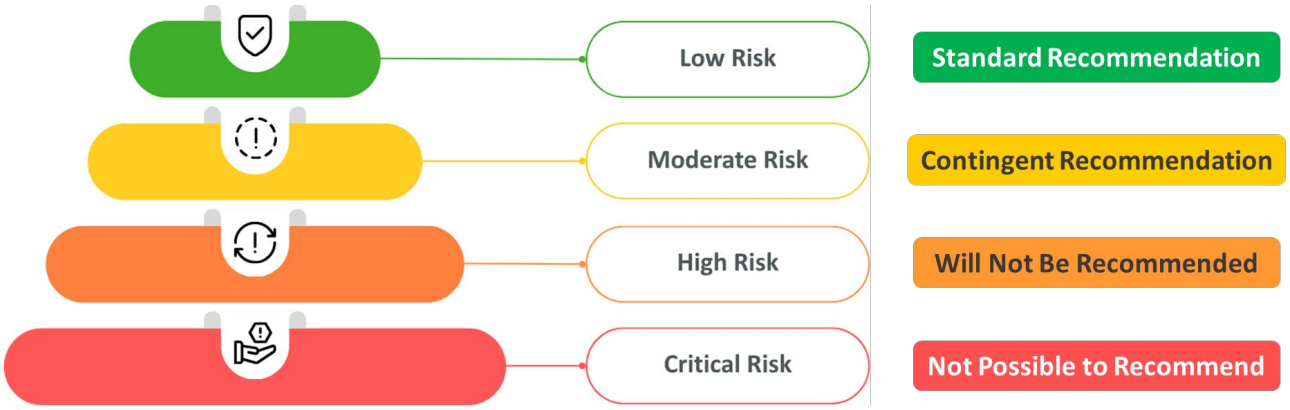


Risk Assessment Summary

The risk (readiness) assessment provides a comprehensive assessment of the project and application to ensure that investments made by the Transportation Policy Board (TPB) will move forward as proposed in the application and on time, within budget, and on scope – ensuring the TPB, and region, gets what it pays for.

The risk assessment was conducted through the evaluation of 13 risk metrics that together determine where a project is in the development process to ensure it is ready to move to the requested phase of work submitted and provide the overall risk of an individual project. This risk assessment system uses determination of low, moderate, high, and critical for each individual measure, which in turn is used to determine the overall risk of a project using the same determinate values.

Staff have prepared the recommendation of the low and moderate risk projects with low-risk projects receiving a standard recommendation and moderate-risk projects receiving a contingent recommendation. A contingent recommendation means that the projects are recommended contingent that the sponsor address the identified risk factors for their specific projects before staff will program the project in the Transportation Improvement Program (TIP).



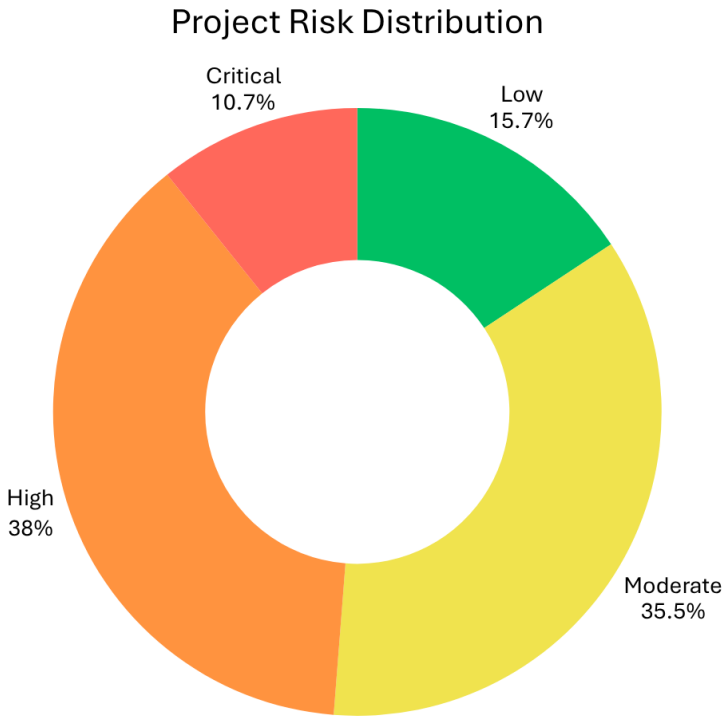
Risk Level Cut Off for Recommendation

It is important to note the difference between a project determined to be moderate risk versus those that are considered high risk, and why a moderate risk project will still be recommended versus a high-level risk not being recommended.

Moderate risk projects are projects whose applications have minor issues that can be addressed or clarified immediately and do not impact the overall recommendation. For example, many sponsors will need to provide additional information regarding the utility conflicts in addition to their submitted utility conflict matrices, other sponsors will need to provide an updated funding resolution due to vague language.

High risk projects are projects whose applications have major issues that will need a complete reworking of the application submission and the issues would impact the overall recommendation. For example, some sponsors did not provide a budget for their project. Because these issues would necessitate a reworking of the application and impact the amount of funding to be requested from the Transportation Policy Board, they are not considered for contingent recommendation.

To summarize the critical difference between moderate risk and high-risk projects is that moderate risk issues are minor, can be easily corrected, and are isolated, affecting only the project itself. Conversely, high risk project issues cannot be easily corrected and would impact the amount of funding available to other projects.



Risk Measure Impacts

As part of the overall risk assessment, it is important to identify the four specific measures that have a disproportionate impact on the overall risk determination: eligibility, scope, cost-estimate, and funding requirements. Because these measures carry such a high-level of impact, a risk determination of high or critical for *any* of these measures means an overall project risk level of high or critical as the identified issues will have a significantly negative impact on project delivery.

Below is a summary of the 13 individual measures and whether or not they are required elements based on the project phase submitted for funding consideration. In-depth information is linked in the attachment section of the memorandum.

Risk Measures Application Requirements by Phase			
Measure	Planning	Engineering	Construction
Eligibility	✓	✓	✓
Management	✓	✓	✓
Scope	✓	✓	✓
Schedule	✓	✓	✓
Location	✓	✓	✓
Cost Estimate	✓	✓	✓
Funding Requirements	✓	✓	✓
Coordination	✓	✓	✓
Planning		✓	✓
Public Involvement		✓	✓
Environmental Analysis		✓	✓
Engineering and Design			✓
Right of Way/Utilities			✓

Benefit Evaluation Summary

The benefit evaluation process evaluates individual projects based on performance measures and a cost-benefit analysis. The performance measures are a mix of quantitative and qualitative metrics that demonstrate the relative regional benefit of the individual project. The cost-benefit analysis provides a return on investment (ROI) for each project determined by a projects projected impact on congestion and safety relative to the amount of funding required to realize those benefits. The results of the performance measure analysis and cost-benefit analyses are combined to provide a holistic regional value of an individual project.

Benefit Evaluation Impacts and Weighting

It is important to note that CAMPO has seven categories of transportation projects each with its own unique set of performance measures and cost-benefit analysis methodology. Just as you cannot a measure the area of square with the same area formula for a circle, custom criteria and weighting allow the process to accurately measure the impact of all transportation project types. See the categories and weighing below:

Benefit Evaluation Categories and Score Weighting		
Category	Performance Measures	Cost-Benefit Analysis
Roadway	50%	50%
ITS/Operations	50%	50%
Transit	50%	50%
Active Transportation	75%	25%
TDM	50%	50%
Transportation Planning	100%	N/A
Other	50%	50%

Benefit Evaluation Ranking

The results of the performance measure and cost-benefit analysis are combined to provide a numerical score that is used to provide an ordinal ranking of the projects based on project type. The categories are designed to give a balanced relative comparison across categories, so all scores are combined into a comprehensive ranking to provide the Transportation Policy Board a ranking of projects that provide the most regional benefit relative to the investment required to realize those benefits.

Note that the score provides an *ordinal* ranking meaning that Project A with a score of 75.46 compared to Project B with a score of 75.35 only means that Project A provides a better value for the region versus Project B. It does not mean that there is a .11 difference in the actual value, which is statistically insignificant, what matters is the ranking produced by the values not the values themselves.

Crafting the Recommendation

The recommendation has been developed by matching each low and moderate-risk project with the eligible funding program considering funding availability against the amount requested. The matching process went by project rank, starting at the highest-ranking project and going down the ranking order until the projected funding is exhausted or otherwise unavailable. Staff prioritized the requested fiscal year of the sponsor if possible but adjusted the program year due to funding availability against identified project factors such as functional classification requirements, right-of-way acquisitions and other elements that impact the project schedule.

Note that the funding amounts for each project are adjusted for inflation to the fiscal year recommended for programming. Submitted amounts were directed to be at current costs so that funding requests and required match could be adjusted consistently at an annual 4% rate.

- *Surface Transportation Block Grant (STBG)* - The current draft recommendation maximizes the amount of Surface Transportation Block Grant (STBG) funding projected to be available for programming.

- *Transportation Alternatives Set Aside (TASA)* - TASA funding is allocated to all eligible projects that are low or moderate risk. These projects are front-loaded in the programming schedule as funding is available immediately for these projects. Because there were not enough low and moderate risk TASA-eligible projects to fully program the projected amounts, there will be funding available starting in Fiscal Year 2029. Staff will advise the Transportation Policy Board to hold a TASA-only project call in 2028 earlier than the current four-year schedule.

- *Carbon Reduction Program (CRP)* - Outside of the projects funded with STBG and TASA funding, only one low or moderate risk project was determined to be eligible for CRP funding (Application CFP-PFA-125). This project could only be programmed in Fiscal Year 2030 due to the amount of the funding request. Because CRP funding is at particular risk of not continuing beyond the IIJA, the project needing to be programmed in later years, and the low score of the project, staff recommend waiting to see how reauthorization will impact this program and include the amounts in the 2028 TASA call. This project is listed in the draft recommendation but will be removed pending additional guidance.

Next Steps

In addition to the information in the memorandum, staff are compiling a comprehensive recommendation report that will include individual project profiles with detailed evaluation results. This report will be provided once it is completed prior to the Transportation Policy Board meeting on June 8, 2026.

For any additional questions or concerns please email funding@campotexas.org.

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

Recommended Projects (Sorted by Score)

Recommended Projects (Sorted by Project Score)											
Application ID	**Agency**	**Project**	**Project Type**	**Program**	**Federal**	**Local Match**	**Total Funding**	**FY**	**Score**	**Risk**	**Recommendation**
CAMPO-PFA-142	City of Austin	Bergstrom Spur Trail	Active Transportation	TASA	$4,759,040	$1,189,760	$5,948,800	2028	87.9	Moderate Risk	Yes
CAMPO-PFA-103	Texas Department of Transportation	SH 71 (Burnet County)	Roadway	STBG	$460,617	$115,154	$575,771	2028	86.01	Moderate Risk	Yes
CAMPO-PFA-102	City of Austin	Safe Routes to School Plan (SRTS) Refresh	Transportation Planning	TASA	$596,127	$149,032	$745,158	2027	86	Moderate Risk	Yes
CAMPO-PFA-52	Williamson County	Parmer Lane at SH 45	Roadway	STBG	$4,728,699	$1,182,175	$5,910,874	2028	83.99	Low Risk	Yes
CAMPO-PFA-122	Capital Area Metropolitan Planning Organization	CAMPO Project Readiness Program	Other	STBG/TIFIA	$11,031,603	$2,757,901	$13,789,504	2027	83.5	Low Risk	Yes
CAMPO-PFA-44	City of Leander	Safe Routes to School (SRTS) Program	Transportation Planning	TASA	$286,000	$71,500	$357,500	2027	83	Moderate Risk	Yes
CAMPO-PFA-64	City of Austin	Oltorf Street Planning Study	Transportation Planning	STBG	$625,975	$156,494	$782,469	2028	81	Moderate Risk	Yes
CAMPO-PFA-140	City of San Marcos	Cape Street Shared Use Path	Active Transportation	TASA	$820,934	$205,234	$1,026,168	2028	79.7	Low Risk	Yes
CAMPO-PFA-40	Williamson County	Seward Junction Loop - Northwest	Roadway	STBG	$5,735,491	$1,433,873	$7,169,364	2029	77.89	Low Risk	Yes
CAMPO-PFA-135	City of Austin	Pleasant Valley Road - PER	Transit	TASA	$1,349,705	$337,426	$1,687,131	2027	77.6	Moderate Risk	Yes
CAMPO-PFA-48	Williamson County	Corridor A2 - Segment 2	Roadway	STBG	$11,738,378	$2,934,594	$14,672,972	2031	76.65	Moderate Risk	Yes
CAMPO-PFA-86	Williamson County	Brushy Creek Regional Trail (BCRT)	Active Transportation	TASA	$3,721,357	$930,339	$4,651,696	2027	76.3	Low Risk	Yes
CAMPO-PFA-63	City of Austin	North Lamar Boulevard Planning Study	Transportation Planning	STBG	$648,190	$162,047	$810,237	2028	76	Moderate Risk	Yes
CAMPO-PFA-33	City of Buda	Main Street Improvements	Roadway	STBG	$10,476,424	$2,619,106	$13,095,530	2029	75.48	Moderate Risk	Yes
CAMPO-PFA-145	City of Austin	Davis Lane Substandard Street	Active Transportation	STBG	$4,980,667	$1,245,167	$6,225,834	2028	75.2	Moderate Risk	Yes
CAMPO-PFA-120	Travis County/Great Springs Project	Colorado River Trail Plan	Transportation Planning	TASA	$416,000	$104,000	$520,000	2027	75	Low Risk	Yes
CAMPO-PFA-54	Williamson County	Chandler Road (FM 1660 Overpass)	Roadway	STBG	$18,045,054	$4,511,263	$22,556,317	2030	74.36	Moderate Risk	Yes
CAMPO-PFA-112	Texas Department of Transportation	IH-35/Kohler Crossing Grade Separation	Roadway	STBG	$8,759,901	$2,189,975	$10,949,876	2031	73.65	Moderate Risk	Yes
CAMPO-PFA-51	Williamson County	East Wilco Highway - Segment 6	Roadway	STBG	$13,737,790	$3,434,448	$17,172,238	2031	73.53	Moderate Risk	Yes
CAMPO-PFA-56	City of Austin	West Anderson Lane Planning Study	Transportation Planning	STBG	$497,332	$124,333	$621,664	2028	73	Moderate Risk	Yes
CAMPO-PFA-100	City of Austin	Austin Traffic Signal Construction	ITS/Operations	STBG	$1,821,833	$455,458	$2,277,291	2028	72.5	Moderate Risk	Yes
CAMPO-PFA-94	Williamson County	Red Bud Lane	Roadway	STBG	$6,378,331	$1,594,583	$7,972,914	2031	72.04	Moderate Risk	Yes
CAMPO-PFA-88	City of Bee Cave	City of Bee Cave Pedestrian Bridge	Active Transportation	TASA	$446,160	$111,540	$557,700	2028	72	Moderate Risk	Yes
CAMPO-PFA-91	Williamson County	Ronald Reagan Blvd - C1	Roadway	STBG	$14,949,329	$3,737,332	$18,686,662	2031	71.97	Moderate Risk	Yes
CAMPO-PFA-89	Caldwell County	FM 2720 Widening	Roadway	STBG	$3,409,258	$852,314	$4,261,572	2028	71.65	Low Risk	Yes
CAMPO-PFA-144	City of Austin	Latta Lane/Brush Country Road Substandard Street	Active Transportation	STBG	$1,942,235	$485,559	$2,427,793	2028	71.6	Moderate Risk	Yes
CAMPO-PFA-150	City of Austin	Waterloo Greenway Phase III	Active Transportation	TASA	$1,093,811	$273,453	$1,367,263	2027	71.3	Moderate Risk	Yes
CAMPO-PFA-81	Travis County	Howard Lane East Corridor Plan	Transportation Planning	STBG	$414,065	$103,516	$517,581	2028	71	Moderate Risk	Yes
CAMPO-PFA-141	City of Austin	Dean Keeton Preliminary Engineering Report	Transit	TASA	$1,165,934	$291,483	$1,457,417	2027	70.9	Moderate Risk	Yes
CAMPO-PFA-124	City of Round Rock	North Mays Street Widening Project	Roadway	STBG	$8,571,464	$2,142,866	$10,714,330	2029	70.07	Low Risk	Yes
CAMPO-PFA-43	Hays County	FM 2001 East Interim	Roadway	STBG	$12,814,451	$3,203,613	$16,018,063	2029	69.68	Moderate Risk	Yes
CAMPO-PFA-80	Williamson County	Bagdad Road/CR 279	Roadway	STBG	$30,394,728	$7,598,682	$37,993,411	2028	68.85	Low Risk	Yes
CAMPO-PFA-107	Texas Department of Transportation	SS 26	Roadway	STBG	$10,949,876	$2,737,469	$13,687,345	2030	66.67	Moderate Risk	Yes
CAMPO-PFA-46	Hays County	FM 2001 Gap - Precinct 2	Roadway	STBG	$951,808	$237,952	$1,189,760	2028	66.05	Moderate Risk	Yes
CAMPO-PFA-67	Travis County	Wells Branch Parkway Phase IV Corridor Plan	Transportation Planning	STBG	$779,226	$194,806	$974,032	2028	65	Moderate Risk	Yes
CAMPO-PFA-147	City of San Marcos	Old Ranch Road 12 Improvements	Roadway	STBG	$11,764,182	$2,941,045	$14,705,227	2030	64.17	Moderate Risk	Yes
CAMPO-PFA-68	Travis County	East Pflugerville Parkway (Jesse Bohls Road) Corridor Plan	Transportation Planning	STBG	$537,961	$134,490	$672,451	2028	64	Moderate Risk	Yes
CAMPO-PFA-70	Travis County	Lohmans Ford Road Corridor Plan	Transportation Planning	STBG	$751,953	$187,988	$939,941	2028	64	Moderate Risk	Yes
CAMPO-PFA-39	City of Leander	Hero Way/RM 2243 South Frontage Road	Roadway	STBG	$16,642,722	$4,160,680	$20,803,402	2029	63.19	Low Risk	Yes
CAMPO-PFA-136	City of Georgetown	FM 971 Expansion Project	Roadway	STBG	$21,732,095	$5,433,024	$27,165,119	2029	63.15	Low Risk	Yes
CAMPO-PFA-104	Capital Metropolitan Transportation Authority	Bus Stop Street Furniture /Equipment Program	Transit	STBG	$7,303,556	$1,825,889	$9,129,445	2029	62.9	Low Risk	Yes
CAMPO-PFA-34	City of Georgetown	SH 29 East Roadway Design	Roadway	STBG	$3,213,208	$803,302	$4,016,510	2029	60.47	Low Risk	Yes
CAMPO-PFA-75	Williamson County	Ronald Reagan Blvd - D2	Roadway	STBG	$21,749,291	$5,437,323	$27,186,614	2030	60.39	Low Risk	Yes
CAMPO-PFA-128	City of Round Rock	Kenney Fort Boulevard - Segment 6	Roadway	STBG	$16,344,411	$4,086,103	$20,430,514	2031	60.12	Moderate Risk	Yes
CAMPO-PFA-143	City of Austin	Menchaca Road Reconstruction	Roadway	TASA	$9,919,209	$2,479,802	$12,399,011	2028	55.91	Moderate Risk	Yes
CAMPO-PFA-125*	Capital Metropolitan Transportation Authority	Hybrid Bus Fleet Upgrade Program	Transit	CRP	$25,268,945	$6,317,236	$31,586,181	2030	40.3	Low Risk	Yes*

Draft

*See note in the 2028-2031 Call for Projects Memorandum regarding Carbon Reduction Program (CRP) funding availability.

Total Project List (Sorted by Score)

All Projects (Sorted by Project Score)											
Application ID	**Agency**	**Project**	**Project Type**	**Program**	**Federal**	**Local Match**	**Total Funding**	**FY**	**Score**	**Risk**	**Recommendation**
CAMPO-PFA-142	City of Austin	Bergstrom Spur Trail	Active Transportation	TASA	$4,759,040	$1,189,760	$5,948,800	2028	87.9	Moderate Risk	Yes
CAMPO-PFA-103	Texas Department of Transportation	SH 71 - Burnet County	Roadway	STBG	$460,617	$115,154	$575,771	2028	86.01	Moderate Risk	Yes
CAMPO-PFA-102	City of Austin	Safe Routes to School Plan (SRTS) Refresh	Transportation Planning	TASA	$596,127	$149,032	$745,158	2027	86	Moderate Risk	Yes
CAMPO-PFA-134	Great Springs Project/City of Buda	Regional Onion Creek Park Connectivity Study	Transportation Planning	TASA	$341,120	$85,280	$426,400	2027	84	High Risk	No
CAMPO-PFA-52	Williamson County	Parmer Lane at SH 45	Roadway	STBG	$4,728,699	$1,182,175	$5,910,874	2028	83.99	Low Risk	Yes
CAMPO-PFA-122	Capital Area Metropolitan Planning Organization	CAMPO Project Readiness Program	Other	STBG/TIFIA	$11,031,603	$2,757,901	$13,789,504	2027	83.5	Low Risk	Yes
CAMPO-PFA-44	City of Leander	Safe Routes to School (SRTS) Program	Transportation Planning	TASA	$286,000	$71,500	$357,500	2027	83	Moderate Risk	Yes
CAMPO-PFA-64	City of Austin	Oltorf Street Planning Study	Transportation Planning	STBG	$625,975	$156,494	$782,469	2028	81	Moderate Risk	Yes
CAMPO-PFA-140	City of San Marcos	Cape Street Shared Use Path	Active Transportation	TASA	$820,934	$205,234	$1,026,168	2028	79.7	Low Risk	Yes
CAMPO-PFA-101	Great Springs Project/City of Buda	RM 967 Shared Use Path Feasibility Study	Transportation Planning	TASA	$332,800	$83,200	$416,000	2027	79	High Risk	No
CAMPO-PFA-151	Great Springs Project/Hays County	Priority Multi-Use Connectivity Study	Transportation Planning	TASA	$353,600	$88,400	$442,000	2027	78	High Risk	No
CAMPO-PFA-58	City of Austin	Cesar Chavez Street Planning Study	Transportation Planning	STBG	$511,442	$127,861	$639,303	2028	78	High Risk	No
CAMPO-PFA-40	Williamson County	Seward Junction Loop - Northwest	Roadway	STBG	$5,735,491	$1,433,873	$7,169,364	2029	77.89	Low Risk	Yes
CAMPO-PFA-135	City of Austin	Pleasant Valley Road - PER	Transit	TASA	$1,349,705	$337,426	$1,687,131	2027	77.6	Moderate Risk	Yes
CAMPO-PFA-48	Williamson County	Corridor A2 - Segment 2	Roadway	STBG	$11,738,378	$2,934,594	$14,672,972	2031	76.65	Moderate Risk	Yes
CAMPO-PFA-86	Williamson County	Brushy Creek Regional Trail (BCRT)	Active Transportation	TASA	$3,721,357	$930,339	$4,651,696	2027	76.3	Low Risk	Yes
CAMPO-PFA-63	City of Austin	North Lamar Boulevard Planning Study	Transportation Planning	STBG	$648,190	$162,047	$810,237	2028	76	Moderate Risk	Yes
CAMPO-PFA-153	City of Austin	Pearce Lane Bicycle/Pedestrian Safety Improvements	Active Transportation	STBG	$2,921,306	$730,327	$3,651,633	2028	75.8	High Risk	No
CAMPO-PFA-33	City of Buda	Main Street Improvements	Roadway	STBG	$10,476,424	$2,619,106	$13,095,530	2029	75.48	Moderate Risk	Yes
CAMPO-PFA-145	City of Austin	Davis Lane Substandard Street	Active Transportation	STBG	$4,980,667	$1,245,167	$6,225,834	2028	75.2	Moderate Risk	Yes
CAMPO-PFA-120	Travis County/Great Springs Project	Colorado River Trail Plan	Transportation Planning	TASA	$416,000	$104,000	$520,000	2027	75	Low Risk	Yes
CAMPO-PFA-126	Texas Department of Transportation	SH 29 - Bertram Gap	Roadway	STBG	$6,644,797	$1,661,199	$8,305,996	2030	74.45	High Risk	No
CAMPO-PFA-54	Williamson County	Chandler Road (FM 1660 Overpass)	Roadway	STBG	$18,045,054	$4,511,263	$22,556,317	2030	74.36	Moderate Risk	Yes
CAMPO-PFA-130	City of Austin	Convict Hill Rd. Bicycle/Pedestrian Safety Improvements	Active Transportation	STBG	$2,384,945	$596,236	$2,981,182	2028	74.1	High Risk	No
CAMPO-PFA-106	City of Kyle	Philomena Drive Sidewalk	Active Transportation	TASA	$1,519,232	$379,808	$1,899,040	2027	74	High Risk	No
CAMPO-PFA-71	Travis County	Immanuel Road Corridor Plan	Transportation Planning	STBG	$174,695	$43,674	$218,368	2028	74	High Risk	No
CAMPO-PFA-112	Texas Department of Transportation	IH-35/Kohler Crossing Grade Separation	Roadway	STBG	$8,759,901	$2,189,975	$10,949,876	2031	73.65	Moderate Risk	Yes
CAMPO-PFA-51	Williamson County	East Wilco Highway - Segment 6	Roadway	STBG	$13,737,790	$3,434,448	$17,172,238	2031	73.53	Moderate Risk	Yes
CAMPO-PFA-56	City of Austin	West Anderson Lane Planning Study	Transportation Planning	STBG	$497,332	$124,333	$621,664	2028	73	Moderate Risk	Yes
CAMPO-PFA-127	City of Round Rock	Deep Wood Drive Extension	Roadway	STBG	$10,980,193	$2,745,048	$13,725,242	2029	72.55	High Risk	No
CAMPO-PFA-100	City of Austin	Austin Traffic Signal Construction	ITS/Operations	STBG	$1,821,833	$455,458	$2,277,291	2028	72.5	Moderate Risk	Yes
CAMPO-PFA-123	City of Austin	Burleson Road Bicycle/Pedestrian Safety Improvements	Active Transportation	STBG	$2,541,080	$635,270	$3,176,350	2028	72.4	High Risk	No
CAMPO-PFA-94	Williamson County	Red Bud Lane	Roadway	STBG	$6,378,331	$1,594,583	$7,972,914	2031	72.04	Moderate Risk	Yes
CAMPO-PFA-88	City of Bee Cave	City of Bee Cave Pedestrian Bridge	Active Transportation	TASA	$446,160	$111,540	$557,700	2028	72	Moderate Risk	Yes
CAMPO-PFA-66	Travis County	Decker Lake Road Corridor Plan	Transportation Planning	STBG	$916,169	$229,042	$1,145,212	2028	72	High Risk	No
CAMPO-PFA-91	Williamson County	Ronald Reagan Blvd - C1	Roadway	STBG	$14,949,329	$3,737,332	$18,686,662	2031	71.97	Moderate Risk	Yes
CAMPO-PFA-89	Caldwell County	FM 2720 Widening	Roadway	STBG	$3,409,258	$852,314	$4,261,572	2028	71.65	Low Risk	Yes
CAMPO-PFA-144	City of Austin	Latta Lane/Brush Country Road Substandard Street	Active Transportation	STBG	$1,942,235	$485,559	$2,427,793	2028	71.6	Moderate Risk	Yes
CAMPO-PFA-150	City of Austin	Waterloo Greenway Phase III	Active Transportation	TASA	$1,093,811	$273,453	$1,367,263	2027	71.3	Moderate Risk	Yes
CAMPO-PFA-81	Travis County	Howard Lane East Corridor Plan	Transportation Planning	STBG	$414,065	$103,516	$517,581	2028	71	Moderate Risk	Yes
CAMPO-PFA-108	Texas Department of Transportation	US 281	Roadway	STBG	$15,451,492	$3,862,873	$19,314,365	2030	70.94	High Risk	No
CAMPO-PFA-141	City of Austin	Dean Keeton Preliminary Engineering Report	Transit	TASA	$1,165,934	$291,483	$1,457,417	2027	70.9	Moderate Risk	Yes
CAMPO-PFA-55	Williamson County	Wyoming Springs Drive	Roadway	STBG	$13,314,309	$3,328,577	$16,642,886	2028	70.85	High Risk	No
CAMPO-PFA-85	Williamson County	CR 305	Roadway	STBG	$8,901,941	$2,225,485	$11,127,427	2027	70.6	High Risk	No
CAMPO-PFA-82	City of San Marcos	Traffic Management/Traveler Information System Upgrade	ITS/Operations	STBG	$1,297,918	$324,479	$1,622,397	2028	70.5	High Risk	No
CAMPO-PFA-124	City of Round Rock	North Mays Street Widening Project	Roadway	STBG	$8,571,464	$2,142,866	$10,714,330	2029	70.07	Low Risk	Yes
CAMPO-PFA-69	Travis County	Taylor Lane/Parsons Road/Kimbro Road Corridor Plan	Transportation Planning	STBG	$1,327,257	$331,814	$1,659,072	2028	70	High Risk	No
CAMPO-PFA-43	Hays County	FM 2001 East Interim	Roadway	STBG	$12,814,451	$3,203,613	$16,018,063	2029	69.68	Moderate Risk	Yes
CAMPO-PFA-111	City of Austin	Braker Lane Bicycle/Pedestrian Safety Improvements	Active Transportation	STBG	$1,715,054	$428,764	$2,143,818	2028	69.5	High Risk	No
CAMPO-PFA-80	Williamson County	Bagdad Road/CR 279	Roadway	STBG	$30,394,728	$7,598,682	$37,993,411	2028	68.85	Low Risk	Yes
CAMPO-PFA-53	Williamson County	SH 195/Ronald Reagan Boulevard	Roadway	STBG	$13,618,878	$3,404,719	$17,023,597	2028	68.85	High Risk	No
CAMPO-PFA-42	City of Austin	Jollyville Road Planning Study	Transportation Planning	STBG	$536,418	$134,105	$670,523	2028	68	High Risk	No

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CAMPO-PFA-148	Caldwell County	Magnolia Ave. (US 183) Turn Lane	Roadway	STBG	$818,955	$204,739	$1,023,694	2027	67.43	High Risk	No
CAMPO-PFA-107	Texas Department of Transportation	SS 26	Roadway	STBG	$10,949,876	$2,737,469	$13,687,345	2030	66.67	Moderate Risk	Yes
CAMPO-PFA-46	Hays County	FM 2001 Gap - Precinct 2	Roadway	STBG	$951,808	$237,952	$1,189,760	2028	66.05	Moderate Risk	Yes
CAMPO-PFA-152	City of Austin	North Lamar Boulevard Design	Active Transportation	STBG	$1,065,175	$266,294	$1,331,469	2028	65.6	High Risk	No
CAMPO-PFA-74	Williamson County	Freedom River Parkway - East	Roadway	STBG	$16,325,225	$4,081,306	$20,406,531	2028	65.02	High Risk	No
CAMPO-PFA-67	Travis County	Wells Branch Parkway Phase IV Corridor Plan	Transportation Planning	STBG	$779,226	$194,806	$974,032	2028	65	Moderate Risk	Yes
CAMPO-PFA-139	City of Lakeway	Lakeway Boulevard Shared Use Path Study	Transportation Planning	TASA	$580,077	$145,019	$725,097	2028	65	High Risk	No
CAMPO-PFA-147	City of San Marcos	Old Ranch Road 12 Improvements	Roadway	STBG	$11,764,182	$2,941,045	$14,705,227	2030	64.17	Moderate Risk	Yes
CAMPO-PFA-79	Williamson County	Schultz Lane	Roadway	STBG	$817,329	$204,332	$1,021,661	2027	64.17	High Risk	No
CAMPO-PFA-68	Travis County	East Pflugerville Parkway (Jesse Bohls Road) Corridor Plan	Transportation Planning	STBG	$537,961	$134,490	$672,451	2028	64	Moderate Risk	Yes
CAMPO-PFA-70	Travis County	Lohmans Ford Road Corridor Plan	Transportation Planning	STBG	$751,953	$187,988	$939,941	2028	64	Moderate Risk	Yes
CAMPO-PFA-149	City of Austin	North Lamar Boulevard Design	Active Transportation	STBG	$3,224,094	$806,023	$4,030,117	2028	64	High Risk	No
CAMPO-PFA-39	City of Leander	Hero Way/RM 2243 South Frontage Road Construction	Roadway	STBG	$16,642,722	$4,160,680	$20,803,402	2029	63.19	Low Risk	Yes
CAMPO-PFA-136	City of Georgetown	FM 971 Expansion Project	Roadway	STBG	$21,732,095	$5,433,024	$27,165,119	2029	63.15	Low Risk	Yes
CAMPO-PFA-104	Capital Metropolitan Transportation Authority	Bus Stop Street Furniture and Equipment Program	Transit	STBG	$7,303,556	$1,825,889	$9,129,445	2029	62.9	Low Risk	Yes
CAMPO-PFA-36	City of Georgetown	Austin Avenue Corridor Improvements	Roadway	STBG	$45,857,094	$11,464,273	$57,321,367	2030	61.76	High Risk	No
CAMPO-PFA-138	City of Lakeway/Travis County	Flint Rock Road/Serene Hills Drive (FRSH) Corridor Study	Transportation Planning	STBG	$277,750	$69,437	$347,187	2027	61	High Risk	No
CAMPO-PFA-34	City of Georgetown	SH 29 East Roadway Design	Roadway	STBG	$3,213,208	$803,302	$4,016,510	2029	60.47	Low Risk	Yes
CAMPO-PFA-75	Williamson County	Ronald Reagan Blvd - D2	Roadway	STBG	$21,749,291	$5,437,323	$27,186,614	2030	60.39	Low Risk	Yes
CAMPO-PFA-128	City of Round Rock	Kenney Fort Boulevard - Segment 6	Roadway	STBG	$16,344,411	$4,086,103	$20,430,514	2031	60.12	Moderate Risk	Yes
CAMPO-PFA-61	City of Austin	Industrial Oaks Blvd Planning Study	Transportation Planning	STBG	$319,349	$79,837	$399,186	2028	60	Moderate Risk	No
CAMPO-PFA-110	Williamson County	CR 175	Roadway	STBG	$31,421,745	$7,855,436	$39,277,181	2027	59.95	High Risk	No
CAMPO-PFA-97	Texas Department of Transportation	RM 620 Grade Separation	Roadway	STBG	$53,121,399	$13,280,350	$66,401,749	2031	59.54	High Risk	No
CAMPO-PFA-117	Texas Department of Transportation	US 183 South Schematic	Roadway	STBG	$3,028,480	$757,120	$3,785,600	2028	59.35	High Risk	No
CAMPO-PFA-78	Williamson County	CR 138	Roadway	STBG	$2,472,079	$618,020	$3,090,099	2027	58.44	High Risk	No
CAMPO-PFA-98	Texas Department of Transportation	FM 1100	Roadway	STBG	$11,812,764	$2,953,191	$14,765,955	2030	58.44	High Risk	No
CAMPO-PFA-132	City of Austin	Johnny Morris Road Substandard Street	Roadway	STBG	$30,866,927	$7,716,732	$38,583,659	2028	57.59	Moderate Risk	No
CAMPO-PFA-41	Williamson County	Corridor A2 - Segment 1	Roadway	STBG	$27,893,580	$6,973,395	$34,866,975	2027	57.15	Moderate Risk	No
CAMPO-PFA-50	Williamson County	East Wilco Highway - Segment 5	Roadway	STBG	$35,911,329	$8,977,832	$44,889,161	2028	56.17	Moderate Risk	No
CAMPO-PFA-72	Williamson County	Freedom River Parkway - West	Roadway	STBG	$37,412,003	$9,353,001	$46,765,004	2028	56.05	High Risk	No
CAMPO-PFA-143	City of Austin	Menchaca Road Reconstruction	Roadway	TASA	$9,919,209	$2,479,802	$12,399,011	2028	55.91	Moderate Risk	Yes
CAMPO-PFA-155	City of Austin	RM 620 Shared Use Path Design	Active Transportation	STBG	$28,656,835	$7,164,209	$35,821,044	2028	55.7	Critical Risk	No
CAMPO-PFA-45	Hays County	FM 2001 Gap - Precinct 1	Roadway	STBG	$1,414,400	$353,600	$1,768,000	2027	55.64	Moderate Risk	No
CAMPO-PFA-113	Texas Department of Transportation	US 290 West Schematic	Roadway	STBG	$2,080,000	$520,000	$2,600,000	2027	55.52	Low Risk	No
CAMPO-PFA-116	Texas Department of Transportation	US 183 North Schematic	Roadway	STBG	$5,399,347	$1,349,837	$6,749,184	2029	55.25	High Risk	No
CAMPO-PFA-62	City of Pflugerville	FM 685/Dessau Road Engineering and Design	Roadway	STBG	$12,979,200	$3,244,800	$16,224,000	2028	55.18	High Risk	No
CAMPO-PFA-121	Texas Department of Transportation	FM 812 - West	Roadway	STBG	$39,002,884	$9,750,721	$48,753,606	2031	53.93	High Risk	No
CAMPO-PFA-87	Texas Department of Transportation	IH-35 Williamson County Schematic	Roadway	STBG	$7,488,000	$1,872,000	$9,360,000	2027	53.89	Low Risk	No
CAMPO-PFA-105	City of Kyle	Kohlers Crossing Grade Separation	Roadway	STBG	$18,465,184	$4,616,296	$23,081,480	2028	53.47	Moderate Risk	No
CAMPO-PFA-119	Texas Department of Transportation	SH 29 Schematic	Roadway	STBG	$10,632,960	$2,658,240	$13,291,200	2027	52.52	Moderate Risk	No
CAMPO-PFA-109	Caldwell County	FM 20 Realignment	Roadway	STBG	$1,022,842	$255,711	$1,278,553	2027	52.48	High Risk	No
CAMPO-PFA-65	City of Dripping Springs	Creek Road Planning Study	Transportation Planning	STBG	$197,340	$49,335	$246,675	2027	52	Moderate Risk	No
CAMPO-PFA-73	City of Austin	Austin Traffic Signal Designs	ITS/Operations	STBG	$600,417	$150,104	$750,521	2028	52	High Risk	No
CAMPO-PFA-83	Williamson County	CR 458	Roadway	STBG	$4,258,775	$1,064,694	$5,323,469	2027	51.44	High Risk	No
CAMPO-PFA-129	City of Round Rock	Kenney Fort Boulevard -Segment 5	Roadway	STBG	$19,509,482	$4,877,371	$24,386,853	2028	50.37	Moderate Risk	No
CAMPO-PFA-115	Texas Department of Transportation	RM 1826 Schematic	Roadway	STBG	$2,912,000	$728,000	$3,640,000	2027	50.2	Low Risk	No
CAMPO-PFA-137	City of Cedar Park/TxDOT	RM 1431 Roadway Improvements	Roadway	STBG	$18,781,447	$4,695,362	$23,476,809	2028	50.13	Moderate Risk	No
CAMPO-PFA-131	Texas Department of Transportation	RM 1431 Safety Improvements	Roadway	STBG	$16,108,052	$4,027,013	$20,135,066	2029	49.88	Moderate Risk	No
CAMPO-PFA-154	City of Austin	IH-35 CapEx Central – Dean Keeton Transit Betterment	Transit	STBG	$3,720,704	$930,176	$4,650,880	2028	46.6	Critical Risk	No
CAMPO-PFA-47	Hays County	Centerpoint Road	Roadway	STBG	$37,639,680	$9,409,920	$47,049,600	2028	46.03	Critical Risk	No
CAMPO-PFA-76	Williamson County	Ronald Reagan Blvd - D1	Roadway	STBG	$22,489,699	$5,622,425	$28,112,124	2027	45.13	Low Risk	No
CAMPO-PFA-92	Williamson County	Ronald Reagan Blvd - C2	Roadway	STBG	$25,952,582	$6,488,146	$32,440,728	2028	44.74	High Risk	No
CAMPO-PFA-84	Williamson County	CR 100	Roadway	STBG	$1,788,208	$447,052	$2,235,260	2027	43.44	High Risk	No
CAMPO-PFA-99	Texas Department of Transportation	FM 812 - East	Roadway	STBG	$59,080,665	$14,770,166	$73,850,831	2031	43.3	High Risk	No

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CAMPO-PFA-77	Williamson County	Robinson Ranch Road	Roadway	STBG	$35,425,428	$8,856,357	$44,281,786	2028	41.76	High Risk	No
CAMPO-PFA-125*	Capital Metropolitan Transportation Authority	Hybrid Bus Fleet Upgrade Program	Transit	CRP	$25,268,945	$6,317,236	$31,586,181	2030	40.3	Low Risk	Yes*
CAMPO-PFA-114	Texas Department of Transportation	RM 12 Schematic	Roadway	STBG	$2,912,000	$728,000	$3,640,000	2027	40.13	Critical Risk	No
CAMPO-PFA-133	City of Austin	TDM Programming for Peak Regional Construction	TDM	CRP	$4,500,197	$1,125,049	$5,625,247	2029	35	High Risk	No
CAMPO-PFA-35	City of Cedar Park	US183/Bell Boulevard Corridor Study	Transportation Planning	STBG	$1,040,000	$260,000	$1,300,000	2027	30	High Risk	No
CAMPO-PFA-146	The University of Texas at Austin	Texas SMARTTrack Build	ITS/Operations	STBG	$8,789,316	$2,197,329	$10,986,645	2028	17	Moderate Risk	No
CAMPO-PFA-118	Williamson County	SH 95	Transportation Planning	STBG	$5,668,665	$1,417,166	$7,085,831	2028	15	Critical Risk	No
CAMPO-PFA-49	Hays County	Sawyer Ranch Road Pedestrian Walkway	Roadway	TASA	$2,398,240	$599,560	$2,997,800	2027	14.99	Critical Risk	No
CAMPO-PFA-57	City of Manor	Old Kimbro	Transportation Planning	STBG	$1,081,600	$270,400	$1,352,000	2028	13	Critical Risk	No
CAMPO-PFA-93	City of Manor	Tower Road/Suncrest Improvements	Transportation Planning	STBG	$1,169,859	$292,465	$1,462,323	2030	10	Critical Risk	No
CAMPO-PFA-37	City of Manor	Shadowglen Glen Boulevard Extension	Transportation Planning	STBG	$1,406,080	$351,520	$1,757,600	2028	9	Critical Risk	No
CAMPO-PFA-38	City of Manor	Gregg Lane	Transportation Planning	STBG	$1,462,323	$365,581	$1,827,904	2029	4	Critical Risk	No
CAMPO-PFA-59	City of Manor	Bridge/Roadway	Roadway	STBG	$1,081,600	$270,400	$1,352,000	2028	0	Critical Risk	No
CAMPO-PFA-60	City of Manor	Old Highway 20 Bridge Widening	Roadway	STBG	$1,081,600	$270,400	$1,352,000	2028	0	Critical Risk	No
CAMPO-PFA-90	City of Manor	Johnson Road Extension	Transportation Planning	STBG	$1,081,600	$270,400	$1,352,000	2028	0	Critical Risk	No

*See note in the 2028-2031 Call for Projects Memorandum regarding Carbon Reduction Program (CRP) funding availability and this project's recommendation.

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