TECHNICAL ADVISORY COMMITTEE MEETING
via Microsoft Teams
Monday, May 18, 2026
2:00 p.m.

Livestream at: www.campotexas.org

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members
   ..... Ms. Emily Barron, Chair

   ACTION:

2. Approval of April 27, 2026 Meeting Summary ..... Mr. Chad McKeown, CAMPO
   Mr. McKeown will seek TAC approval of the April 27, 2026 meeting summary.

3. Discussion and Recommendation on 2028-2031 Call for Projects..... Mr. Ryan Collins, CAMPO
   Mr. Collins will present the results of the 2028-2031 Call for Projects for discussion and potential recommendation.

4. Report on Transportation Planning Activities

5. TAC Chair Announcements
   - Next TPB Meeting – June 8, 2026, 2:00 p.m.
   - Next TAC Meeting – June 22, 2026, 2:00 p.m.

6. Adjournment

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 737-229-0896 at least three (3) business days prior to the meeting to arrange for assistance.

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 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.

Date:	May 18, 2026
Continued From:	April 27, 2026
Action Requested:	Recommendation

To:	Technical Advisory Committee
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	3
Subject:	Update on 2028-2031 Call for Projects

RECOMMENDATION

Staff is requesting the Technical Advisory Committee make a recommendation on the 2028-2031 Call for Projects process.

PURPOSE AND EXECUTIVE SUMMARY

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

The risk assessment and benefit evaluation scores have been completed and were discussed at the Transportation Policy Board 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*
Attachment C – *Supplemental Information on Risk*

To: Technical Advisory Committee

From: Ryan Collins, Short-Range Planning Manager

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

Date: May 18, 2026

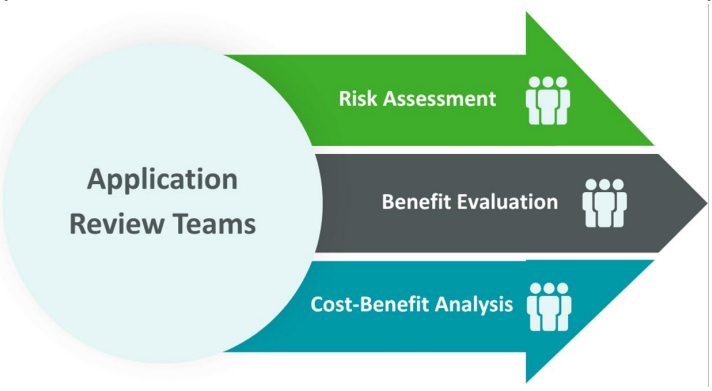
The Capital Area Metropolitan Planning Organization (CAMPO) has concluded the evaluation of transportation projects submitted through the 2028 – 2031 Call for Projects using the evaluation process and project selection criteria adopted by the Transportation Policy Board in 2018 and reaffirmed by the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



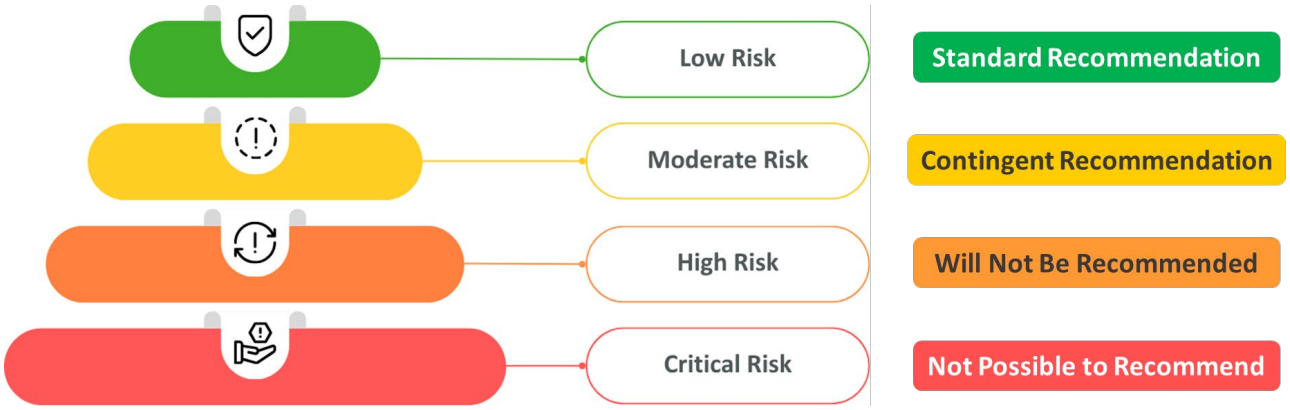


Risk Assessment Summary

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).



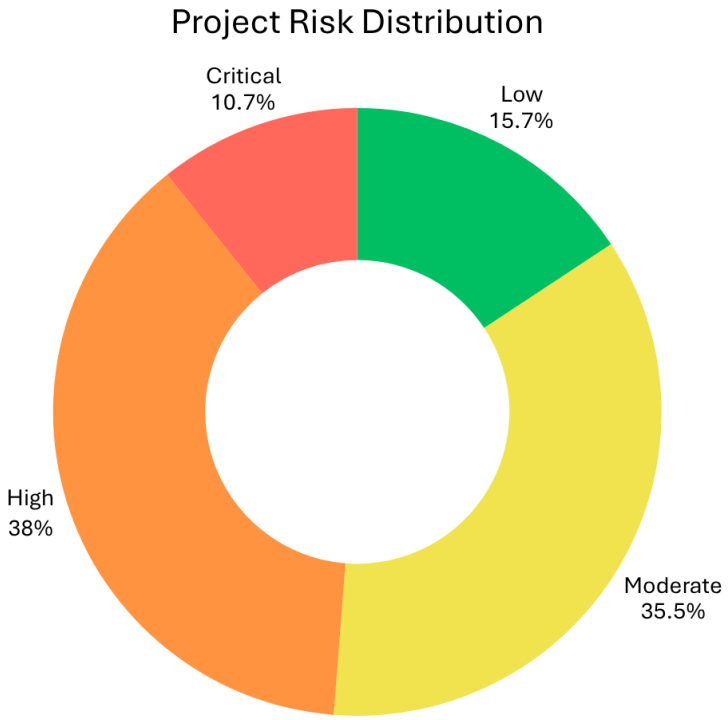
Risk Level Cut Off for Recommendation

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 Rd) 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

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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*

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

Note that total funding is only the federal funding requested and the required local match based on the federal amount. It does not include overmatch or additional local funding.

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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

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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 Info. 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
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 Rd) 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

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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
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.

Note that total funding is only the federal funding requested and the required local match based on the federal amount. It does not include overmatch or additional local funding.

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How the Project Development Cycle Impacts Risk

The project development process is an iterative process of refinement and preparation for the final implementation and construction phase. Each phase is a crucial discovery process that information the basis of the next phase and systematically lowers project delivery risk.

Project Level Planning

Project specific planning including data analysis, public engagement, alternative evaluation. This phase may include high-level conceptual schematics.

Environmental Clearance

After preliminary engineering has established a detailed layout, typical sections, and the ROW footprint, the NEPA process can commence.

Construction Engineering

Continued engineering leading to the final plan set used for bidding and construction. This phase is referred to as 0-100% PS&E.



High-Level Planning

Once a need is identified, an initial, high-level concept is typically included in planning documentation before it is prioritized for continued development.

Preliminary Engineering

Once an alternative has been selected, technical engineering begins. This engineering phase designs general layouts, profiles, establishes geotechnical data. This phase is also referred to as 0-100% Schematics.

ROW/Utilities

Once a project has received NEPA clearance, formal right-of-way acquisition and utility relocation can begin in preparation for the construction phase.

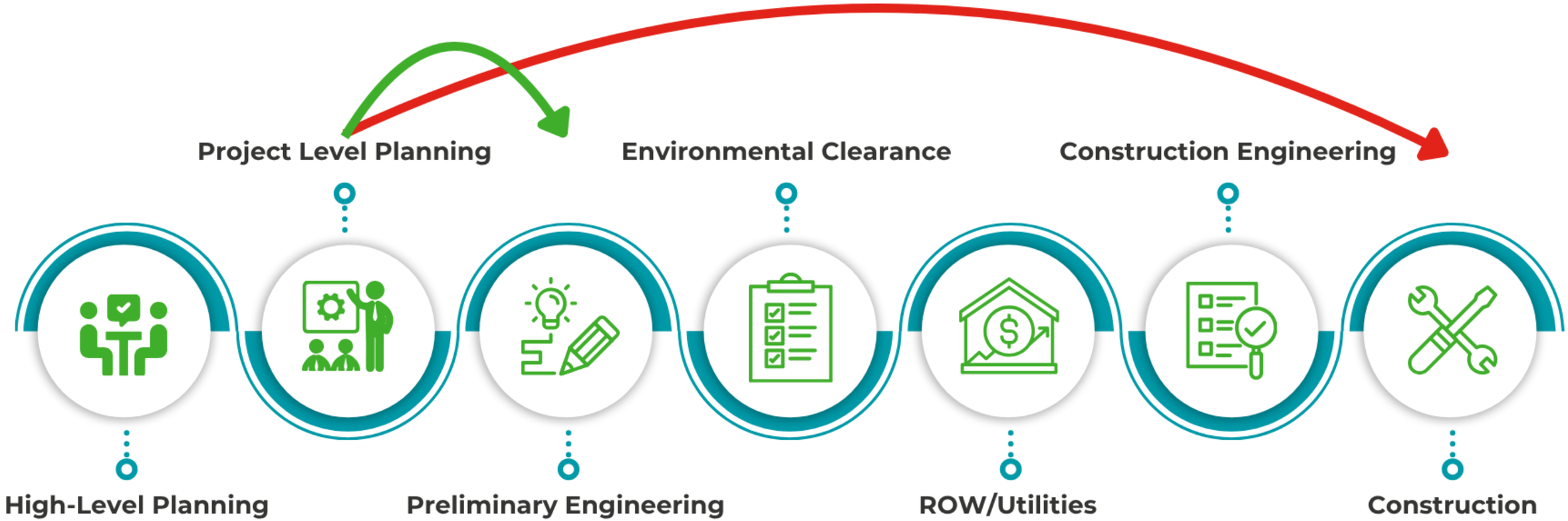
Construction

With everything complete, a project is ready to move to construction through letting (bidding, contractor selection), and construction.



How the Project Development Cycle is Used for the Risk Assessment Determination

The risk assessment systematically evaluates where projects are in the development process to ensure they are prepared for the phase being proposed in the application (**green line**). If projects are submitted for a phase without having completed the appropriate work (**red line**) the risk assessment determination was considered high or critical.



How the Quality of the Application Impacts the Risk Assessment Determination

Regardless of a project's status, if the application did not provide the appropriate information the determination was considered high or critical risk. Specifically, if the project applications had major identified issues with basic eligibility, scope, cost-estimate/budget, or financial commitments they were considered to be high or critical risk. Major issues mean the information was not provided, the application had very little detail, or significant technical errors were identified.