



**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Interim Executive Director  
**Subject:** August Meeting Overview  
**Date:** August 3, 2026

The agenda for the August 10, 2026, meeting of the Transportation Policy Board (TPB) contains several important administrative items for discussion and potential action. In addition to these action items, the agenda includes several information items and presentations that will provide technical information on processes that support transportation planning and the decision-making process administrated by the TPB.

#### **Executive Summary – Agenda Items**

Looking forward to the August 10, 2026, meeting, I wanted to provide a high-level summary and additional context on the non-standing items to be presented:

- Item 6 – Fiscal Agent Agreement: CAMPO’s Fiscal Agent Agreement with Williamson County expires on September 30, 2026, and will need renewal. The current agreement will have minor technical updates but will largely remain the same. Once approved by the TPB, the agreement will be sent to Williamson County Commissioner’s Court for approval prior to the expiration of the current agreement.
- Item 7 – Recruitment Services Contract: This item is to approve the contract for the executive search firm to facilitate the recruitment of the next executive director. The firm, MacKenzie Eason possesses unique experience and qualifications with recruitment and placement of senior executives at Texas-based MPOs, having successfully placed senior executive leadership with the Houston and San Antonio MPOs.
- Item 8 – Support Services Contract: This item is to discuss a contract with the previous executive director to provide support services to executive leadership and the TPB to support agency transition. The contract is under negotiation and has not been finalized for TPB consideration.
- Item 9 – Strategic Planning Workshop: Staff and the Chair in partnership with a professional team from the University of Texas at Austin are preparing a collaborative workshop for the TPB to be held at the University of Texas – Thompson Conference Center on Friday, September 18, 2026, from 8:00 a.m.–12:00 noon. This workshop will be an opportunity for board members to collaborate outside of the regular meeting schedule and begin the development of a strategic plan for the agency.

- Item 10 – Cedar Park TDC Application: Staff will brief the Transportation Policy Board on the City of Cedar Park’s Transportation Development Credit (TDC) application. This request is related to Surface Transportation Block Grant (STBG) set-aside funding awarded to the City of Cedar Park as part of the final TPB action related to the IH-35 deferral process. Please see the attached report from 2024 for more information.
- Item 11 – Transportation Demand Modeling: Staff from CAMPO and the Texas A&M Transportation Institute (TTI) will provide an informational presentation to the TPB regarding the Regional Travel Demand Model. This presentation will provide the TPB with an overview of modeling, its history at CAMPO, the development process, and how it is used in transportation planning.
- Item 12 – Planning Activities – This item will provide a brief overview of important items that should be on your radar including a briefing on the current status of the federal transportation bill process and expectations as the Infrastructure and Investment in Jobs Act (IIJA) is set to expire at the end of the federal fiscal year.

### **Upcoming Schedule**

- Technical Advisory Committee – August 24, 2026
- Executive Committee – August 28, 2026
- Transportation Policy Board – September 14, 2026
- Strategic Planning Workshop – September 18, 2026

If you have any additional questions, concerns, or thoughts regarding the information included in this memorandum, please do not hesitate to reach out to me at [ryan.collins@campotexas.org](mailto:ryan.collins@campotexas.org) or by phone on (737) 217-8306.



## TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center  
5330 Bluffstone Lane  
Austin, TX 78759  
Monday, August 10, 2026  
2:00 p.m.

**Livestream at [www.campotexas.org](http://www.campotexas.org)**

**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.

**Transportation from Transit Stops:** Upon request, transportation vouchers from adjacent transit stops are available. Please call 737-229-0896 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](mailto:TPBcomments@campotexas.org) by 5:00 p.m., Thursday, August 6, 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  
A. Discussion and Take Potential Action on CAMPO Support Services Contract

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 5-11. 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](mailto:TPBcomments@campotexas.org) by 5:00 p.m., Thursday, August 6, 2026.**

5. [Discussion and Take Appropriate Action on June 8, 2026 Meeting Minutes](#)  
..... Council Member Rudy Metayer, Chair  
*Chair Metayer will request Transportation Policy Board approval of the June 8, 2026 meeting minutes.*
6. [Discussion and Take Appropriate Action on Fiscal Agent Agreement](#) ..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will present CAMPO's fiscal agent agreement and request Transportation Policy Board approval.*
7. [Discussion and Take Appropriate Action on Recruitment Services Contract](#)  
..... Council Member Rudy Metayer, Chair and Mr. Tim Tuggey, CAMPO Legal Counsel  
*Chair Metayer and Mr. Tuggey will request Transportation Policy Board approval of the recruitment services contract for an executive search firm to begin recruitment for the next CAMPO Executive Director.*
8. [Discussion and Take Potential Action on CAMPO Support Services Contract](#)  
..... Council Member Rudy Metayer, Chair and Mr. Tim Tuggey, CAMPO Legal Counsel  
*Chair Metayer will provide an overview of the CAMPO support services contract.*
9. [Discussion on Transportation Policy Board \(TPB\) Strategic Planning Workshop](#)  
..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will provide an overview of the upcoming Strategic Planning Workshop.*
10. [Discussion on City of Cedar Park Set-Aside Transportation Development Credits \(TDC\) Application](#)  
..... Mr. Ryan Collins and Ms. Christine Tremblay, CAMPO  
*Mr. Collins and Ms. Tremblay will present the City of Cedar Park's TDC application for New Hope Dr.*
11. [Discussion on Travel Demand Modeling \(TDM\)](#)  
..... Mr. Greg Lancaster, CAMPO and Kevin Hall, Texas A&M Transportation Institute  
*Mr. Lancaster and Mr. Hall will provide an overview of Travel Demand Modeling.*
12. [Interim Executive Director's Report on Transportation Planning Activities](#)
  - a. Federal Legislative Update
  - b. 2026 TPB Upcoming Items Preview
  - c. 2027 Meeting Schedule for the Transportation Policy Board

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13. Announcements

- a. Transportation Policy Board Chair Announcements
- b. Next Technical Advisory Committee Meeting, August 24, 2026 – 2:00 p.m.
- c. Next Transportation Policy Board Meeting, September 14, 2026 – 2:00 p.m.
- d. Executive Committee Meeting, August 28, 2026 – 10:00 a.m.
- e. Transportation Policy Board Strategic Planning Workshop, September 18, 2026 – 8:00 a.m.

14. Adjournment

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**Capital Area Metropolitan Planning Organization  
Technical Advisory Committee Meeting  
via Microsoft Teams  
Meeting Minutes  
May 18, 2026 – 2:00 p.m.**

Livestream at: [www.campotexas.org](http://www.campotexas.org)

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

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:02 p.m.

A quorum was announced present.

**Present:**

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

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

## 2. Approval of April 27, 2026 Meeting Summary

..... Mr. Chad McKeown, CAMPO

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

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

The motion was seconded.

The motion prevailed unanimously.

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Lua Saluone seconded the motion.

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

Mr. Cole Kitten seconded the motion.

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

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

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

Abstained: None

The alternate motion failed.

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

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

Nayes: None

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

The motion prevailed.

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

#### **4. Report on Transportation Planning Activities**

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

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

There were no further reports on transportation planning activities.

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

## **5. TAC Chair Announcements**

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

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

## **6. Adjournment**

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



**Capital Area Metropolitan Planning Organization**  
**Transportation Policy Board Meeting**  
 The Junior League of Austin Community Impact Center  
 5330 Bluffstone Lane Austin, TX 78759  
 Monday, June 8, 2026 – 2:00 p.m.  
 Livestream at: [www.campotexas.org](http://www.campotexas.org)

**1. Certification of Quorum – Quorum requirement is 12 members.**

.....**Council Member Rudy Metayer, Chair**

The CAMPO Transportation Policy Board was called to order by the Chair at 2:03 p.m.

A quorum was certified and announced present. Proxies for the June 8, 2026 Transportation Policy Board Meeting were announced as follows:

1. Council Member Krista Laine as Proxy for Council Member Vanessa Fuentes
2. Ms. Amy Pattillo as Proxy for Judge Andy Brown
3. Council Member Zohaib “Zo” Qadri as Proxy for Council Member Mike Siegel
4. Commissioner Edward Theriot as Proxy for Commissioner Clara Beckett

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

|    |                    |                                   |   |                                     |
|----|--------------------|-----------------------------------|---|-------------------------------------|
| 13 | Krista Laine       | City of Austin, District 6        | Y |                                     |
| 14 | Cynthia Long       | Commissioner, Williamson County   | Y |                                     |
| 15 | Marc McKinney      | City of Kyle, District 5          | Y |                                     |
| 16 | Amy Pattillo       | Travis County                     | Y |                                     |
| 17 | Jim Penniman-Morin | City of Cedar Park                | Y |                                     |
| 18 | Zohaib “Zo” Qadri  | City of Austin, District 9        | Y |                                     |
| 19 | Mike Siegel        | City of Austin, District 7        | N | Council Member<br>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       | Y |                                     |

Video of this item can be viewed [here](#). Start Video at 00:00:06.

## 2. Public Comments

The Chair recognized the following individuals who offered public comment.

1. Mr. Ian Wilson, City of Austin Resident
2. Ms. Georgina Campero, City of Austin Resident
3. Mr. Jose Loyola, City of Austin Resident and Parent
4. Mr. Luke Weber, City of Austin Resident

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

## 3. Executive Session

The Regular Session of the June 8, 2026 Transportation Policy Board Meeting recessed at 2:14 p.m. to convene an Executive Session in the VP Board Room of The Junior League of Austin Community Impact Center for deliberation on Agenda Item 6 Discussion, Consideration, and Possible Action on Recommendation of the Transportation Policy Board’s Executive Committee to Appoint Mr. Ryan Collins as Interim Executive Director of the Capital Area



Metropolitan Planning Organization (CAMPO) and Agenda Item 11 Discussion and Take Appropriate Action on 2028-2031 Call for Projects.

The Transportation Policy Board adjourned the Execution Session following deliberations on Agenda Item 6 Discussion, Consideration, and Possible Action on Recommendation of the Transportation Policy Board's Executive Committee to Appoint Mr. Ryan Collins as Interim Executive Director of the Capital Area Metropolitan Planning Organization (CAMPO) and Agenda Item 11 Discussion and Take Appropriate Action on 2028-2031 Call for Projects.

The Regular Session of the June 8, 2026 Transportation Policy Board Meeting reconvened at 3:01 p.m. The Chair announced that no decisions were made.

Video of this item can be viewed [here](#). Start Video at 00:09:28.

#### **4. Report from Technical Advisory Committee (TAC) Chair**

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who informed the Board that the TAC convened on May 18, 2026 and received a presentation on the 2028-2031 Call for Projects. Mr. McKeown briefly summarized the TAC discussion on the 2028-2031 Call for Projects and reported that the TAC approved by majority vote, a recommendation for approval of the final recommendations, as presented.

Video of this item can be viewed [here](#). Start Video at 00:58:13.

#### **5. Discussion and Take Appropriate Action on May 11, 2026 Meeting Minutes**

The Chair entertained a motion for approval of the May 11, 2026 meeting minutes, as presented.

Commissioner Cynthia Long moved for approval of the May 11, 2026 meeting minutes, as presented.

Mayor Pro Tem Kristin Stevens seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Video of this item can be viewed [here](#). Start Video at 00:59:07.

**6. Discussion, Consideration, and Possible Action on Recommendation of the Transportation Policy Board's Executive Committee to Appoint Mr. Ryan Collins as Interim Executive Director of the Capital Area Metropolitan Planning Organization (CAMPO)**

The Chair reminded the Board of its previous discussion on the retirement of current CAMPO Executive Director, Mr. Ashby Johnson on June 30, 2026. The Chair briefly discussed the impending responsibility of the Interim Executive Director and the importance of keeping CAMPO's momentum as a high-functioning organization with tranquility, cohesive, and a teamwork mentality.

The Chair informed the Board that the Executive Committee convened and interviewed four (4) candidates for the Interim Executive Director position and reported that the Executive Committee recommends Mr. Ryan Collins as the Interim Executive Director of CAMPO.

The Chair later recognized Mr. Ashby Johnson who thanked the Executive Committee and CAMPO's Legal Counsel, Mr. Tim Tuggey for the process that was followed in developing its recommendation. Mr. Johnson noted that Mr. Collins has been employed with CAMPO ten (10) years and that he has every expectation that Mr. Collins will be successful.

The Chair entertained a motion for approval to appoint Mr. Ryan Collins as Interim Executive Director of CAMPO with the recommended temporary salary increase.

Commissioner Cynthia Long moved for approval to appoint Mr. Ryan Collins as Interim Executive Director of CAMPO, effective July 1, 2026 with the recommended temporary salary increase.

Commissioner Debbie Ingalsbe seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

The Chair congratulated Mr. Collins on his new role as Interim Executive Director of CAMPO and recognized Mr. Collins who thanked the Transportation Policy Board and Mr. Johnson for the opportunity to serve as Interim Executive Director.

The Chair also recognized Ms. Miriam Schoenfield, Rethink who offered public comment on Agenda Item 6 Discussion, Consideration, and Possible Action on Recommendation of the Transportation Policy Board's Executive

Committee to Appoint Mr. Ryan Collins as Interim Executive Director of the Capital Area Metropolitan Planning Organization (CAMPO).

Video of this item can be viewed [here](#). Start Video at 00:59:31.

**7. Discussion, Consideration, and Possible Action Authorizing Chairman of the Transportation Policy Board (TPB) to Identify and Retain a Professional Executive Search Firm to Identify and Recommend Qualified Candidates for Permanent Executive Director of CAMPO**

The Chair confirmed that an Interim Executive Director has been appointed for CAMPO and noted the importance of conducting a national search for a permanent Executive Director.

The Chair recognized Mr. Ashby Johnson who informed the Board that he has received a list of recommended recruiters as well as recent and similar job postings for Executive Director for Dallas, Houston, and others by way of CAMPO's sister agencies across the state and the Executive Director of the national Association of Metropolitan Planning Organizations. Mr. Johnson informed the Board that he will review the job postings and draft a job posting for review by the Chair.

The Chair recognized Commissioner Cynthia Long who provided a brief overview of CAMPO's previous recruitment process for an Executive Director.

Following discussion by the Board, the Chair entertained a motion for approval to authorize the Chairman of the Transportation Policy Board to identify and retain a professional executive search firm to identify and recommend qualified candidate for the permanent CAMPO Executive Director.

Mayor Jim Penniman-Morin moved for approval to authorize the Chairman of the Transportation Policy Board to identify and retain a professional executive search firm to identify and recommend qualified candidate for the permanent CAMPO Executive Director.

Mayor Pro Tem Kristin Stevens seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Video of this item can be viewed [here](#). Start Video at 01:03:10.

## **8. Discussion and Take Appropriate Action on CAMPO Appointment to the CapMetro Board**

The Chair recognized Mr. Ashby Johnson who informed the Board that Ms. Dianne Bangle currently serves as the CAMPO Appointee for the Executive Level position on the CapMetro Board and confirmed her willingness to serve for an additional term.

The Chair recognized CapMetro Board Chair, Commissioner Jeffrey Travillion who provided favorable comment regarding her service to the CapMetro Board. Commissioner Travillion proceeded to move for approval to reappoint Ms. Dianne Bangle to the CapMetro Board with accompanying Resolution 2026-6-8.

Commissioner Cynthia Long seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Video of this item can be viewed [here](#). Start Video at 01:11:56.

## **9. Discussion and Take Appropriate Action on Metropolitan Planning Organization (MPO) Planning Agreement**

The Chair recognized Mr. Ashby Johnson who informed the Board that CAMPO Staff received notification that the TxDOT Planning and Programming Division is not ready to proceed with the draft MPO planning agreement as provided and advised deferral to execute it at this time.

The Chair confirmed that no action was taken on this item.

Video of this item can be viewed [here](#). Start Video at 01:13:16.

## **10. Discussion and Take Appropriate Action on FYs 2026 & 2027 Unified Planning Work Program (UPWP) Amendment #3**

The Chair recognized Ms. Theresa Hernandez, CAMPO Finance & Administration Manager who summarized the following items included in proposed FYs 2026 & 2027 UPWP Amendment #3.

1. Adding \$900,000 Transportation Planning funds for operating expenses
2. Adding \$1,000,000 U.S. DOT Build America Bureau Funds for CapMetro’s Unity in Transit Project

The presentation was concluded by a request for Transportation Policy Board approval of FYs 2026 & 2027 UPWP Amendment #3 as presented with accompanying Resolution 2026-6-10.

The Chair entertained a motion for approval of FYs 2026 & 2027 UPWP Amendment #3 as presented with accompanying Resolution 2026-6-10.

Commissioner Cynthia Long moved for approval of FYs 2026 & 2027 UPWP Amendment #3 as presented with accompanying Resolution 2026-6-10.

Commissioner Ann Howard seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Video of this item can be viewed [here](#). Start Video at 01:13:55.

## **11. Discussion and Take Appropriate Action on 2028-2031 Call for Projects**

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who informed the Board that CAMPO Staff completed the evaluation process for the 2028-2031 Call for Projects and presented preliminary recommendations at the May 10, 2026 Transportation Policy Board Meeting. Mr. Collins referred to the meeting materials and additional information provided to the Board for review in his discussion of the final recommendations for the 2028-2031 Call for Projects.

Mr. Collins provided a high-level overview of the 2028-2031 Call for Projects recommendations which included the following:

1. Summary of project sponsors and funding amounts
2. Summary of funding sources and funding amounts
3. Highlighted footnotes

Mr. Collins reported that the recommended projects and project sponsors will be required to demonstrate continual project progress and noted that the projects will be monitored to ensure that they are moving forward. Mr. Collins further noted that the Transportation Policy Board will receive updates on the project status.

Mr. Collins briefly discussed changes made on the recommended project list after the mailout of the meeting materials for the June 8, 2026 Transportation Policy Board Meeting.

The presentation concluded with CAMPO Staff's request and TAC recommendation for Transportation Policy Board approval of the funding recommendation as detailed in Resolution 2026-6-11.

The Chair recognized Mr. Matt Harris made a motion on behalf of CapMetro and the City of Austin to amend the recommended project portfolio for the 2028-2031 Call for Projects to redirect \$3,720,704 in federal funding from CapMetro's Bus Stop and Street Furniture and Equipment Program (PFA104) to the City of Austin's Dean Keaton Betterment Project (PFA154). Mr. Harris added that the City of Austin will provide local match for its Dean Keaton Betterment Project (PFA154).

Commissioner Ann Howard seconded the motion.

The Chair recognized Mr. Richard Mendoza, City of Austin's Director of Transportation & Public Works who provided context and clarification for the motion referencing the City of Austin's Dean Keaton Betterment Project (PFA154).

The Chair recognized Ms. Sharmila Mukherjee, CapMetro's Executive Vice President & Chief Planning Development Officer who provided additional comments on the motion referencing the City of Austin's Dean Keaton Betterment Project (PFA154).

The Chair recognized Commissioner Jeffrey Travillion offered comment on the concerted and cohesive effort of the Transportation Policy Board in an effective project selection process.

Following a detailed discussion by the Board, Mr. Matt Harriss offered additional comments and withdrew the motion on the floor.

Commissioner Travillion offered an alternate motion and moved for approval of the 2028-2031 Call for Projects recommendations, as presented.

Commissioner Cynthia Long seconded the alternate motion.

The Chair recognized Ms. Miriam Schoenfield, Rethink who offered public comment on Agenda Item 11 Discussion and Take Appropriate Action on 2028-2031 Call for Projects.

The Chair also recognized Commissioner Ann Howard who affirmed the Transportation Policy Board's planned upcoming work on the project scoring and modeling needs across the region in the coming months.

The Chair later called the question.

The motion prevailed unanimously.

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

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

Nays: None

Abstain: None

Video of this item can be viewed [here](#). Start Video at 01:15:51.

## **12. Annual Briefing on CAMPO Financial Audit**

The Chair recognized Ms. Theresa Hernandez who continued with a brief introduction to the presentation of CAMPO’s annual financial audit. Ms. Hernandez informed the Board that CAMPO received a clean audit with no finding for FY 2025 and introduced Mr. Sean Bender of Montemayor Britton Bendor Carey P.C. who provided a brief high-level summary of the audit results.

Mr. Ashby Johnson congratulated Ms. Hernandez on accomplishing another clean audit finding for CAMPO.

Video of this item can be viewed [here](#). Start Video at 02:07:41.

## **13. Executive Director’s Report on Transportation Planning Activities**

The Chair recognized Mr. Ashby Johnson who announced that it is his last Transportation Policy Board Meeting as he will be retiring from his position as CAMPO Executive Director, effective June 30, 2026. Mr. Johnson provided comments of gratitude for 12 years of service with CAMPO.

The Chair offered comments of appreciation and gratitude to Mr. Johnson for his service and initiated a standing ovation by the Transportation Policy Board.

Commissioner Cynthia Long also offered comments of appreciation and gratitude for Mr. Johnson’s professionalism and success in raising the bar for CAMPO and all MPOs both regionally and nationally.

The Chair informed the Board that there will be retirement celebration for Mr. Johnson at CAMPO offices on Monday, June 29, 2026 from 3:00 p.m. to 6:00 p.m. Video of this item can be viewed [here](#).

Mr. Johnson later reported that CAMPO will receive its federal certification review on June 17-18, 2026 and informed the Board that CAMPO Staff has had meetings with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in preparation for the review. Mr. Johnson concluded with a summary of the federal certification review process.

Video of this item can be viewed [here](#). Start Video at 02:11:53.

#### **14. Announcements**

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

The Chair also announced the cancellation of the July 13, 2026 Transportation Policy Board meeting and noted that the next Transportation Policy Board Meeting will be held on August 10, 2026 at 2:00 p.m.

Video of this item can be viewed [here](#). Start Video at 02:17:52.

#### **15. Adjournment**

The June 8, 2026 meeting of the CAMPO Transportation Policy Board was adjourned at 4:24 p.m. by unanimous consent.





**Date:** August 10, 2026  
**Continued From:** N/A  
**Action Requested:** Approval

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**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Interim Executive Director  
**Agenda Item:** 6  
**Subject:** Discussion and Take Appropriate Action on Fiscal Agent Agreement

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**RECOMMENDATION**

Staff recommends the Transportation Policy Board approve the Fiscal Agent Agreement with Williamson County as detailed in Resolution 2026-8-6.

**PURPOSE AND EXECUTIVE SUMMARY**

The Capital Area Metropolitan Planning Organization (CAMPO) is the federally mandated and funded agency responsible for carrying out the regional transportation planning process. The organizational structure of the Metropolitan Planning Organization (MPO) requires a fiscal agent to host certain administrative functions and act as a steward and pass-through for the federal funding allocated to the region through the Texas Department of Transportation (TxDOT). While CAMPO is an independent agency governed by the Transportation Policy Board, this fiscal relationship with Williamson County (WILCO) supports the administrative functions of CAMPO including payroll processing, employee benefits, and reimbursement processing.

**FINANCIAL IMPACT**

The Fiscal Agent Agreement outlines the relationship between WILCO and CAMPO including financial terms for services provided by WILCO to CAMPO (See Exhibit A of Agreement).

**BACKGROUND AND DISCUSSION**

The CAMPO entered into a Fiscal Agent Agreement with WILCO on July 28, 2016. This agreement was for five years with an optional five-year extension. The extension was executed in July 2021 and is currently due to expire at the end of Fiscal Year 2026, September 31, 2026.

**SUPPORTING DOCUMENTS**

**Attachment A – Fiscal Agent Agreement (Draft)**

**Attachment B – Resolution 2026-8-6 (Draft)**

FISCAL AGREEMENT BETWEEN THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION  
AND WILLIAMSON COUNTY

This Fiscal Agreement (the "Agreement"), as authorized by Title 23 United States Code ("USC") Section 134, is entered into by and between the Capital Area Metropolitan Planning Organization ("CAMPO"), the designated Metropolitan Planning Organization ("MPO") for the counties included in the approved metropolitan area boundary, and the County of Williamson ("WILCO"), a political and legal subdivision of the State of Texas (also, each individually, a "Party" or, collectively the "Parties").

RECITALS

WHEREAS, the Governor of the State of Texas has designated CAMPO as the MPO for Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties, Texas; and

WHEREAS, in addition to the previously referenced federal code and per Section 5303 of the Federal Transit Act, as amended by the Fixing America's Surface Transportation Act of 2015, an MPO is required, in cooperation with its State, to develop transportation plans and programs for its urbanized area of the State; and

WHEREAS, CAMPO secures funding either directly or indirectly for study programs in transportation planning under Title 23 USC Section 104(f), Title 49 USC Section 5301 et. seq., and Section 175 of the Clean Air Act 1977, as amended; and

WHEREAS, CAMPO requests that WILCO act as its financial agent for all CAMPO funds; and

WHEREAS, WILCO believes it is in the public interest to assist CAMPO as its fiscal agent by managing payroll and funds for transportation planning purposes in the local area;

NOW, THEREFORE, the Parties hereby agree as follows:

ARTICLE I  
PURPOSE

- 1.01 The purpose of this Agreement is to define the management roles and responsibilities between CAMPO and WILCO required in rendering fiscal management and payroll processing for CAMPO.

## ARTICLE II

### TERM

- 2.01 The term of this Agreement shall commence on October 1, 2026, and will continue thereafter until it automatically ends on September 30, 2031, unless it is terminated earlier in accordance with the terms of this Agreement. This is not to be construed as the term of employment for any CAMPO employee. Prior to the expiration of the term of this Agreement, the Parties may mutually agree, in writing, to extend this Agreement for an additional term of five (5) years.

## ARTICLE III

### DESCRIPTION OF SERVICES

- 3.01 WILCO agrees to provide fiscal and payroll processing to CAMPO, by acting as the fiscal agent for the CAMPO funds. WILCO will provide CAMPO financial records retention and storage services, timekeeping and payroll services, accounts payable processing, accounts receivable processing, and purchase order requisition processing.

## ARTICLE IV

### FISCAL MANAGEMENT AND REQUIRED TECHNICAL SUPPORT

- 4.01 The budget for all activities on behalf of CAMPO will be set by CAMPO.
- 4.02 WILCO shall maintain one or more separate agency accounts under the supervision of the WILCO County Auditor for use by CAMPO. The WILCO County Auditor, in carrying out the requirements of this Agreement, is responsible only in the capacity of a trust officer for the funds involved and the procedures, rules, regulations and other customs involving WILCO funds may not necessarily be observed. WILCO will use generally accepted accounting procedures to satisfy its duties pursuant to this Agreement.
- 4.03 All requests for reimbursement from the State of Texas or any federal agencies shall be prepared by CAMPO employees and submitted on a monthly basis to the Texas Department of Transportation ("TxDOT") with a copy to the WILCO County Auditor, if requested. WILCO shall pay all invoices on a timely basis on behalf of CAMPO.
- 4.04 All warrants issued to WILCO or CAMPO by the State of Texas or federal, county or local agencies for work performed by any agency or consultant under contract to CAMPO shall be properly endorsed and deposited in a CAMPO agency account.

- 4.05 CAMPO shall make contracts and commitments in its own name. CAMPO is solely responsible for the accuracy of the records of funds it expends and those spent by its agents or consultants that contract with CAMPO. CAMPO assumes full responsibility for the legal and proper expenditure of all federal monies in accordance with CAMPO's latest approved budget and Unified Planning Work Program. Furthermore, CAMPO shall be responsible for complying with all applicable state and federal procurement laws in relation to any purchases made by CAMPO and WILCO will not be obligated to provide such procurement services or legal procurement oversight for CAMPO.
- 4.06 The disbursement of funds to agencies or consultants under contract to CAMPO will be timely made by WILCO in the amounts specified by CAMPO. However, CAMPO is fully responsible for all such contracts and releases WILCO from any liability which may arise as a result of WILCO performing any non-negligent task pursuant to this Agreement. WILCO is under no obligation to process payment requests unless sufficient funds for such purposes are reflected in the current budget approved by CAMPO's Transportation Policy Board.
- 4.07 WILCO shall assign sufficient staff members to provide services to CAMPO as required to fulfill its duties under this Agreement.
- 4.08 In consideration of the services performed under this Agreement, CAMPO shall pay WILCO, Ongoing Costs, Annual Support Fee for Licenses and CAMPO's employer share of Fringe Benefits on Bi-weekly Payroll as set forth in Exhibit A (referred to herein as "Reimbursed Ongoing Operating Costs"). CAMPO acknowledges and understands the Reimbursed Ongoing Operating Costs set forth in Exhibit A are estimates and are subject to change each year in the event WILCO's actual cost for such items increases or decreases.
- 4.09 CAMPO acknowledges and agrees that it will solely provide its own Information Technology support who will work with CAMPO to cable its offices, install its network equipment (routers, switches, etc.), install a phone system, if desired, install a site-to-site Virtual Private Network ("VPN"), and provide on-going day-to-day technical support for CAMPO's computers, network, and VPN, as well as any other technical support CAMPO may require not specified in Exhibit A. Furthermore, CAMPO acknowledges and agrees that it will need to provide a site-to-site VPN per WILCO's specifications in order to securely connect to the WILCO network.
- CAMPO must maintain internet access with a minimum of 5 Megabits per second ("Mbps") bandwidth/speed to access the WILCO systems and have more than 5 Mbps, if needed, to accommodate the other systems and internet that CAMPO may wish to access.
- In consideration of CAMPO's payment of the applicable license fees set forth in Exhibit A, WILCO will provide the following software applications:
- Oracle - Provides self-service features to view pay slips and federal form W2

- UKG - Track time and attendance to administer payroll and HR services. Includes leave accrual management.

- Office 365/ Email - Option: E3

In consideration of CAMPO's payment of the costs set forth in Exhibit A, WILCO will provide only the following software application support:

**Oracle and UKG:**

- Manage user accounts
- Training
- System configuration per WILCO policy
- Troubleshooting Access

**Office 365:**

- Manage user accounts
- System configuration per WILCO policy
- SharePoint Site set-up/training
- Troubleshooting Access
- High level navigation training

- 4.010 CAMPO Executive Director is designated the responsible CAMPO official to act in the capacity equivalent to a WILCO Department Head relative to matters dealing with the CAMPO staff, to include, but not be limited to, the signing of purchase order requisitions and status forms.
- 4.011 CAMPO agrees to indemnify WILCO for any amounts to which WILCO may become liable because of the action or omission not determined to be made either voluntarily or with gross negligence of any WILCO employee assigned to perform tasks for CAMPO.

ARTICLE V

PERSONNEL MANAGEMENT

- 5.01 CAMPO's Transportation Policy Board is responsible for hiring, supervising, evaluating and terminating the Executive Director who will have the full-time responsibility for administering the MPO. As such, the Executive Director is responsible for hiring, supervising, evaluating and terminating CAMPO staff identified and authorized in the CAMPO Unified Planning Work Program.

5.02 CAMPO's Transportation Policy Board shall have discipline and grievance authority over CAMPO's Executive Director who will in turn have discipline and grievance authority over all other CAMPO employees. In the event the CAMPO Executive Director is the subject of a grievance, a CAMPO employee may submit a written appeal to the Transportation Policy Board through its Vice Chair.

5.03 WILCO will disburse payroll for CAMPO employees concurrent with its disbursement to WILCO employees and CAMPO shall pay all costs associated with its employees including CAMPO's employer's share of health insurance, which is estimated and designated in Exhibit A as \$814,400\* per full-time equivalent employee for the year of this Agreement. CAMPO employees shall receive the same fringe benefits normally extended to WILCO employees, including but not limited to, retirement, medical and life insurance, vacations, sick leave and holidays; provided, however, CAMPO shall be responsible for reimbursing WILCO the actual costs of such WILCO fringe benefits that are extended to CAMPO employees, costs of which are subject to change each year.

~~\*NOTE: As of the execution of this Agreement, WILCO's budget process has not been concluded for Fiscal Year 2017 and WILCO will not determine the amount of the Employer's Contribution until August 2, 2016. WILCO's Benefits Committee may possibly recommend to WILCO's Commissioners Court an increase from \$8,400 to \$8,520 to the Employer Contribution for Insurance per full-time equivalent employee for the year of this Agreement. Thus, as stated herein, Reimbursed Operating Costs set forth in Exhibit A are estimates for the year of this Agreement and the Reimbursed Ongoing Operating Costs are subject to change during the year of this Agreement and for each year thereafter in the event WILCO's actual cost for such items increases or decreases.~~

5.04 The Transportation Policy Board shall establish the salary and conduct the performance review of the CAMPO Executive Director. The CAMPO Executive Director shall be responsible for personnel performance reviews and salary adjustments of other CAMPO employees.

5.05 Both Parties recognize and acknowledge that CAMPO is a separate and distinct governmental entity established pursuant to the laws of the United States and the State of Texas. Therefore, at all times during this Agreement, CAMPO employees shall be and remain CAMPO employees and not employees of WILCO. As such, CAMPO shall solely hire, supervise, instruct, direct, and train its employees; control how, when and where its employees are to perform their job functions for CAMPO, determine the duration of the employer/employee relationship; and determine the compensation to be paid to its employees.

ARTICLE VI  
PAYMENT TERMS AND ANNUAL RECONCILIATION STATEMENT

- 6.01 On or before the first (1st) day of each month, WILCO will invoice CAMPO for the prior month's Reimbursed Ongoing Operating Costs. CAMPO shall review and approve the invoice for payment within thirty (30) days from its receipt of the invoice. The WILCO County Auditor will make all necessary book entries in relation to CAMPO's monthly payment upon WILCO's receipt of CAMPO's payment approval. In the event that an error appears in an invoice submitted by WILCO, CAMPO shall notify WILCO of the error no later than the tenth (10th) day after the date CAMPO receives the invoice. WILCO and CAMPO will work in cooperation thereafter to resolve any invoice or resulting payment errors.
- 6.02 WILCO and CAMPO acknowledge and agree that the Reimbursed Ongoing Operating Costs identified in Exhibit A are estimates for the year of this Agreement and that such costs are subject to change during the year of this Agreement and for each year thereafter in the event WILCO's actual cost for any of the Reimbursed Ongoing Operating Costs increases or decreases. Thus, in the event of any increase or decrease to WILCO's actual costs of the Reimbursed Operating Costs, the amount of Reimbursed Ongoing Operating Costs invoiced to CAMPO may be more or less than the estimated amounts set out in Exhibit A. WILCO, however, may not increase any Reimbursed Ongoing Operating Costs over and above its actual costs.
- 6.03 At least sixty (60) days prior to the Agreement anniversary date, WILCO will provide CAMPO with an Annual Reconciliation Statement that sets forth any estimated changes or additions to the Reimbursed Ongoing Operating Costs for the upcoming year. The Reimbursed Ongoing Operating Costs may only be increased to reflect an increase to WILCO's actual costs for such items and WILCO may not increase any costs for such items over and above its actual costs.

In the event that CAMPO does not agree to an annual increase to the Reimbursed Ongoing Operating Costs, CAMPO must send WILCO written notice of its disagreement within seven (7) days of its receipt of the Annual Reconciliation Statement. The Parties shall immediately thereafter meet in order to work together in good faith to resolve any disagreements as to such increase(s).

If the Parties are unable to resolve the disagreement within seven (7) days following the date in which CAMPO sent its written notice of disagreement to WILCO, such disagreement shall be addressed through non-binding mediation. A single mediator who is knowledgeable about the subject matter of this Agreement shall be selected by, agreement of the Parties and serve as the mediator. Any mediation under this Agreement shall be conducted in Williamson County, Texas. The mediator's fees shall be borne equally between the Parties. If, after mediation, the Parties are unable to agree upon any annual increase to Reimbursed Operating Costs, either Party may terminate this Agreement upon one hundred eighty (180) days' notice to the other Party. In the

event that either Party elects to terminate this Agreement following an unsuccessful mediation, CAMPO will pay the upcoming annual Reimbursed Operating Costs at half of the difference of the proposed increase during the portion of the hundred eighty (180) day termination notice period for which the increased Reimbursed Operating Costs apply.

#### ARTICLE VII

##### TERMINATION

- 7.01 In addition to any other termination rights set out herein, 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. Termination may be effected by the conveyance of a written notification to the other Party at least one hundred eighty (180) days in advance of the effective date of the termination. WILCO agrees that CAMPO will need as much advanced notice as possible in order to locate another governmental agency to serve as fiscal agent and as such will give CAMPO termination notice as far in advance as possible.

#### ARTICLE VIII

##### NON-DISCRIMINATION

- 8.01 It is mutually agreed that both Parties shall be bound by all applicable federal, state, and local laws and regulations with respect to non-discrimination in employment including, but not limited to, the provisions and amendments of Title 49 Code of Federal Regulations ("CFR") Part 21, which was promulgated to effectuate Title VI of the Civil Rights Act of 1964, Title 23 CFR Part 710.405(b), and Executive Order 11246 titled "Equal Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (Title 41 CFR Part 60).

- 8.02 CAMPO agrees to insure that Minority Business Enterprises as defined in Title 49 CFR Part 23, as amended, have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Department of Transportation funds. In this regard, CAMPO shall take all necessary and reasonable steps in accordance with the noted federal regulation, as amended, to insure that Minority Business Enterprises have the maximum opportunity to compete for and perform contracts.

CAMPO and any subcontractors shall not discriminate based on race, color, national origin, religion, age, sex, or disability in the award and performance of contracts funded in whole or in part with Department of Transportation funds. These requirements will be included in any subcontract.

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ARTICLE IX  
GOVERNING LAW

- 9.01 This Agreement shall be governed by the laws of the State of Texas and all obligations hereunder of the Parties are performable in Williamson County, Texas.
- 9.02 This Agreement is subject to applicable federal, state and local laws. Nothing herein contained may be construed as a waiver of any right to contest any such law, ordinance, rule, regulation or asserted regulatory jurisdiction.

ARTICLE X  
AMENDMENT

- 10.01 No provision of this Agreement will be deemed waived, amended or modified by either Party unless and until such waiver, amendment or modification is in writing and signed by both Parties.

ARTICLE XI  
PRECEDENCE OF AGREEMENT

- 11.01 This Agreement constitutes the sole and only agreement between the Parties and supersedes any prior understanding, written or oral, between the Parties respective the matters contained herein.

ARTICLE XII  
NON-ASSIGNMENT

- 12.01 This Agreement shall be binding upon and inure to the benefit of the Parties and their respective legal representatives, successors and assigns. Neither WILCO nor CAMPO shall assign or sublet any duty of this Agreement, unless identified in this Agreement already, without the written consent of the other Party.

ARTICLE XIII

LEGAL CONSTRUCTION; INTERLOCAL COOPERATION ACT

- 13.01 If any one or more of the provisions contained in this Agreement is for any reason held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceable provision will not affect any other provision hereof and this Agreement will be construed as if the invalid, illegal or unenforceable provision had never been contained herein.
- 13.02 In addition to other legal authority, this Agreement is entered into by and between the Parties pursuant to the authority contained in Texas Government Code, Chapter 791, Texas Interlocal Cooperation Act. The provisions of Chapter 791 of the Government Code are incorporated into this Agreement, and this Agreement shall be interpreted in accordance with the Act.

ARTICLE XIV

NOTICES

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

If to WILCO:

c/o: Williamson County Judge  
710 Main Street, Suite 101  
Georgetown, Texas 78626

If to CAMPO:

c/o: Executive Director  
8303 N MoPac Expy, Suite A210  
Austin, TX 78759

EXECUTED IN DUPLICATE ORIGINALS, TO BE EFFECTIVE AS OF THE 1ST DAY OF OCTOBER, 2026.

COUNTY OF WILLIAMSON

By: \_\_\_\_\_

Steven Snell, County Judge

Date: \_\_\_\_\_, 20\_\_\_\_

CAPTIAL AREA METROPOLITAN PLANNING  
ORGANIZATION

By: \_\_\_\_\_

Rudy Metayer, Chair

Date: \_\_\_\_\_, 20\_\_\_\_

# EXHIBIT A

## Estimated Reimbursed Ongoing Operating Costs (October 1, 2026-September 2031) of Agreement:

| Estimated Ongoing Costs:                                                                                                                                                                                                                          | Hours | Rate                 | Total           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------------------|-----------------|
| 40 hours/year of IT time is estimated for UKG Support                                                                                                                                                                                             |       | \$42,8756.72         | \$1,714,792.268 |
| 60-50 hours/year of IT time is estimated for troubleshooting and password resets, etc                                                                                                                                                             |       | \$26,4328.28         | \$1,586,071.414 |
| 40-50 hours/year of IT time is estimated for Oracle Support                                                                                                                                                                                       |       | \$47,1954.68         | \$1,887,422734  |
| 120-40 hours/year of IT time is estimated for Office 365 Support                                                                                                                                                                                  |       | \$38,5953.58         | \$4,630,982.142 |
| 1.5 hours per week of Payroll time is estimated                                                                                                                                                                                                   |       | \$31.77              | \$2,477.7800    |
| 1.5 hours per week of Human Resource Effort                                                                                                                                                                                                       |       | \$38.45              | \$2,999.37      |
| 1.5 hours per week of Benefits Staff Effort                                                                                                                                                                                                       |       | \$40.51              | \$3,159.86      |
| 10% Overhead Fee                                                                                                                                                                                                                                  |       |                      | \$1,845,631.719 |
| Estimated Annual Support Fee for licenses:                                                                                                                                                                                                        |       |                      |                 |
| HR                                                                                                                                                                                                                                                | 1620  | \$18,3744.78         | \$293,92895.60  |
| Payroll                                                                                                                                                                                                                                           | 1620  | \$22,3441.58         | \$357,44665.44  |
| Self Service                                                                                                                                                                                                                                      | 1620  | \$5,1030             | \$81.60         |
| UKG Employee                                                                                                                                                                                                                                      | 920   | \$40.00              | \$360,001,908.0 |
| UKG Manager                                                                                                                                                                                                                                       | 7     | \$95.00              | \$665.00        |
| Open Enrollment Access for Insurance                                                                                                                                                                                                              | 1620  | \$32.00              | \$512,001,406.4 |
| Exchange Online (Plan 2) for GCCOffice-365 E3 (E1 plus Microsoft office on the machine)                                                                                                                                                           | 1620  | \$205,2076.86        | \$3,283.20      |
| Accountant in Auditor's Office                                                                                                                                                                                                                    |       |                      | \$77,403,0076.7 |
| Accountant TCDRS                                                                                                                                                                                                                                  |       | \$1200.00            | \$14,400.00     |
| Software Maintenance for Accountant in Auditor's Office                                                                                                                                                                                           |       |                      | \$323.01        |
| Total of Estimated Ongoing Costs and Annual Support Costs:                                                                                                                                                                                        |       |                      | \$103,581,07116 |
|                                                                                                                                                                                                                                                   |       |                      | 325.97          |
| Fringe Benefits on Bi-Weekly Payroll                                                                                                                                                                                                              |       |                      |                 |
| Employer Share of Retirement presently 15% through December 31, 2026. (TCDRS rate is subject to increase in January annually) Employer Share of Retirement presently 12.81% (thru Dec 31, 2016. Rate will increase in January to at least 13.31%) |       |                      |                 |
| Employer Share of FICA 7.65%                                                                                                                                                                                                                      |       |                      |                 |
| Employer Share of Insurance is \$40,42812,000/year per FTE budgeted                                                                                                                                                                               | 17    | \$10,128,0012,400.00 | \$172,176.00*24 |
|                                                                                                                                                                                                                                                   |       |                      | 4,800.00        |
|                                                                                                                                                                                                                                                   |       |                      |                 |
|                                                                                                                                                                                                                                                   |       |                      |                 |

\*WILGO Benefits Committee Meeting may recommend increasing Employer Contribution for Insurance to \$8520/year per FTE. WILGO will not know the final amount until August 2, 2016.



## **Resolution 2026-8-6**

### **Acknowledging the Transportation Policy Board's Approval of the Fiscal Agent Agreement with Williamson County.**

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

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

**WHEREAS,** the administrative organizational structure of CAMPO requires a fiscal agent to host certain administrative functions of the MPO and act as a steward of the federal funding allocated to the MPO; and

**WHEREAS,** CAMPO is an independent agency governed by the Transportation Policy Board, this fiscal relationship with Williamson County supports the administrative functions of CAMPO including payroll processing, employee benefits, and reimbursement processing; and

**WHEREAS,** the fiscal agent agreement outlines the relationship between Williamson County (Wilco) and the Capital Area Metropolitan Planning Organization (CAMPO) including financial terms for services provided by Williamson County to CAMPO; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to approve the fiscal agent agreement as reflected in this resolution and in the accompanying documentation; and

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

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

The above resolution being read, a motion to approve the fiscal agent agreement as reflected was made on August 10, 2026 by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 10<sup>th</sup> day of August 2026.

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**Chair, CAMPO Board**

Attest:

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**Interim Executive Director, CAMPO**



**Date:** August 10, 2026  
**Continued From:** N/A  
**Action Requested:** Approval

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**To:** Transportation Policy Board  
**From:** Council Member Rudy Metayer, Chair  
Mr. Tim Tuggey, CAMPO Legal Counsel  
**Agenda Item:** 7  
**Subject:** Discussion and Take Appropriate Action on Recruitment Services Contract

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**RECOMMENDATION**

CAMPO Legal Counsel recommends that the Transportation Policy Board authorize the Chairperson to execute a contract with Mackenzie Eason & Associates for recruitment services.

**PURPOSE AND EXECUTIVE SUMMARY**

The Transportation Policy Board directed staff and legal counsel to identify and retain an executive search firm to assist with the recruitment of the next executive director. MacKenzie Eason possesses unique experience and qualifications with recruitment and placement of senior executives at Texas-based Metropolitan Planning Organizations (MPOs). The firm has recently successfully placed senior executive leadership with the Houston and San Antonio MPOs.

**FINANCIAL IMPACT**

This contract authorizes the expenditure of up to \$30,000 in local contributions (LC), as budgeted in the Unified Planning Work Program (UPWP). The contract qualifies as a procurement for professional services under Texas law; and therefore, does not require competitive bidding.

**BACKGROUND AND DISCUSSION**

CAMPO's previous Executive Director, Mr. Ashby Johnson, retired on June 30, 2026. With his retirement, a formal search for the next executive director is scheduled to be conducted.

**SUPPORTING DOCUMENTS**

**Attachment A** – *Mackenzie Eason & Associates Contract*

**Attachment B** – *Statement of Qualifications*

**Attachment C** – *Executive Search Information*

This Agreement for Recruitment Services is made and effective July 30, 2026, by and between Mackenzie Eason & Associates ("Firm") and the Capital Area Metropolitan Planning Organization - CAMPO ("Client").

CAMPO acknowledges that it has independently determined that the Firm's specialized qualifications, experience, professional relationships, and knowledge of metropolitan planning organizations, including Texas-based MPOs, support CAMPO's engagement of the Firm on a sole-source basis. CAMPO is solely responsible for obtaining and documenting all procurement determinations, governing-body authorizations, legal reviews, administrative approvals, and other approvals required under applicable law and CAMPO policy. The Firm may rely upon CAMPO's execution of this Agreement as confirmation that CAMPO has obtained all approvals necessary to enter into and perform this Agreement. Nothing in this Agreement shall be construed as a representation by the Firm regarding the legal sufficiency of CAMPO's procurement process or sole-source determination.

#### **I. Purpose.**

Client retains Firm to represent Client, and Firm agrees to provide Executive Search Services and represent Client's interests, all per the terms set forth in this Agreement.

#### **II. Scope of Services.**

The Firm will represent the Client with respect to the following matters:

1. Schedule and conduct a detailed on-site community and practice profile and consultation.
2. Recommend strategies to maximize recruitment effectiveness and success.
3. Design, build, implement, and manage dedicated individual website for Client's search.
4. Review and consult on the employment agreement with the client.
5. Give our best effort to recruit the most qualified candidates for your selection.
6. Research, Acquire, Screen, and determine the level of interest and compatibility of potential candidates with the client's opportunity.
7. Request and provide the candidate's initial references and background information prior to the on-site interviews.
8. Prepare travel and lodging accommodation itinerary for the candidate and their spouse for the Client interview, in accordance with CAMPO policies.
9. Assist in the preparation, scheduling, and development of the interview of candidates with client.
10. Perform as an established credible third party on behalf of the Client in the negotiation of a mutual work agreement.
11. Treat all information you provide confidentially and use it only for the completion of the search.
12. As set forth in the attached Addendum A.



### **III. Fees.**

Mackenzie Eason would look forward to recruiting an Executive Director.

Our fee will be a percentage of the total compensation package, including base salary plus any first-year bonuses, which will be at the standard rate of 23%. Placement fees will be capped at \$30,000.

We will require a one-third-retainer deposit of \$10,000 (1/3<sup>rd</sup>) in order to launch the search. Upon presentation and interview of candidate(s), we will bill for a second retainer payment of \$10,000 (1/3<sup>rd</sup>), with the balance due on the date a candidate successfully signs the contract.

We will bill you for any expenses, travel or miscellaneous, incurred by us or by candidates with your prior approval. If you hire any additional candidates we have presented during this engagement, within 547 days of submission, we will then bill you a percentage of the total compensation package, including base salary plus any first-year bonuses, which will be at the standard rate of 23% with a placement fee cap of \$30,000.

### **IV. Other Matters.**

This Agreement contemplates that Firm will represent Client only with respect to the matters described above. Any other matters, except those incidentals to and necessarily related to the covered matters, shall not be performed by the Firm without the prior written authorization of Client.

Client is to understand that if after the commencement of the search process, either a candidate is promoted internally, or position filled in any other manner, i.e., position eliminated, internal referral, outside referral, unsolicited responses, search is cancelled for any reason, etc., Client will still be held responsible for all fees that have been billed. These fees are due immediately and due upon receipt. It is therefore most advantageous that all referrals be directed through Mackenzie Eason.

### **V. Guarantee.**

Firm agrees to use its best efforts in representing Client and to perform all services in a professional, diligent, business-like manner. However, Client recognizes that Firm cannot guarantee a particular result or outcome of any matter. If a candidate we have placed does not, for reasons of background, experience or qualifications, perform as initially expected and is terminated for performance reasons or for “cause”, or if a candidate resigns the position within 547 days from the date of employment, it is our firm’s policy to conduct the assignment again, billing only for expenses. Firm also agrees to replace any candidate who fails to report to work or leaves within the first 547 days exclusive of death, disability, military obligation or any willful act or omission by client.

To activate this replacement clause, Client must notify Firm in writing within thirty (30) days of the original start date or the candidate’s departure. Client must allow Firm to proceed with recruiting the replacement candidate within sixty (60) days of aforementioned notice. If Client elects not to recruit the replacement for the original contracted opportunity, this replacement clause shall not apply. This replacement clause is valid providing original

agreement and contract between Client and Candidate has not been changed and all invoices have been paid according to the terms of this agreement.

#### **VI. Termination of Services.**

Firm may terminate this Agreement and its representation of Client if Client is in breach of any of its obligations in this Agreement or if the Firm is required to withdraw from representation of Client in accordance of the rules of professional conduct applicable to Firm. Client may terminate this Agreement with thirty (30) days' notice at any time subject to Client's obligation to pay Firm for services rendered pursuant to this Agreement.

Client may place a search on hold by providing written notice during the term of this Agreement. Any active search, which becomes inactive or is placed on hold by Client for more than ninety (90) days, will be deemed cancelled. Client may activate an on-hold search by providing written notice to Firm prior in expiration of the aforementioned time frame.

In order to be prepared to respond to candidates on a timely basis, Firm reserves the right to place a search on hold if Client has not provided an agreement/contract, including the specific obligations, financial terms and benefits, prior to the commencement of any contracted search. If requested, Firm will consult with Client to develop an agreement and contract for Client use. Firm also reserves the right to place a search on hold if developments occur, which would inhibit the Client's ability to respond on a timely basis with regard to prospective candidates.

#### **VII. Notices.**

Any notice under this Agreement shall be effectively given upon deposit in the United States mail, postage prepaid, or by recognized overnight delivery service, and addressed as follows (or at such change of address given by one party to the other in writing after the date hereof):

If to Firm:

Mackenzie Eason & Associates  
2459 Forest Park Blvd, #230  
Fort Worth, TX 76110

If to Client:

CAMPO  
8303 N. MoPac Expy  
Suite A210  
Austin, Texas 78759

#### **VIII. Terms.**

A. All candidates and their information are confidential and property of Firm. All research, names, resumes, and information beyond finalists shall remain part of Firm's proprietary information and will not be considered Client work product. All Processes of Firm are proprietary and will not be shared with anyone outside of Client.

B. This is a nonexclusive agreement and Client may use other resources to complete any contracted search. The Parties agree to operate under the NAPS standards of procuring clause for candidates. Procuring Cause: the recruiter that sets in motion a continuous series of events culminating in the interest and eventual placement of a candidate for a particular client or opportunity. The submittal of a name or CV does not necessarily constitute “procuring cause.”

C. Initial reference information provided by Firm to Client is received from third parties. For this reason, Firm cannot guarantee the content or accuracy of this information. Therefore, Client must rely upon its own referencing when making final candidate selection. Firm does not discriminate against any individual candidate on the basis of age, race, gender, religion, national origin, disability, veteran status or other status protected by law. After execution of an agreement or contract between Client and candidate, Client shall not hold Firm responsible for the acts or omissions of the candidate during or after the term of said agreement/contract. This paragraph shall survive the termination of this agreement. Client acknowledges that any decisions to enter into an association with a Candidate referred by Firm are the sole responsibility of Client. While Firm will make a reasonable effort to qualify each Candidate it presents for an interview with Client; Firm assumes no responsibility for the representations, misrepresentations, conduct, or performance of any such Candidate.

d. All invoices are payable within (30) days of the date of invoice. Failure to timely pay invoices invalidates clause five of this agreement. Firm reserves the right to terminate this agreement for non-payment of invoices due. Client agrees to reimburse Firm for reasonable attorney’s fees and collection costs in the event they become necessary to collect monies owed Firm. Client also agrees to reimburse Firm for reasonable attorney’s fees if Firm is the prevailing party in any litigation arising as a result of this agreement. Both Firm and Client expressly agree that there are no third-party beneficiaries to this agreement. This agreement shall be governed by and construed and interpreted in accordance with the laws of the State of Texas. This agreement is performable in Travis County, Texas. Exclusive jurisdiction and venue of any dispute or legal action relating to this agreement shall lie within the courts of Travis County, Texas.

**IX. No Assignment.**

The parties agree that neither party may assign or transfer any rights nor obligations under this Agreement, directly or indirectly except upon the prior written consent of the other party. Subject to the foregoing, this Agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

**X. Final Agreement.**

This Agreement includes the entire understanding and agreement between Client and Firm on the subject matter hereof. This Agreement may be modified only by another writing signed by both Client and Firm.

**XI. Headings.**

Headings used in this Agreement are provided for convenience only and shall not be used to construe meaning or intent.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the date first above written.

Mackenzie Eason & Associates, LLC

Capital Area Metropolitan Planning  
Organization

By \_\_\_\_\_

By \_\_\_\_\_

Name Darien George

Name \_\_\_\_\_

Title Chief Talent Officer

Title \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_

## **Addendum A-**

### **Recruitment Timeline**

The Firm may begin work immediately upon execution of this Agreement and receipt of any required initial payment. The initial phase of the engagement will include meeting with the CAMPO Board and other designated stakeholders, developing the recruitment strategy, defining the qualifications and characteristics of the ideal candidate, preparing recruitment materials, and commencing candidate research and outreach.

The Firm anticipates completing the search within approximately sixty (60) to ninety (90) days, including the presentation and interview of qualified candidates and, where practicable, the selection and placement of a candidate. This timeline is an estimate and not a guarantee. The schedule is dependent upon CAMPO's timely provision of requested information and feedback, effective communication and decision-making, and the availability of Board members, stakeholders, and other participants for meetings and interviews. The timeline may also be affected by candidate availability, notice requirements, compensation considerations, market conditions, scheduling conflicts, changes in the position or search criteria, and other circumstances outside the Firm's reasonable control. Any material delay caused by these factors may extend the anticipated completion date.

### **Scope of Work Details**

#### **1. Project Initiation & Due Diligence**

- Conduct in-person or virtual meetings with key stakeholders to understand organizational culture, vision, and role requirements.
- Develop "Litmus Test Hiring Traits" to capture essential qualities and future needs beyond the standard job description.
- Outline project timelines and establish communication protocols.

#### **2. Candidate Profile & Research Phase**

- Create a detailed model profile of the ideal candidate based on stakeholder input.
- Utilize proprietary databases, network referrals, and market research to identify high-potential candidates nationwide.
- Incorporate client branding, culture, and job specifics into all marketing and outreach materials.

#### **3. Active Outreach & Candidate Attraction**

- Execute an active outreach strategy that includes direct phone calls, email follow-ups, and personal introductions.
- Develop a customized "Digital Prospectus," an interactive microsite presenting the organization, role, and community to prospective candidates.
- Advertise the position across major job boards, industry associations, and relevant professional channels.

#### **4. Candidate Screening & Assessment**

- Conduct rigorous Topgrading-style biographical interviews to evaluate each candidate's background, motivations, and potential red flags.

- Administer Myers-Briggs, DISC, Motivators, Big Five Personality, and cognitive assessments to gather comprehensive insights into each candidate's strengths and weaknesses.
  - Compare results to the proprietary Leadership Scorecard, ensuring a consistent, data-driven process for candidate evaluation.
- 5. Candidate Presentation & Interview Coordination**
- Present a curated list of top candidates with résumés, assessment results, and biographical summaries.
  - Arrange interview logistics (in person or virtual), including scheduling, travel, and interview materials (questions, rating sheets).
  - Guide hiring managers or committees through structured interviews, reducing bias and clarifying key decision factors.
- 6. Final Selection, Offer, & Onboarding Support**
- Provide advice on referencing and due diligence for final candidates.
  - Partner with City Compensation (or other compensation data providers) to develop fair and competitive offers.
  - Facilitate negotiations and support the final onboarding process to ensure a smooth transition for both parties.
- 7. Project Management & Communication**
- Maintain open lines of communication through regular update calls or meetings.
  - Offer 24/7 access to a secure online portal where stakeholders can view candidate documents, notes, and status updates in real time.
  - Provide post-hire follow-up to confirm both client and candidate satisfaction and address any final needs.

## **CAMPO**

**Mackenzie Eason & Associates**

**2459 Forest Park Blvd., #230**

**Fort Worth TX 76110**

**817-922-9152**

**[dgeorge@mackenzieeason.com](mailto:dgeorge@mackenzieeason.com)**



**FORBES Top Executive Search Firms 2021, 2022, and 2023**

## **A statement of qualifications, history, and experience of the firm.**

Founded in 2004, Mackenzie Eason is a national Executive Search and Consulting Firm dedicated to science-based recruitment methods, talent development, culture, performance management, and leadership. We have completed over 500 executive-level searches—including CEOs, City Managers, and Executive Directors—across public, private, and nonprofit sectors.

Our team has more than 70 years of combined expertise in executive search and strategic HR consulting. We have significant experience with municipalities, county governments, special districts, and non-profits, helping them build high-performing teams that serve their communities effectively. Thanks to our research-driven methods and innovative solutions, we have been recognized on Forbes's list of Top Executive Search firms as the sole public-sector-focused firm.

Central to our philosophy is matching candidates to the client's Culture, Core Values, and Vision. Research shows that strong "person-environment fit" improves commitment, performance, and retention. We also know the best talent can still fail without the right environment, so we look beyond résumés to ensure the ideal culture and role alignment.

As a boutique firm, we typically handle fewer than 25 searches annually, allowing for personalized, in-depth attention. Our clients span large and small entities, including the City of Fort Worth, the City of Oklahoma City, the City of Waco, the Houston-Galveston Area Council, the City of Midland, the City of Irving, Tarrant County, and Johnson County Appraisal District among others. Our private sector engagements include Aetna, Danaher, and numerous companies in finance, transit, construction, architecture, and advertising. We have successfully placed roles ranging from City Manager and Executive Director to department heads in police, fire, water, public works, transit, community services, and more.

We are a 21st-century talent firm employing data analytics, industrial-organizational psychology, and comprehensive research to attract top candidates nationwide. Through proactive outreach, a vast network, and effective marketing, we identify active and passive prospects who align with your goals and compensation framework. Our partnership with City Compensation gives us unique salary data and helps us to ensure competitive offers.

Clients consistently choose our firm because:

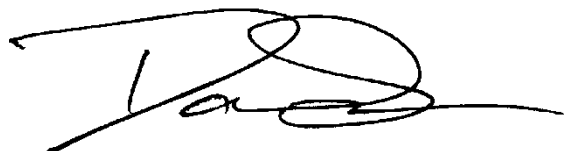
1. We pursue passive candidates based on a specific search strategy rather than relying solely on applicants who actively apply.
2. We apply industrial-organizational psychology to reduce bias and pinpoint the best cultural fit.
3. We maintain a robust nationwide salary database for accurate, market-based compensation strategies.

Mackenzie Eason is committed to helping our clients thrive through their people, and we look forward to the opportunity to meet your executive search needs.



Our team at Mackenzie Eason will be your first-class consultant for all work on the project if we are selected for this search. Bradley Ford and Darren George, our Chief Talent Officer, will be the leading partners working on this search and the authorized representative for the firm to execute any agreements. We hope to continue to have the opportunity to work with you.

Sincerely,



Darren George, CPC, SPHR  
Chief Talent Officer  
**Mackenzie Eason & Associates**  
2459 Forest Park Blvd  
Fort Worth, TX 76110  
817-668-5870 Direct  
817-917-4064 Cell  
888-596-7943 Fax  
[dgeorge@mackenzieeason.com](mailto:dgeorge@mackenzieeason.com)  
[www.mackenzieeason.com](http://www.mackenzieeason.com)

### **Company Profile:**

#### **Our Philosophy & History**

Our Philosophy is to build a relationship with our clients to fulfill our ultimate goal, which is to make a significant impact in each community and with each client we work with by seeking out and delivering the best talent in the market. We take significant pride in finding the best talent that is the right fit for the client and community.

#### **The Mackenzie Eason Difference: Search is a Strategy**

Our partners have been involved in over 500 executive searches at the Director-to C-Suite level over the past 20 years. We are recognized as experts in Talent Acquisition, Development, and Culture. We have developed proprietary processes for Mackenzie Eason's executive search practice, grounded in research and science, that help clients find the right candidate for the role and minimize bias in the interview process. Our love of giving back to the community led us to working in the public sector. If an organization hires, develops, and retains great people, the entire community benefits. We have consulted with and conducted searches for private-sector clients, public-sector clients in municipalities, counties, and states nationwide, as well as non-profits, and we have developed an extensive network that helps build a slate of top-tier candidates.

We have an extensive background in executive search, working with clients across the United States. We have worked with clients across Texas, Colorado, Oklahoma, Ohio, Florida, Louisiana, and California, to name a few. As a result, we have established connections across the United States and are adept at identifying the best talent in the market through a research- and active-outreach-based model. Our search efforts have resulted in diverse candidate pools with multiple A-Players that clients have wanted to hire.

We employ an active outreach model that reaches out to every candidate we identify through our customized strategy and research process. The communications cadence is phone and email. Research has consistently found that the best candidates in the market are traditionally *not* actively looking and will only passively look if contacted about a great opportunity. Many firms advertise an active outreach model, but their outreach is typically limited to email and newsletters and relies solely on applications. Deleting an email about an opportunity is easy; however, actively reaching out by phone and through network referrals leads to conversations to "sell" the role, the organization, and the community, which generate interest and help us recruit passive candidates more effectively. Speaking to people directly results in a much higher percentage of positive responses from top-tier candidates. The key components we use to identify proficient leaders and qualify candidates include rigorous interviews, background screening, and assessments to determine whether they fit the organization's Culture, Core Values, and Vision.

Our executive searches are focused nationwide through various strategic marketing initiatives to recruit the most talented and qualified candidates from around the country. Research shows, and in our experience, that the best candidates are actively recruited from their current roles. We know that a small percentage of candidates who apply could be your next hire, so it is imperative to also advertise and market your opportunity to get the word out. In addition to distributing the position on nationally recognized job posting websites, we also share the opportunity with our extensive database and post it on reputable, relevant industry associations and agencies websites that target their memberships via email, newsletters, and social media. Mackenzie Eason has an applicant tracking system that connects with all major recruitment sites and allows us to connect, track, and communicate with candidates. Our applicant tracking system also allows us to gather EEOC data for each applicant. Each of our partners is certified in EEOC policy as a Certified Personnel Consultant to understand the legal implications of recruitment for Mackenzie Eason and our clients.

We partner with our clients to thoroughly understand their culture and organizational vision from the onset of the engagement, tailoring the search to identify candidates that will fit seamlessly into an organization and ensure long-term success. We know clients rely on us for our extensive network, unparalleled industry knowledge, proven results, and our complete understanding of their needs. Cultivating our client relationships elevates the level of service we bring to each engagement. We can do this through transparency and multiple communication channels and by spending time upfront in face-to-face meetings to understand the client. Additionally, we pride ourselves in truly partnering with our clients and providing advice and consulting that goes far beyond the value of executive search.

The first phase of our model is the due diligence phase. If possible, we meet with our clients and all stakeholders face-to-face, otherwise via video, to gather information on the organization, the vision, the culture, and the specific details about the search, and to explore the community. If needed, we can gather community input for the role via meetings, surveys, and community forums. As part of this process, we have developed something only used at Mackenzie Eason called the Hiring Traits Exercise.

This technique was created to go beyond the job description to help our clients and help us understand the nuances of the candidate who will be the best fit for now and the future. We lead each client through this exercise at the beginning of each search. We use this throughout the process to determine whether a candidate is a good fit to move forward, develop questions for the final interviews, and gauge whether the candidate is the right fit or just 'likable.' This process is beneficial because, while the job description might not change, the nuances of what is needed from the future candidate and role often do.

Next, we use the client's input to develop a model profile and set of traits of the ideal candidate. We use this profile to target potential candidates in our research phase. In this phase, we research candidates based on their backgrounds, experience, skill sets, and successes, and import them into our database to track our correspondence throughout the process.

Mackenzie Eason has a long-standing partnership with a nationally renowned advertising agency to advise us on the best methods for marketing and advertising. We know it is vital that candidates from around the country understand why they would want to work and live there. We are the only firm that develops an interactive 'brochure' or digital prospectus for your search—a unique website dedicated to your search that covers the opportunity, the challenges, living there, and the benefits. We live in a visual society where everything is at our fingertips on our phones and laptops. Sending over a PDF brochure does not sell your opportunity; however, building an interactive website that includes video and pictures does a much better job.

The 'Digital Prospectus' is one key difference in our ability to truly market the role and the City, especially in harder-to-fill roles and cities that are less well known and harder to recruit to. Our digital prospectus ensures that candidates and their spouses understand your organization, the role, the culture, why the opportunity is vacant, potential issues, and information about the City, community, and the organization's benefits package. We successfully do this by building a 'Digital Prospectus' that is a unique URL for your search that includes all this information.

A sample digital prospectus website can be found at: [www.meajobposting.com](http://www.meajobposting.com)

During the search execution phase, we actively reach out to our network, targeting those candidates from our research, contacting candidates already in our database, and marketing the opportunity through job postings, industry associations, social media, and our network. Through a series of biographical interviews using the top-grading technique, we gauge a candidate's experiences and skill set, identify patterns or red flags, and understand their core values and motivations that have developed throughout their lives to truly understand a candidate's thought process, or the "why," throughout their life. Additionally, we measure a candidate's soft skills and self-awareness through this psychological interviewing technique. We have developed a Leadership Rubric, the model we use to evaluate all candidates for your search. We specifically target these during the interview process to gauge their leadership effectiveness.

## Rubric for Identifying Top Leadership Talent



*Figure 1-Leadership Scorecard*

We utilize various validated assessments on the final pool of candidates: DISC (behavior), a Motivators assessment, the Big Five Personality test, and a Cognitive I.Q. assessment related to job analysis. We use these assessments during the interview process to develop questions that focus on the candidate's unique strengths and weaknesses.

Mackenzie Eason will help you design an interview that integrates best practices into your organization's current process and ensures you hire based on fit rather than likability. Certain people are natural extroverts and interview better than others, but this does not predict fit or success within a role. Science shows that the top three factors for finding the right fit are a structured interview process, using various assessments to assess personality, motivators, behavior, and I.Q., and assessing candidates through case studies and work scenarios.

Once we have identified qualified candidates, we deliver a packet on each candidate that includes their detailed biography, resume/C.V., and assessments. Next, we schedule a convenient time with the hiring manager or committee to review the candidates and guide them through evaluating which ones to move forward with for interviews. We then handle all logistics in setting up the interview schedule, the interview questions and rating sheets, any travel logistics or scheduling of a video platform, and then sit through interviews with the hiring committee. Finally, after the interviews are complete, we facilitate discussions among the hiring committee to select the right candidate and negotiate a fair offer for both parties.

In our quest to continue innovating and deliver results for our clients, we realize that open, transparent communication throughout the search process is integral to a modern, successful search. Therefore, we share a secure online portal that allows 24/7 communication and oversight with the designated contact. The portal includes candidates' resumes/curricula vitae, personal information, previous and current job

experience, education, internal notes, and assessment documents, all available for the hiring manager to view. This allows seamless communication between our firm and you, the client. The hiring manager can see where we are with candidates at any time and write notes or questions, so there is no confusion during the process. You can see how many candidates have been interviewed, are interested, have declined, and have thoughts on each candidate. Additionally, we conduct regular check-ins with the client to provide feedback, share our progress, and update them on any roadblocks. We understand that a lack of transparent communication is the most frustrating aspect of working with search firms, and we strive to ensure it will never be an issue.

Additionally, we stand behind our work. We will guarantee the candidate's placement for eighteen months from the start date. If the candidate leaves for any reason or is discharged, then Mackenzie Eason will re-do the search at no additional search fees.

## Recruitment Approach & Methodology

### Process & Timeline

Our standard process allows you to interview a slate of candidates and select a candidate typically within 90 days. Mackenzie Eason can develop a variety of stakeholder meetings and input to include internal department(s), public community engagement, and key stakeholders/business leaders. We have developed unique stakeholder meetings that included surveys, public meetings with questions, and meetings with business leaders and stakeholders.

#### I. Week 1: Due Diligence

- Conduct Interviews of the designated Hiring Manager, Executives & Key Leaders, and/or Board/Council to determine parameters, culture, internal & external politics, and overall direction for the search.
- To begin each engagement, we develop a comprehensive executive assessment for the client that leads to a highly customized strategy for search execution. In addition to examining specific client needs, our Partners also thoroughly analyze market and compensation trends and create an industry-specific candidate profile. We are also committed to providing our clients with a diverse range of qualified candidates, incorporating each client's diversity and inclusion initiatives directly into our strategic plan.
- We utilize the strategy in the due diligence step to develop with the client the character traits and skillsets needed to help us develop a profile of the perfect candidate. We use this profile to target industries and candidates in our research phase.
- Provide Consultant Feedback on differences of opinion garnered from interviews and suggest final parameters for the most successful search process. Address any potential roadblocks, politics, and expectations for search firm and hiring manager.
- Set Timelines, establish clear communication channels, and finalize the profile of the candidate
- Develop a Custom Digital Prospectus for potential candidates combining information on the Community, History of the Organization, Profile of the Candidate, Vision, Goals of the Organization and Role, Issues the candidate will encounter, and basic Compensation and Benefits package that is easily shared with candidates via a unique URL website

#### II. Week 2: Targeted Approach

- Once the executive assessment stage has been completed, we move into the research phase, where we conduct exhaustive research, with each search typically spending 25 to 30 hours per engagement. Our firm has access to leading proprietary databases and services that allow us to extend our search well beyond even the largest personal network and provide clients with a more global reach, as well as a highly diverse talent pool.
- Beyond our targeted research and active outreach to individual candidates, we also utilize our own Applicant Tracking System to promote the job nationally via every major job board, such as

Indeed, ZipRecruiter, and LinkedIn, posted on over 25 local and national job boards, as well any industry-specific boards.

### III. **Week 3-8: Search Execution**

- Contact each candidate individually, set up a time to pitch position, and gauge interest level.
- Review all candidates who have applied via our ATS (Applicant Tracking System) and move candidates through the pipeline who are qualified.
- Our partners conduct an in-depth assessment of each candidate and pre-reference screening. *Based on client feedback on this first round of candidates, the selection process can then be further refined.*
- Thoroughly interview and vet each candidate using In-depth behavioral, psychological and Topgrading interview techniques. Conduct both formal and backdoor background checks, and provide written notes and summaries of candidates for client updates.
- Exclusive to our Executive Search, clients will have access to our proprietary database to follow along with your search 24/7.
- Mackenzie Eason Clients will be delivered extremely qualified, vetted, and referenced candidates based on the profile and strategy developed by MEA.

Provide a final list of top candidates to the hiring manager and present the strengths and weaknesses of each candidate along with the commitment level of each candidate. (Week 10-12)

- The number of weeks varies until a successful slate of candidates is ready.

### IV. **Week 8-12 : Candidate Selection**

- Final Candidate Selection is based on our rigorous interviewing, assessment testing, and background reference checking.
- Consult with hiring manager to narrow down candidates to finalists.
- Prepare initial interviews with candidates and designate a hiring committee; typically conducted via conference call/video interview for the first round of interviews. Provide direction, if needed, to hiring committee on interview techniques, questions, and strategy. (Week 8-12)
- Prepare Itineraries for Finalists, book travel arrangements, and prepare hiring committee for final interviews. Schedule itinerary to include a community tour, meet with Key Leaders in the community, dinners, and interviews.
- Mackenzie Eason helps to design a comprehensive interview process built around the needs of the client and using best practices to find the candidate that is the best fit for the organization. A partner can be made available to assist in final client interviews on-site to provide feedback on each finalist and help guide the interview process.

- Once an ideal candidate is selected, our partners work closely with the client throughout the referencing and negotiation process to help ensure a smooth transition from prospective candidate to employee.

## **V. Follow Up**

- The partners at MEA know that our responsibility to our clients does not stop with the placement of a candidate – it extends to the impact of the selected candidate on the overall organization. Not only does our due diligence upfront help to ensure the placement of a candidate that will succeed within the organizational culture and structure, but we also continue our consultative services post-placement to ensure the successful integration of the candidate and a positive impact on the organization.

## **Deliverables**

- 1. Litmus Test Hiring Traits Document**
  - A clear, stakeholder-driven outline of the skills, attributes, and cultural fit factors essential for the role.
- 2. Customized Candidate Profile & Model**
  - A written summary capturing the role's key requirements, preferred experience, leadership traits, and success factors.
- 3. Digital Prospectus (Interactive Microsite)**
  - A unique URL showcasing the organization, community, role details, and benefits to attract and inform potential candidates.
- 4. Weekly (or Agreed-Upon) Status Updates**
  - Ongoing communication summarizing research findings, outreach progress, candidate pipeline, and any challenges or timeline adjustments.
- 5. Secure Online Portal Access**
  - A real-time, web-based platform for reviewing candidate résumés, interview notes, references, assessments, and status updates.
- 6. Candidate Shortlists & Presentation Packets**
  - Comprehensive profiles (résumés, interview summaries, assessment results) for each shortlisted candidate.
- 7. Interview Materials & Coordination**
  - Structured interview questionnaires, rating sheets, and logistical support to streamline the interview process.
- 8. Assessment & Leadership Scorecard Results**
  - Consolidated data and analyses from psychological and cognitive assessments, mapped against the role's competencies.
- 9. Offer & Negotiation Strategy**
  - Detailed compensation recommendations using market data, as well as certified negotiation support to finalize a win-win agreement.
- 10. Post-Hire Follow-Up**



- Scheduled check-ins with both the client and the newly placed executive to ensure a smooth integration into the organization.

### **Recruitment Timeline:**

We can proceed immediately upon the approval of an agreement. We would be able to meet with the Board and stakeholders, begin preparing a strategic approach, identify the prototype candidate, and start research and search execution. We expect to complete the search in our normal timeline of around 60-90 days, with interviews completed and a candidate placed.

### **Scope of Work Details**

#### **1. Project Initiation & Due Diligence**

- Conduct in-person or virtual meetings with key stakeholders to understand organizational culture, vision, and role requirements.
- Develop “Litmus Test Hiring Traits” to capture essential qualities and future needs beyond the standard job description.
- Outline project timelines and establish communication protocols.

#### **2. Candidate Profile & Research Phase**

- Create a detailed model profile of the ideal candidate based on stakeholder input.
- Utilize proprietary databases, network referrals, and market research to identify high-potential candidates nationwide.
- Incorporate client branding, culture, and job specifics into all marketing and outreach materials.

#### **3. Active Outreach & Candidate Attraction**

- Execute an active outreach strategy that includes direct phone calls, email follow-ups, and personal introductions.
- Develop a customized “Digital Prospectus,” an interactive microsite presenting the organization, role, and community to prospective candidates.
- Advertise the position across major job boards, industry associations, and relevant professional channels.

#### **4. Candidate Screening & Assessment**

- Conduct rigorous Topgrading-style biographical interviews to evaluate each candidate’s background, motivations, and potential red flags.
- Administer Myers-Briggs, DISC, Motivators, Big Five Personality, and cognitive assessments to gather comprehensive insights into each candidate’s strengths and weaknesses.
- Compare results to the proprietary Leadership Scorecard, ensuring a consistent, data-driven process for candidate evaluation.

#### **5. Candidate Presentation & Interview Coordination**

- Present a curated list of top candidates with résumés, assessment results, and biographical summaries.
- Arrange interview logistics (in person or virtual), including scheduling, travel, and interview materials (questions, rating sheets).
- Guide hiring managers or committees through structured interviews, reducing bias and clarifying key decision factors.

## 6. Final Selection, Offer, & Onboarding Support

- Provide advice on referencing and due diligence for final candidates.
- Partner with City Compensation (or other compensation data providers) to develop fair and competitive offers.
- Facilitate negotiations and support the final onboarding process to ensure a smooth transition for both parties.

## 7. Project Management & Communication

- Maintain open lines of communication through regular update calls or meetings.
- Offer 24/7 access to a secure online portal where stakeholders can view candidate documents, notes, and status updates in real time.
- Provide post-hire follow-up to confirm both client and candidate satisfaction and address any final needs.

### Project/Recruiting Team:

**Darren George-**

**Chief Talent Officer & Primary Partner for Search Process- Involved in all aspects of search process from Consulting, Strategy, Research, Search Execution, Client Communication, Interviews, and Negotiations.**

Darren has spent twenty years focusing on culture, talent acquisition, talent development, organizational leadership, and organizational change in Human Resources. Darren has worked with Fortune 50 companies and large public sector clients that include Higher Education, K-12 Education, Municipalities and County governments across the United States. Darren's clients include Aetna, Northbay Healthcare, Teletrac, US Dermatology, Samsung, City of Fort Worth, TCU, FWISD, City & County of Denver, Oklahoma City, BOKA Powell, Schaefer Advertising, and Miami-Dade County to name a few.

Darren is the Chief Talent Officer and founder of Mackenzie Eason, an executive search and consulting firm, and founder of Talent Metrics, an AI cloud-based software that measures an organization's culture and provides actionable intelligence for executives on how to build a strong culture to improve revenue, retention, and productivity. Darren is an organizational change agent concentrating on best practices, efficiencies, and transformation.

Darren's deeply held philosophy is that all great organizations develop and implement a talent strategy as a key resource just as they do their business strategy and financial capital. His motivation is to fundamentally change how organizations do business by building a strong culture around an organization's talent to produce unparalleled operational and financial results. Darren is a frequent industry-expert media contributor and speaker. His work success and community activities earned him recognition as a top 40 Under 40 area executive and the 2018 Neighbor of the Year for the City of Fort Worth. In 2019, Darren co-authored Broken Handoff- Saving Your Assets, a breakthrough book with transparent insights into mergers and acquisitions and the effects on culture and talent that was published by Brown Books Publishing. In 2020 and 2021, Darren was chosen as one of the Top 400 Influential Executives by FW Inc Magazine for his work in business, philanthropy, and the community. Mackenzie Eason was chosen as a Forbes Top 100 Executive Search Firm in 2021 and 2022.

Darren holds a Master in Liberal Arts in Industrial & Organizational Psychology from Harvard University, along with a Bachelor of Business Administration from the University of Texas at Arlington. He also completed executive programs at the Talent Management Institute at the University of North Carolina at Chapel Hill, the Entrepreneurial Studies Executive Course at London Business School, and the Howard University Sherpa Executive Coaching course.

Darren will be the primary Partner who will lead the execution of this search. Darren is extensively familiar with Fort Worth, DFW, and Texas, having grown up here and still resides in the heart of Fort Worth. Darren also has deep connections across Texas with City and Business Leaders through his work with various organizations and clients.

## **Bradley Ford**

### **Consulting Partner – Executive Search & Municipal Leadership Advisory**

#### ***Advisor to Governing Bodies on City Manager Recruitment, Evaluation, and Executive Transition***

Bradley will serve as a Consulting Partner supporting all aspects of the City Manager recruitment process, including council consultation, leadership profile development, candidate evaluation, stakeholder engagement strategy, executive assessment, and transition advisory. As a former City Manager and senior municipal executive, Bradley brings direct experience working for and with elected governing bodies, providing him with an informed understanding of council dynamics, governance priorities, and the practical realities of municipal leadership.

Bradley has more than two decades of progressively responsible local government experience, culminating in his service as City Manager of Waco, Texas, where he was unanimously appointed by the City Council after serving as Assistant City Manager. In this role, he reported directly to the Council and was responsible for the full scope of municipal operations, including public safety, public works, utilities, financial stewardship, economic development, strategic planning, and organizational performance. His tenure required continual alignment between policy direction and operational execution—experience that directly informs his ability to help councils define, refine, and prioritize the leadership competencies needed in their next City Manager.

Prior to Waco, Bradley held senior leadership roles in Fort Worth and Burleson, including Deputy City Manager and Director of Economic Development. Across these roles, he partnered closely with elected officials on complex policy matters, development negotiations, infrastructure investment decisions, and long-range planning initiatives. He understands firsthand the expectations councils place on their chief executive: political acuity, fiscal discipline, organizational leadership, community visibility, and the ability to execute policy direction without overstepping governance boundaries.

Bradley's experience uniquely positions him to assist councils in:

- Translating strategic priorities into a clear and measurable executive leadership profile
- Assessing candidates' readiness to operate within a council-manager form of government
- Evaluating political judgment, executive presence, and stakeholder management capability

- Analyzing employment agreements, compensation structures, and performance metrics
- Advising on onboarding and first-year performance alignment

Having sat in the City Manager seat, Bradley evaluates candidates not only on résumé credentials but on practical leadership realities—budget preparation, crisis management, council communication cadence, media relations, executive team development, and operational accountability. He understands what differentiates a technically competent administrator from a high-performing chief executive who can build trust with a governing body and community.

Bradley is also recognized within the municipal profession for his expertise in executive contracts and public-sector compensation structures. His advisory work in this area provides additional value during negotiation and employment agreement structuring, ensuring alignment between market competitiveness, fiscal stewardship, and governance expectations.

Bradley holds a Bachelor of Arts in Political Science from The University of Texas at Tyler and a Master of City and Regional Planning from The University of Texas at Arlington. He remains actively engaged in professional municipal networks and leadership dialogue, contributing thought leadership on governance, executive leadership, and municipal talent strategy.

Bradley will work alongside Mackenzie Eason’s search team to provide council-facing insight, practitioner-level evaluation of candidates, and seasoned guidance throughout the recruitment and selection process—ensuring the City secures a City Manager who aligns strategically, operationally, and culturally with its governing body and community.

## References:

**Kenton Tsoodle, CEO**

Alliance for Economic Development of Oklahoma City

[kenton.tsoodle@theallianceokc.org](mailto:kenton.tsoodle@theallianceokc.org)

(405) 297-2802

**Kathy Wallis, Board Chair**

Edmond Economic Development Authority

[kwallis@wallislawgroup.com](mailto:kwallis@wallislawgroup.com)

(405) 726-9888

**Brian Williams, Former General Manager**

San Patricio County Municipal Water District

[bgw@spmwd.net](mailto:bgw@spmwd.net)

(361) 815-7933

**Chuck Wemple, Executive Director**

Houston-Galveston Area Council

[charles.wemple@h-gac.com](mailto:charles.wemple@h-gac.com)

713-993-4514

**Craig Freeman, City Manager**

City of Oklahoma City

[craig.freeman@okc.gov](mailto:craig.freeman@okc.gov)

405-297-2345

**Nick Williams, Chief of Staff**

City and County of Denver DOTI

[nicholas.williams@denvergov.org](mailto:nicholas.williams@denvergov.org)

(214) 403-8510

**Jay Chapa, City Manager**

City of Fort Worth

[jay.chapa@fortworthtexas.gov](mailto:jay.chapa@fortworthtexas.gov)

817-392-5804

## Cost and Guarantee

Our standard fee is 25%; however, for Public Sector & Non-Profit clients, we offer a discounted fee of 23%. We would cap search and consulting fees on this search at \$30,000. These fees exclude travel for the candidate and consultants, specialized advertising, and executive-level background checks.

Fees are calculated based on the total annual compensation package, which includes the base salary plus any expected additional first-year compensation factors.

We require a one-third retainer to launch the search. Upon presentation of candidates, we will bill for a second one-third retainer payment, with the balance due on the date that one of the candidates successfully signs the contract. This includes all search fees, all consulting costs associated with the search, and the partners' time spent facilitating the final interviews with candidates.

We guarantee the placement for 18 months and will continue the search until a placement is finalized. If the candidate leaves within 18 months, we will conduct a new search at no additional search fees.

## Unique Qualifications:

### Certifications & Recognitions

- *Forbes Best Executive Search Firms (2021, 2022, 2023)*: Mackenzie Eason is the only public-sector-focused executive search firm honored in consecutive years, underscoring our standing as a top innovator in the industry.

### Innovations & Differentiators

1. **Active Outreach Model:**
  - Unlike firms that rely on email blasts or newsletter campaigns, we proactively call and network to engage both active and passive candidates. This phone-focused strategy fosters real conversations, “selling” the organization, role, and community to the best talent who may not otherwise apply.
2. **Digital Prospectus (Interactive ‘Brochure’):**
  - We create a dedicated microsite for each search, providing in-depth information about the position, organizational culture, and local community. Video, photos, and an interactive format better “sell” the opportunity than a static PDF, allowing candidates—and their families—to explore in detail.
3. **Science-Based Interview Techniques:**
  - Everything we do is rooted in Industrial & Organizational Psychology. Our team employs regression analysis to build a validated hiring process, increasing the likelihood of selecting the right candidate by up to 70%.
  - We apply the Topgrading methodology, conducting multiple biographical interviews to identify patterns, motivations, potential red flags, and a candidate’s long-term cultural fit.
  - Assessments used include Myers-Briggs, DISC, Motivators, Big Five Personality, and a Cognitive/IQ measure tailored to job requirements.
4. **Structured Interview & Leadership Scorecard:**
  - Our proprietary *Leadership Scorecard* targets essential competencies and leadership traits, ensuring consistency and reduced bias. This approach aligns with research that a

structured interview process, supplemented by assessments and job-related scenarios, yields the highest accuracy in hiring.

**5. Litmus Test Hiring Traits:**

- Unique to Mackenzie Eason, this exercise refines the “must-have” qualities, guiding the entire search from initial outreach to final interviews. It looks beyond standard job descriptions to capture what truly defines success in the role—both now and in the future.

**6. Secure Online Portal:**

- We share a 24/7-accessible portal with the hiring manager or designated contact, offering real-time visibility into candidate résumés, interview notes, assessments, and status. This transparency streamlines communications, promotes accountability, and helps avoid confusion.

**Adherence to Best Practices & Technical Standards**

- By using validated psychological assessments, structured interview frameworks, and a data-driven outreach strategy, Mackenzie Eason aligns each project with industry best practices.
- Our process consistently generates diverse, highly qualified candidate pools, empowering clients to make informed, long-term hiring decisions.

**Recent Placements**

- Executive Director- *Alamo Area MPO*
- Executive Director- *Houston-Galveston Area Council*
- Chief Transportation Officer- *Houston- Galveston Area Council*
- Director of Economic Development- *City of Fort Worth*
- Executive Director- *Edmond Economic Development Authority*
- Senior Capital Program Officer- *City of Fort Worth*
- Deputy Director, Development Services- *City of Fort Worth*
- Public Works Director- *City of Oklahoma City*
- Director of Capital Improvement Program- *City of Irving*
- Water Director, *City of Fort Worth*
- President & CEO- *Oklahoma City Innovation District*
- Executive Director- *Riversport Foundation*
- Chief Urban Design Officer- *City and County of Denver- Community Planning and Development Department*
- Director of Planning & Development- *City of Fort Worth*
- City Manager- *Highlands Ranch Metro District*
- Assistant City Manager- *City of Waco*
- Assistant City Manager & Chief Financial Officer- *City of Waco*
- CIP Engineering Manager- *City of Waco*
- Senior Development Review Engineer- *City of Waco*
- Tarrant County Administrator (County Chief Executive Officer)- *Tarrant County, Texas*
- Deputy Director- Public Works- *City of Little Rock*
- Deputy Director Public Works & Utilities- *City of Littleton*
- City Engineer- *City and County of Denver- Department of Transportation, Infrastructure*
- City Attorney- *City of Waco*

- Chief Appraiser & CEO- *Tarrant Appraisal District*
- Budget and Capital Finance Director- *City and County of Denver*
- Destination Development Officer (CEO)- *Visit Waco Convention & Visitors Bureau*
- Chief Appraiser & Executive Director- *Tarrant Appraisal District*
- Deputy Bond Manager- *City and County of Denver*
- Chief Financial Officer- *City of Little Rock*
- Chief Human Resources Officer- *City of Oklahoma*
- Assistant Director of Capital Improvement Program-*City of Irving*
- Transit Director- *City and County of Denver- Department of Transportation, Infrastructure, & Transit*
- Chief Financial Officer- *City and County of Denver-Department of Transportation, Infrastructure, & Transit*
- Director of Solid Waste Management- *City and County of Denver*
- COO & Deputy Director Chief Transit Officer- *Miami-Dade County DTPW*
- Chief Mobility & Innovation Officer- *City of Fort Worth*
- Chief Financial Officer – *City of Fort Worth*
- Diversity & Inclusion Officer- *City of Fort Worth*
- Human Resources Director- *City of Fort Worth*
- Independent Police Monitor- *City of Fort Worth*
- Director of Neighborhood Services- *City of Fort Worth*
- Director of Transportation & Public Works- *City of Fort Worth*
- Assistant Director of Transportation & Public Works- *City of Fort Worth*
- Fire Chief- *City of Fort Worth*
- Library Director- *City of Fort Worth*

### **Optional Services:**

Mackenzie Eason offers HR & Talent Consulting, Training, and Executive Coaching at an additional charge. Our standard rate is \$250 per hour for public sector clients, with some special pricing for longer-term engagements.





## ***Named to 2021, 2022, & 2023 Forbes List of Best Executive Search Firms in America***

### **Executive Search**

- Public Sector
- Technology
- Education
- Healthcare
- Transit & Transportation
- Architecture
- Construction
- Finance
- Human Resources
- Insurance
- Public Works
- Aerospace/Engineering

### **Consulting:**

- Chief Talent Officer
- Talent Acquisition
- Talent Development
- Executive Recruitment
- Employer Branding
- Strategic Consulting
- Executive Coaching
- HR Outsourcing

### **Industrial & Organizational Consulting**

- Nudge Theory
- Culture
- Talent Philosophy
- Leadership Development
- Organizational Development
- Talent Management



## Your Talent Advantage

Mackenzie Eason is a consulting and executive search firm focused on Talent Acquisition, Development, Culture, Leadership, and Executive Search. Founded in 2004, we've conducted over 500 executive searches from Director to CEO level. We pride ourselves on being a boutique search firm with global capabilities. Our approach is **driven by science and research above all.**

## Our Purpose

Our purpose is to make our clients better through their people. We know that no matter if it's hiring, growing, or developing leaders...

**People** are the most significant factor in every organization's success.

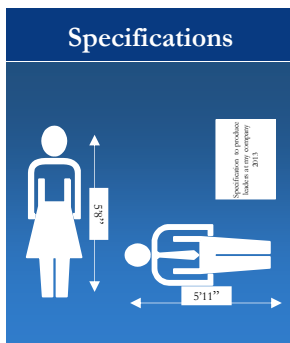


## Our "Why"

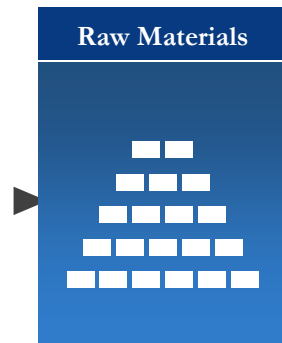
Our strength relies on our process in reaching the top candidates, no matter the industry, and our ability to help facilitate seamless interviews that find the right candidate. We are driven to go beyond the traditional search model that just delivers active candidates, but rather use a targeted approach to provide a slate of passive, top tier diverse candidates. Talent Acquisition is no longer just about finding talent -- but finding the **Best Talent** that **fits** within an organization's unique Culture, Core Values, and Vision.

## Why Pick Our Team?

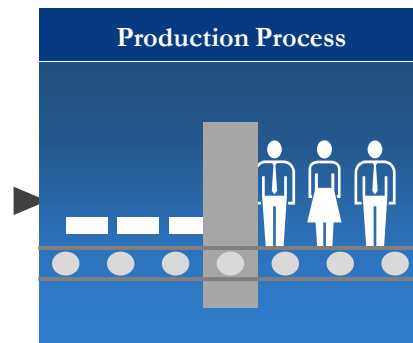
- Our Strategy in the Research Phase
- Our Network and ability to reach top Passive Candidates.
- Our Process & Consultative Approach
- Our Breadth of Candidates



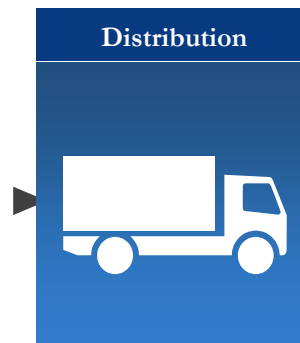
What are the specifications for the talent you need for a leader?  
**Identifying a Prototype candidate.**



Identifying the quality and quantity of Raw Materials?  
**Your 'Hiring Traits'**

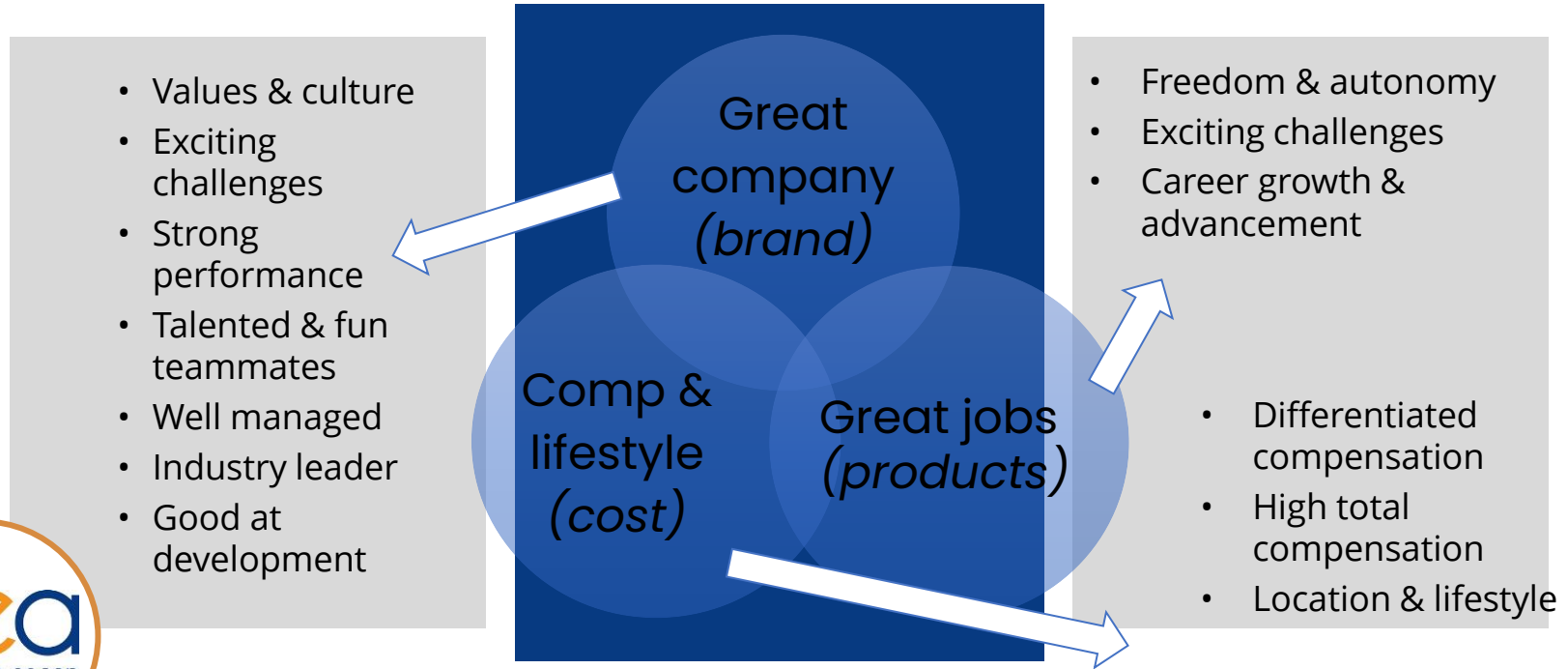


What is the plan for effectively identifying and converting candidates?  
**Networking, Active Outreach to Passive candidates, and Direct Marketing.**



What is the plan for effectively interviewing and choosing the right candidate?  
**Our Scientific Interview Methods**

# Understanding What Candidates Are Looking For in a Company



## How to Assess and Score Candidates

### Person-Environment Fit

Science says that “Person-environment fit” is a very well-established concept; it creates **increased commitment**, which means higher individual performance, and **higher satisfaction**, which means turnover is less likely.

Quality fit creates a **125% productivity gain for clients**.

*is the Mackenzie Eason difference.*

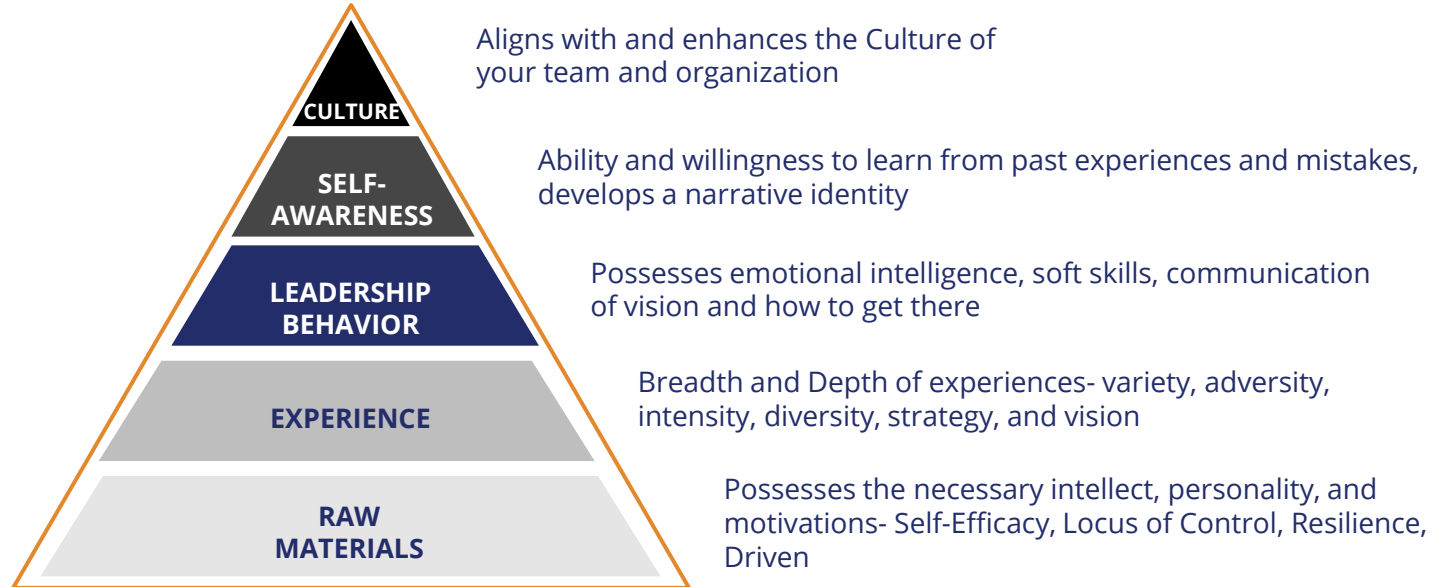
## Follow the Science

We are a 21<sup>st</sup> century talent firm that utilizes data analytics, Industrial & Organizational Psychology, and science & research to develop our search model.

At Mackenzie Eason, science and research drive our beliefs, represented in our Executive Search process and practices.



# Great Leaders Share Similar Backgrounds



## What Does “Fit” look Like?



“I have trained my life to fly a 747. That is way different than piloting a two-prop engine plane.”

- Ginni Rometty,  
Chairwoman, Former CEO,  
IBM (*WSJ*, 4/21/15)



# CITY AND COUNTY OF DENVER

CFO- Department of Transportation and Infrastructure- DOTI

EXPLORE THE OPPORTUNITY



- #2 Best Place to Live by U.S. News & World Report.
- #2 Highest Educated population in America.
- Colorado has the nation's lowest obesity prevalence among adults.
- Colorado ranks #7 in U.S. in "State New Economy Index" of preparedness for economic growth and a changing global economy.
- Colorado is the #5 Best State for Business by Forbes.
- One of the most walk-able downtowns in the nation.
- 300 days of sunshine per year.

## City of Fort Worth / CFO

### Current Candidates

➔ Export Report

Grid View

Add Candidate

< Page 1 of 4 >

| Rank | Name / Company                                                                                                                                                                 | Status    | Category                                                                          | Visible                                                                           | Dates                                                             |
|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------|
| 1    |  <b>Reggie Zeno</b><br>Finance Director at City of Cincinnati<br><a href="#">Show details</a> | Placed    |  |  | Added: 03/04/2019<br>Presented: 03/04/2019<br>Updated: 05/03/2019 |
| 2    |  <b>John</b><br>Chief Financial Officer at Commission<br><a href="#">Show details</a>         | Finalist  |  |  | Added: 11/13/2018<br>Presented: 12/28/2018<br>Updated: 05/03/2019 |
| 3    |  <b>Melinda</b><br>Controller at<br><a href="#">Show details</a>                              | Candidate |  |  | Added: 11/12/2018<br>Presented: 12/28/2018<br>Updated: 05/14/2019 |
| 4    |  <b>Arif</b><br>Deputy Director at City of<br><a href="#">Show details</a>                    | Candidate |  |  | Added: 11/12/2018<br>Presented: 12/28/2018<br>Updated: 05/14/2019 |

# How we work

## Targeting

Proprietary databases, our network, research, passive candidate outreach, and more.

## Candidate Selection

We work with you on a list of finalists, and we handle all the logistics of getting those finalists to you, plus interview prep, negotiations, and more.



## Due Diligence

We meet to understand culture, parameters, skills needed, where your organization is headed, and previous successes & failures in the role.

## Search Execution

Thoroughly interview and vet each candidate using In-depth behavioral, psychological, topgrading interview techniques, and using a variety of validated assessments in determining the best candidates.

## Follow-up

We are not a "set it and forget it" search firm. We will guarantee the candidate's placement for eighteen months from the start date, and continually ensure a smooth transition to employee.

Day 1

Day 30

Day 60

Day 90

Day 120

## Results



**99% Retention rate in the first year**

**92% retention rate of candidates placed  
are still with the client after five years**

**86% retention rate of candidates placed  
are still with the client after seven years**

## Our Differentiators



- Everything we do is rooted in science and best practices
- Our Process was built using regression analysis to build a hiring process using validated techniques to give clients a 75% probability of hiring the *right* candidate
- Global reach, boutique service
- We contact passive candidates, which gets you a higher quality of finalists
- We guide your team every step of the way including interview prep, negotiations, and more
- We are consultants, not just headhunters. Our job is to use our consulting to find *the best fit*
- We use a variety of *validated assessments* to evaluate the candidate beyond their resume and the interview
- 24/7 access to your project through our *client database* to view candidates, progress, and notes
- Comprehensive *Digital Prospectus website* that details the opportunity, the organization, the city, and benefits



**Date:** August 10, 2026  
**Continued From:** N/A  
**Action Requested:** Action

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**To:** Transportation Policy Board  
**From:** Council Member Rudy Metayer, Chair  
Mr. Tim Tuggey, CAMPO Legal Counsel  
**Agenda Item:** 8  
**Subject:** Discussion and Take Potential Action on CAMPO Support Services Contract

---

**RECOMMENDATION**

CAMPO Legal Counsel recommends that the Transportation Policy Board authorize the Interim Executive Director to execute a contract for support services.

**PURPOSE AND EXECUTIVE SUMMARY**

This item is to discuss the potential contract with the previous executive director, Mr. Ashby Johnson, to provide support services to the Capital Area Metropolitan Planning Organization (CAMPO), including on-call advisement for staff and the Transportation Policy Board.

**FINANCIAL IMPACT**

The contract would utilize authorized planning funds (PL) allocated for support services in the Unified Planning Work Program (UPWP). \$400,000 has been allocated for a potential contract. Note the actual contract costs are dependent on services rendered and the negotiated contract total is a not-to-exceed sum.

**BACKGROUND AND DISCUSSION**

CAMPO's previous Executive Director Ashby Johnson retired on June 30, 2026. The Transportation Policy Board has entered negotiations with Mr. Johnson for a potential support services contract to provide advisement services through CAMPO's transition period.

**SUPPORTING DOCUMENTS**

None.



**Date:** August 10, 2026  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Interim Executive Director  
**Agenda Item:** 9  
**Subject:** Discussion on the Transportation Policy Board Strategic Planning Workshop

---

**RECOMMENDATION**

None. This project is for information only.

**PURPOSE AND EXECUTIVE SUMMARY**

The Capital Area Metropolitan Planning Organization (CAMPO) will host a strategic planning workshop for the Transportation Policy Board (TPB) to be held on September 18, 2026, from 8:00 a.m. to 12:00 p.m. at the University of Texas – Thompson Conference Center. This collaborative workshop will give members of the Transportation Policy Board the opportunity to learn about each other, work together to craft CAMPO’s future, and set the foundation of CAMPO’s first ever, board driven organizational strategic plan.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

None.

**SUPPORTING DOCUMENTS**

None.



**Date:** August 10, 2026  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board

**From:** Mr. Ryan Collins, Interim Executive Director  
Ms. Christine Tremblay, Transportation Funding Specialist

**Agenda Item:** 10

**Subject:** Discussion on City of Cedar Park Set-Aside Transportation Development Credits (TDCs) Application

---

**RECOMMENDATION**

None. This item is for information only.

**PURPOSE AND EXECUTIVE SUMMARY**

On February 12, 2024, the TPB awarded the City of Cedar Park \$22,619,961 in future Surface Transportation Block Grant (STBG) funding as a set-aside to be used on a transportation project to be identified by the City of Cedar Park at a future date (see Attachment B). The City of Cedar Park has identified two projects, New Hope Drive (from Lakeline Blvd. to Whitestone Blvd.) and New Hope Dr. (from Main St. to just west of Bell Blvd.), for the federal funding allocation. The City of Cedar Park has subsequently applied for TDCs to serve as the local match for this funding. Upon review of the application, it has been determined that the request meets the policy, eligibility, and Maintenance of Effort (MOE) requirements as required by state and federal regulations.

**FINANCIAL IMPACT**

This item would award 5,824,000 TDCs to the City of Cedar Park to provide the required match for the \$22,619,961 in STBG funding. The \$5,824,000 in non-federal local bond funding that would otherwise serve as the match, will be used for [Toro Grande Blvd Extension](#), thereby fulfilling the federally mandated MOE requirement.

**BACKGROUND AND DISCUSSION**

TDCs are a federal financing tool that permits the non-federal share of a project's cost to be met through the application of TDCs. TDCs do not provide additional federal funding. The TDCs only erase the requirement for the sponsor to provide a local match on the federally funded project. The project sponsor must meet the MOE requirement by utilizing the local funding on a separate transportation project or activity that also supports the program goals and requirements outlined in the TDC policy.

**SUPPORTING DOCUMENTS**

**Attachment A** – *Transportation Development Credit Application*

**Attachment B** – *City of Cedar Park – Resolution*

**Attachment C** – *Refunding Report (2024)*



|                  |                                               |
|------------------|-----------------------------------------------|
| Form Name:       | Transportation Development Credit Application |
| Submission Time: | June 26, 2026 11:01 am                        |
| Browser:         | Chrome 149.0.0.0 / Windows                    |
| IP Address:      | 65.36.61.4                                    |
| Unique ID:       | 1474546734                                    |
| Location:        | 33.1494, -96.828                              |

## General Information

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### Sponsor Information

---

|                        |                                                           |
|------------------------|-----------------------------------------------------------|
| <b>Sponsor</b>         | City of Cedar Park                                        |
| <b>Address</b>         | 450 Cypress Creek Road<br>Blgd #1<br>Cedar Park, TX 78613 |
| <b>Project Manager</b> | Randall Skinner                                           |
| <b>Phone</b>           | (512) 401-5361                                            |
| <b>Email</b>           | randall.skinner@cedarparktexas.gov                        |

---

### General Information (Primary Project)

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|                            |                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>County</b>              | Williamson                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Project Name</b>        | New Hope Drive Widening at US183                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Limits (From)</b>       | Main Street                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Limits (To)</b>         | West of US183/Bell Boulevard                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Project Description</b> | This project includes preliminary engineering, ROW acquisition, utility relocations, PS&E and construction to widen New Hope Drive to a 6-lane divided major arterial roadway. Project also includes a Capital Metro rail crossing upgrade, raised median islands, street lighting, a shared-use path and sidewalk, and dual left turn lanes for all approaches to the intersection of New Hope Drive and US183. |

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### Funding Information (Primary Project)

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|                                   |                                           |
|-----------------------------------|-------------------------------------------|
| <b>Federal Funding Program</b>    | Surface Transportation Block Grant (STBG) |
| <b>Federal Funding Amount</b>     | 15000000                                  |
| <b>Local Match Requirement</b>    | 3750000                                   |
| <b>Local Match Funding Source</b> | Transportation Development Credits        |

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**Transportation Development Credit Policy (Primary Project)**

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|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Policy Goals</b>   | The City requests the use of Transportation Development Credits to maximize the use of federal funds for the widening of a major arterial with regional impacts. The application of TDCs will allow for the advancement of other regionally significant projects in Cedar Park.                                                                                                                                                                                                                                                                       |
| <b>Eligibility</b>    | This project is eligible for TDCs because it includes improvements on and across a state highway, it is considered a priority to the City of Cedar Park and is regionally significant. The New Hope Dr. widening at Bell Blvd project is identified on the City's Roadway Plan and addresses current and anticipated congestion on a major arterial within Cedar Park. The improvement project will include the implementation of dual left-turn lanes on both US183 and on New Hope Drive to improve the operational efficiency of the intersection. |
| <b>Financial Need</b> | The City requests the use of Transportation Development Credits to fund the required local match.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Implementation</b> | The City plans to utilize the TDCs to fully spend 100% of the STBG "set-aside" funds for project, which will include ROW acquisition, utility relocation, environmental clearances, PS&E and construction of this project. The TDCs will allow the project to proceed using 100% federal funding.                                                                                                                                                                                                                                                     |

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**Supporting Information (Primary Project)**

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|                                     |                                                                                                                                   |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| <b>Location Information</b>         | <a href="https://www.formstack.com/admin/download/file/19746247302">https://www.formstack.com/admin/download/file/19746247302</a> |
| <b>Funding and Cost Information</b> | <a href="https://www.formstack.com/admin/download/file/19746247328">https://www.formstack.com/admin/download/file/19746247328</a> |

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**General Information (Secondary Project)**

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|                      |                             |
|----------------------|-----------------------------|
| <b>County</b>        | Williamson                  |
| <b>Project Name</b>  | Toro Grande Blvd. Extension |
| <b>Limits (From)</b> | Parmer Ln./FM 734           |
| <b>Limits (To)</b>   | Whitestone Blvd./RM 1431    |

---

|                            |                                                                                                                       |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------|
| <b>Project Description</b> | Design and construct a four-lane divided, Primary Collector connecting Whitestone Blvd./RM 1431 to Parmer Ln./FM 734. |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------|

## Funding Information (Secondary Project)

|                                   |                                            |
|-----------------------------------|--------------------------------------------|
| <b>Local Funding Amount</b>       | 29000000                                   |
| <b>Local Funding Source</b>       | Cedar Park/Williamson County Bond Programs |
| <b>Fiscal Year of Expenditure</b> | 2028                                       |

## Transportation Development Credit Policy (Secondary Project)

|                       |                                                                                                                                                                                                                                                                                                                                |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Policy Goals</b>   | As required by the CAMPO Transportation Development Credit Policy, this project represents a locally-funded project within Cedar Park that otherwise could have been funded with federal dollars.                                                                                                                              |
| <b>Eligibility</b>    | The Toro Grande Blvd. extension project is identified on the City's Roadway Plan and will provide additional capacity to connect Whitestone Blvd. with Parmer Ln.. This project also provides an alternative or emergency by-pass to the intersection of RM 1431 and Parmer Lane when it becomes impacted accidents/incidents. |
| <b>Financial Need</b> | The Toro Grande Blvd. extension project is estimated to cost \$29 million, funded with local Cedar Park and Williamson County dollars. This investment helps offset the proposed TDC investment in this Cedar Park New Hope Drive at Bell Blvd. widening Project.                                                              |
| <b>Implementation</b> | The Toro Grande Blvd. extension project is currently under construction and is funded through City of Cedar Park and Williamson County bond funds.                                                                                                                                                                             |

## Supporting Information (Secondary Project)

|                                     |                                                                                                                                   |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| <b>Location Information</b>         | <a href="https://www.formstack.com/admin/download/file/19746247342">https://www.formstack.com/admin/download/file/19746247342</a> |
| <b>Funding and Cost Information</b> | <a href="https://www.formstack.com/admin/download/file/19746247343">https://www.formstack.com/admin/download/file/19746247343</a> |

## Certification and Submittal

|              |                                                                                            |
|--------------|--------------------------------------------------------------------------------------------|
| <b>Name</b>  | Randall Skinner                                                                            |
| <b>Email</b> | <a href="mailto:randall.skinner@cedarparktexas.gov">randall.skinner@cedarparktexas.gov</a> |

**Phone**

(512) 401-5361

**Signature**

A handwritten signature in dark ink, consisting of two distinct, stylized cursive-like marks.

|                  |                                               |
|------------------|-----------------------------------------------|
| Form Name:       | Transportation Development Credit Application |
| Submission Time: | June 26, 2026 11:03 am                        |
| Browser:         | Chrome 149.0.0.0 / Windows                    |
| IP Address:      | 65.36.61.4                                    |
| Unique ID:       | 1474547392                                    |
| Location:        | 33.1494, -96.828                              |

## General Information

---

### Sponsor Information

|                        |                                                |
|------------------------|------------------------------------------------|
| <b>Sponsor</b>         | City of Cedar Park                             |
| <b>Address</b>         | 450 Cypress Creek Rd.<br>Cedar Park , TX 78613 |
| <b>Project Manager</b> | Randall Skinner                                |
| <b>Phone</b>           | (512) 401-5361                                 |
| <b>Email</b>           | randall.skinner@cedarparktexas.gov             |

### General Information (Primary Project)

|                            |                                                                                                                                           |
|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| <b>County</b>              | Williamson                                                                                                                                |
| <b>Project Name</b>        | New Hope Drive Widening                                                                                                                   |
| <b>Limits (From)</b>       | RM 1431                                                                                                                                   |
| <b>Limits (To)</b>         | Lakeline Blvd.                                                                                                                            |
| <b>Project Description</b> | Widen New Hope Dr. from 2 lanes to 4 lanes from RM 1431 to Lakeline Blvd. with improvements to the Woodall Dr. and RM 1431 intersections. |

### Funding Information (Primary Project)

|                                   |                                           |
|-----------------------------------|-------------------------------------------|
| <b>Federal Funding Program</b>    | Surface Transportation Block Grant (STBG) |
| <b>Federal Funding Amount</b>     | 7619961                                   |
| <b>Local Match Requirement</b>    | 1904990                                   |
| <b>Local Match Funding Source</b> | Transportation Development Credits        |
| <b>Fiscal Year of Expenditure</b> | 2028                                      |

### Transportation Development Credit Policy (Primary Project)

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|                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Policy Goals</b>                             | The City requests the use of Transportation Development Credits to maximize the use of federal funds for the widening of a major arterial with regional impacts. The application of TDCs will allow for the advancement of other regionally significant projects in Cedar Park.                                                                                                                                                                                                                                                                                                    |
| <b>Eligibility</b>                              | This project is eligible for TDCs because it includes improvements on a major arterial within the City of Cedar Park and connects with a state highway. This project is considered a priority to the City of Cedar Park and is regionally significant. The New Hope Dr. widening from RM 1431 to Lakeline Blvd. is identified on the City's Roadway Plan and addresses current and anticipated congestion on a major arterial within Cedar Park. The improvement project will widen New Hope Dr. from 2 lanes to 4 lanes and improve the intersections at Woodall Dr. and RM 1431. |
| <b>Financial Need</b>                           | The City requests the use of Transportation Development Credits to fund the required local match.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Implementation</b>                           | The City plans to utilize the TDCs to fully spend 100% of the STBG "set-aside" funds for project, which will include utility relocation, environmental clearances, PS&E and construction of this project. The TDCs will allow the project to proceed using 100% federal funding.                                                                                                                                                                                                                                                                                                   |
| <b>Supporting Information (Primary Project)</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Location Information</b>                     | <a href="https://www.formstack.com/admin/download/file/19746256764">https://www.formstack.com/admin/download/file/19746256764</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Funding and Cost Information</b>             | <a href="https://www.formstack.com/admin/download/file/19746256765">https://www.formstack.com/admin/download/file/19746256765</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>General Information (Secondary Project)</b>  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>County</b>                                   | Williamson                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Project Name</b>                             | Toro Grande Blvd. Extension                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Limits (From)</b>                            | Parmer Ln./FM 734                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Limits (To)</b>                              | Whitestone Blvd./RM 1431                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Project Description</b>                      | Design and construct a four-lane divided, Primary Collector connecting Whitestone Blvd./RM 1431 to Parmer Ln./FM 734.                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

## Funding Information (Secondary Project)

|                            |                                            |
|----------------------------|--------------------------------------------|
| Local Funding Amount       | 29000000                                   |
| Local Funding Source       | Cedar Park/Williamson County Bond Programs |
| Fiscal Year of Expenditure | 2028                                       |

## Transportation Development Credit Policy (Secondary Project)

|                |                                                                                                                                                                                                                                                                                                                               |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy Goals   | As required by the CAMPO Transportation Development Credit Policy, this project represents a locally-funded project within Cedar Park that otherwise could have been funded with federal dollars.                                                                                                                             |
| Eligibility    | The Toro Grande Blvd. extension project is identified on the City's Roadway Plan and will provide additional capacity to connect Whitestone Blvd. with Parmer Ln. This project also provides an alternative or emergency by-pass to the intersection of RM 1431 and Parmer Lane when it becomes impacted accidents/incidents. |
| Financial Need | The Toro Grande Blvd. extension project is estimated to cost a total of \$29 million including design costs, funded with local Cedar Park and Williamson County dollars. This investment helps offset the proposed TDC investment in this Cedar Park New Hope Drive at Bell Blvd. widening Project.                           |
| Implementation | The Toro Grande Blvd. extension project is currently under construction and is funded through City of Cedar Park and Williamson County bond funds.                                                                                                                                                                            |

## Supporting Information (Secondary Project)

|                              |                                                                                                                                   |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Location Information         | <a href="https://www.formstack.com/admin/download/file/19746256779">https://www.formstack.com/admin/download/file/19746256779</a> |
| Funding and Cost Information | <a href="https://www.formstack.com/admin/download/file/19746256780">https://www.formstack.com/admin/download/file/19746256780</a> |

## Certification and Submittal

|       |                                                                                            |
|-------|--------------------------------------------------------------------------------------------|
| Name  | Randall Skinner                                                                            |
| Email | <a href="mailto:randall.skinner@cedarparktexas.gov">randall.skinner@cedarparktexas.gov</a> |
| Phone | (512) 401-5361                                                                             |

**Signature**

A handwritten signature in black ink, consisting of two distinct parts. The first part is a stylized, cursive letter 'M' or 'W' with a small loop at the top. The second part is a horizontal line with a small upward curve at the end, resembling a stylized 'L' or a flourish.



RESOLUTION NO. R013.25.10.23.F6

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CEDAR PARK, TEXAS, SUPPORTING THE ALLOCATION OF FEDERAL SURFACE TRANSPORTATION BLOCK GRANT “SET ASIDE” FUNDS FOR IMPROVEMENTS TO NEW HOPE DRIVE AND AUTHORIZING AND DIRECTING THE CITY MANAGER TO APPLY FOR TRANSPORTATION DEVELOPMENT CREDITS; FINDING AND DETERMINING THAT THE MEETING AT WHICH THIS RESOLUTION IS PASSED WAS NOTICED AND IS OPEN TO THE PUBLIC AS REQUIRED BY LAW.

WHEREAS, in 2020, the Texas Transportation Commission revised the Unified Transportation Plan to fund the IH-35 Capital Express Project, resulting in a funding gap; and

WHEREAS, to address this, the Texas Department of Transportation (“TxDOT”) requested the reprioritization of over \$633 million in projects funded through the Capital Area Metropolitan Planning Organization (“CAMPO”); and

WHEREAS, CAMPO, in coordination with TxDOT’s Austin District, developed a process to defer select funded projects until additional state and federal funding became available; and

WHEREAS, the list of deferred projects included Cedar Park’s New Hope Drive East Expansion Project from Ronald Reagan Blvd. to Sam Bass Road; and

WHEREAS, in order to proceed with the New Hope Drive East Expansion Project, the City and Williamson County executed an Interlocal Agreement to locally fund the project; and

WHEREAS, On June 8, 2020, the Transportation Policy Board (TPB) approved the deferral list and prioritized these projects for future funding, instructing sponsors to continue development efforts; and

WHEREAS, in February 2024, CAMPO approved re-funding previously deferred projects; and

WHEREAS, jurisdictions that completed projects with local funds were then eligible to receive “set aside” funding equivalent to their investment; and

WHEREAS, Cedar Park was approved to receive \$22,619,961 in STBG “set aside” funds, which may be applied to other eligible transportation projects at the City’s discretion; and

WHEREAS, with funding anticipated in FY 2028, CAMPO staff has requested project recommendations from the City, along with a City Council resolution in support of the proposed projects; and

WHEREAS, staff recommends allocating STBG “set aside” funds to improvements To fund the New Hope Drive – Main Street to West of Bell Boulevard Project and the New Hope Drive – RM 1431 to Lakeline Boulevard Project; and

WHEREAS, Williamson County has expressed no objection to the allocation of STBG “set aside” funds as described herein; and

WHEREAS, staff proposes to apply for Transportation Development Credits in lieu of the required twenty percent (20%) local funding match.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR PARK, TEXAS:

SECTION 1. The City Council hereby supports the allocation of Surface Transportation Block Grant “set aside” funds for improvements to New Hope Drive as described herein.

SECTION 2. The City Council hereby authorizes and directs the City Manager to apply for Transportation Development Credits in lieu of the required twenty percent (20%) local funding match.

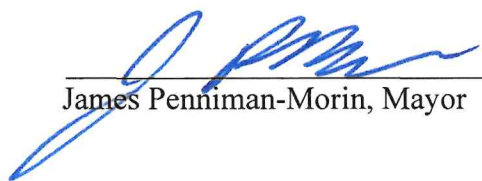
SECTION 3. That it is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place, and purpose of said meeting was given as required by law.

PASSED AND APPROVED this the 23rd day of October, 2025.

CITY OF CEDAR PARK, TEXAS

ATTEST:

  
\_\_\_\_\_  
LeAnn M. Quinn, TRMC  
City Secretary

  
\_\_\_\_\_  
James Penniman-Morin, Mayor

APPROVED AS TO FORM AND CONTENT:

  
\_\_\_\_\_  
J.P. LeCompte, City Attorney

RESOLUTION NO. R013.25.10.23.F6



# Surface Transportation Block Grant (STBG)

## Approved Refunding and Set-Aside Scenario Report

April 20, 2024

Updated: December 16, 2024



**Contents**

Executive Summary ..... 2

Approved Scenarios ..... 3

Appendix A – TPB Resolutions ..... 4

Appendix B – TIP/STIP Pages ..... 5

Appendix C – Project Assessment and Recommendation Report..... 6

Appendix D – Addendum to the Project Assessment and Recommendation Report..... 7

## Executive Summary

On June 8, 2020, the Transportation Policy Board (TPB) approved the final selection of Surface Transportation Block Grant (STBG) funded projects to be deferred in support of the IH-35 Capital Express project. Upon approval, the TPB formally endorsed the prioritization of these deferred projects for refunding and directed project sponsors to continue the project development process to ensure the projects would be ready at the earliest funding availability.

Through active management of the deferral list, the majority of the deferred projects have either been refunded or removed from refunding consideration due to affecting factors including major scope changes, chronic development issues, or because they have been implemented with local funding. With future funding forecast to become available beginning in Fiscal Year (FY) 2026, staff initiated the process to evaluate the status of the four remaining deferred projects to assess the potential to program these projects in the upcoming 2025-2028 Transportation Improvement Program (TIP) and conclude the deferral process through a final commitment of funding to these projects as described in the recommendation.

The evaluation process, a collaboration between CAMPO, the project sponsors, and the Texas Department of Transportation (TxDOT) - Austin District, evaluated the status of the project development milestones and included a comparison of the original application, development progress, inflationary impacts, sponsor responsibilities, and other elements that provided a comprehensive review of the project status.

In addition to the deferred projects evaluated for readiness and rescheduling, the TPB directed staff to review the original deferral list to identify those that were removed voluntarily and implemented with local funding for a potential future funding set-aside scenario. Of the 12 projects evaluated, four projects met these criteria. After further direction from the TPB in January, staff requested confirmation of implementation and actual costs from project sponsors.

A summary of the review and resulting recommendation is provided in the *Project Assessment and Recommendation Report*, which was presented and approved by the Transportation Policy Board on February 12, 2024. An *Addendum to the Project Assessment and Recommendation Report* was presented and approved to the Transportation Policy Board on April 15, 2024.

The approved funding scenarios and project selection for both the deferred project and set-aside scenarios are summarized in the next section. The approved Transportation Policy Board resolutions, approved Statewide Transportation Improvement Program (STIP) pages, and final versions of the Project Assessment and Recommendation Report and Addendum are included below.

## Approved Scenarios

The table below details the deferred project funding amounts and scenario approved by the Transportation Policy Board (TPB) on February 12, 2024, as referenced in Resolution 2024-2-8a.

| Refunding Scenario |                   |       |                      |                    |                   |                      |      |
|--------------------|-------------------|-------|----------------------|--------------------|-------------------|----------------------|------|
| Sponsor            | Project           | Phase | Federal              | Local Match        | TDC               | Total Cost           | FY   |
| City of Austin     | W. Rundberg       | C     | \$13,738,122         | \$3,790,563        | -                 | \$17,528,685         | 2028 |
| City of Austin     | Lakeline Blvd     | C     | \$16,742,551         | \$4,702,383        | -                 | \$21,444,934         | 2027 |
| Travis County      | Pearce Lane       | C     | \$70,515,000         | \$0                | 17,628,750        | \$70,515,000         | 2028 |
|                    | <b>Total Cost</b> |       | <b>\$100,955,673</b> | <b>\$8,492,946</b> | <b>17,628,750</b> | <b>\$109,488,619</b> |      |

The table below details the set-aside funding amounts and scenario approved by the Transportation Policy Board (TPB) on February 12, 2024, as referenced in Resolution 2024-2-8b.

| Set-Aside Scenario |                   |       |                     |                    |          |                     |     |
|--------------------|-------------------|-------|---------------------|--------------------|----------|---------------------|-----|
| Sponsor            | Project           | Phase | Federal             | Local Match        | TDC      | Total Cost          | FY  |
| City of Cedar Park | TBD               | TBD   | \$22,619,961        | \$5,824,000        | -        | \$28,274,951        | TBD |
|                    | <b>Total Cost</b> |       | <b>\$22,619,961</b> | <b>\$5,824,000</b> | <b>-</b> | <b>\$28,274,951</b> |     |

The table below details the refunding amounts and scenario approved by the Transportation Policy Board (TPB) on April 15, 2024, as referenced in Resolution 2024-4-8.

| Refunding Scenario |                             |       |                     |                    |          |                     |     |
|--------------------|-----------------------------|-------|---------------------|--------------------|----------|---------------------|-----|
| Sponsor            | Project                     | Phase | Federal             | Local Match        | TDC      | Total Cost          | FY  |
| City of Austin     | Vehicle Detection           | C     | \$7,940,064         | \$1,985,016        | -        | \$9,925,080         | TBD |
| City of Austin     | Traffic Monitoring System   | C     | \$515,486           | \$128,872          | -        | \$644,358           | TBD |
| City of Austin     | EMS/Transit Signal Priority | C     | \$4,559,828         | \$1,139,957        | -        | \$5,699,785         | TBD |
|                    | <b>Total Cost</b>           |       | <b>\$13,015,378</b> | <b>\$3,253,845</b> | <b>-</b> | <b>\$16,269,223</b> |     |

## **Appendix A – TPB Resolutions**



## **Resolution 2024-2-8a**

### **Acknowledging the Transportation Policy Board's Authorization and Approval of Surface Transportation Block Grant Funding for Deferred Projects.**

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

**WHEREAS**, CAMPO's Transportation Policy Board (TPB) 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**, on June 8, 2020, the TPB approved the final selection of Surface Transportation Block Grant (STBG) funded projects to be deferred in support of the IH-35 Capital Express project and the prioritization of these deferred projects for refunding when future STBG becomes available; and

**WHEREAS**, with STBG funding forecast to become available beginning in Fiscal Year (FY) 2026, staff initiated the process to evaluate the status of the remaining deferred projects to assess the potential to program these projects in the upcoming 2025-2028 Transportation Improvement Program (TIP) and definitively conclude the deferral process; and

**WHEREAS**, the results of the readiness and evaluation process are detailed in the Project Assessment and Recommendation Report; and

**WHEREAS**, the TPB approved future STBG funding and accompanying Transportation Development Credits (TDC) for the construction phases of three projects: \$13,738,122 to the City of Austin for West Rundberg Lane, \$16,742,551 to the City of Austin for Lakeline Blvd., and \$70,515,000 with 17,628,750 in TDCs to Travis County for Pearce Lane; and

**WHEREAS**, the approved projects will be continuously monitored and evaluated to ensure compliance with the TPB policy on continual progress; and

**WHEREAS**, any cost overruns and funding requirements beyond this commitment are the responsibility of the local government; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to approve the refunding of the deferred projects as provided in the Project Assessment and Recommendation Report and reflected in this Resolution; and

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



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

The above resolution being read, an amended motion to approve the refunding of the deferred projects as listed in the Project Assessment and Recommendation Report as reflected was made on February 12, 2024 by Council Member Aliston Alter duly seconded by Council Member Natasha Harper-Madison.

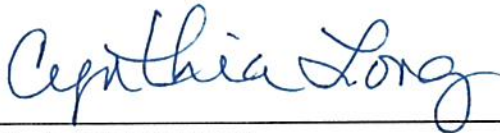
Ayes: Commissioner Cynthia Long (Proxy for Commissioner Debbie Ingalsbe), Council Member Rudy Metayer (Proxy for Mayor Christine DeLisle), Commissioner Clara Beckett (Proxy for Commissioner Ann Howard), Council Member Alison Alter, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes (Proxy for Commissioner Jeffrey Travillion), Council Member Natasha Harper-Madison, Mr. Matt Harriss, Mayor Jane Hughson, Judge James Oakley, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, Mayor Josh Schroeder, Council Member Kristin Stevens (Alternate for Mayor Craig Morgan) and Commissioner Edward Theriot

Nays: None

Abstain: None

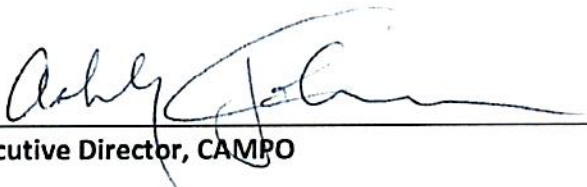
Absent and Not Voting: Mayor Travis Mitchell

SIGNED this 12<sup>th</sup> day of February 2024.



Chair, CAMPO Board

Attest:



Executive Director, CAMPO



## **Resolution 2024-2-8b**

### **Acknowledging the Transportation Policy Board's Authorization and Approval of Surface Transportation Block Grant Funding for the Set-Aside Scenario.**

**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 (TPB) 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**, on June 8, 2020, the TPB approved the final selection of Surface Transportation Block Grant (STBG) funded projects to be deferred in support of the IH-35 Capital Express project and the prioritization of these deferred projects for refunding when future STBG becomes available; and

**WHEREAS**, TPB directed staff to review the original deferral list to identify those that were removed voluntarily from refunding consideration and implemented with local funding for a potential future funding set-aside scenario; and

**WHEREAS**, of the 12 projects evaluated, four projects were identified preliminarily as having moved forward with local funding; and

**WHEREAS**, staff requested confirmation of implementation and actual costs from project sponsors including supporting documentation for verification; and

**WHEREAS**, the results of the set-aside scenario evaluation process are detailed in the Project Assessment and Recommendation Report; and

**WHEREAS**, upon approval of the set-aside scenario funding, staff will utilize the adopted evaluation process and selection criteria to facilitate the distribution of the set-aside funding; and

**WHEREAS**, the specific project selection for the set-aside scenario funding will be brought back to the TPB for approval and programming in the Transportation Improvement Program; and

**WHEREAS**, the TPB approved \$22,619,961 of future STBG funding for the City of Cedar Park and requested the further information from City of Austin projects as provided in the Recommendation Report no later than March 12, 2024 to inform an April 2024 CAMPO staff recommendation and TPB decision on the pending projects; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to approve the set-aside scenario funding as provided in the Project Assessment and Recommendation Report and reflected in this Resolution; and

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

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

The above resolution being read, an amended motion to approve the set-aside scenario as listed in the Project Assessment and Recommendation Report as reflected was made on February 12, 2024 by Council Member Alison Alter duly seconded by Council Member Natasha Harper-Madison.

Ayes: Commissioner Cynthia Long (Proxy for Commissioner Debbie Ingalsbe), Council Member Rudy Metayer (Proxy for Mayor Christine DeLisle), Commissioner Clara Beckett (Proxy for Commissioner Ann Howard), Council Member Alison Alter, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes (Proxy for Commissioner Jeffrey Travillion), Council Member Natasha Harper-Madison, Mr. Matt Harriss, Mayor Jane Hughson, Judge James Oakley, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, Mayor Josh Schroeder, Council Member Kristin Stevens (Alternate for Mayor Craig Morgan) and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Mayor Travis Mitchell

SIGNED this 12<sup>th</sup> day of February 2024.



Chair, CAMPO Board

Attest:



Executive Director, CAMPO



## **Resolution 2024-4-8**

### **Acknowledging the Transportation Policy Board's Authorization and Approval of Surface Transportation Block Grant Funding for the Set-Aside Scenario.**

**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 (TPB) 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**, on June 8, 2020, the TPB approved the final selection of Surface Transportation Block Grant (STBG) funded projects to be deferred in support of the IH-35 Capital Express project and the prioritization of these deferred projects for refunding when future STBG becomes available; and

**WHEREAS**, TPB directed staff to review the original deferral list to identify those that were removed voluntarily from refunding consideration and implemented with local funding for a potential future funding set-aside scenario; and

**WHEREAS**, of the 12 projects evaluated, four projects were identified preliminarily as having moved forward with local funding; and

**WHEREAS**, staff requested confirmation of implementation and actual costs from project sponsors including supporting documentation for verification; and

**WHEREAS**, the results of the set-aside scenario evaluation process are detailed in the Project Assessment and Recommendation Report approved on February 12, 2024; and

**WHEREAS**, staff was directed to continue the Set-Aside Scenario review of the three City of Austin set-aside scenario projects; and

**WHEREAS**, the results of the continued set-aside scenario evaluation process are detailed in the Addendum of the Project Assessment and Recommendation Report recommending \$13,015,378 of future STBG funding for the City of Austin to be reapplied to the three projects in Fiscal Year 2028 to ensure completion as originally scoped; and

**WHEREAS**, these projects will be brought back to the TPB for programming in the Transportation Improvement Program; and



**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to approve the set-aside scenario funding as provided in the Addendum to the Project Assessment and Recommendation Report and reflected in this Resolution; and

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

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

The above resolution being read, an amended motion to approve the set-aside scenario as listed in the Addendum to the Project Assessment and Recommendation Report as reflected was made on April 15, 2024 by Council Member Alison Alter duly seconded by Council Member Paige Ellis.

Ayes: Commissioner Cynthia Long, Council Member Rudy Metayer, Commissioner Clara Beckett, Council Member Alison Alter, Mayor Christine DeLisle, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes (Proxy for Judge Andy Brown), Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Ms. Amy Pattillo), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Mayor Travis Mitchell, Judge James Oakley, Mayor Jim Penniman-Morin, Mayor Josh Schroeder, Council Member Kristin Stevens (Alternate for Mayor Craig Morgan), Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: None

SIGNED this 15<sup>th</sup> day of April 2024.

  
Chair, CAMPO Board

Attest:

  
Executive Director, CAMPO

## **Appendix B – TIP/STIP Pages**

| District | County | CSJ         | Roadway            | Phase | City           | Sponsor        | Fiscal Year | Year of Expenditure |
|----------|--------|-------------|--------------------|-------|----------------|----------------|-------------|---------------------|
| Austin   | Travis | 0914-04-314 | West Rundberg Lane | C     | City of Austin | City of Austin | 2028        | \$17,528,685        |

|                                                                                                                                        |                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| <b>Limits (From):</b> Burnet Road                                                                                                      | <b>MPO ID:</b> 51-00222-00                         |
| <b>Limits (To):</b> Metric Blvd.                                                                                                       | <b>Revision:</b> 7/1/2024                          |
| <b>Description:</b> Extend current roadway as a four-lane divided arterial with sidewalks, bikelanes, and new signalized intersection. | <b>History:</b>                                    |
|                                                                                                                                        | <b>Remarks:</b> Refunded and rescheduled 2/12/2024 |

| Project Cost Information  |                                     | Authorized Funding by Category/Share |              |       |          |             |     |              |
|---------------------------|-------------------------------------|--------------------------------------|--------------|-------|----------|-------------|-----|--------------|
|                           |                                     | Category                             | Federal      | State | Regional | Local       | LC  | Total        |
| Preliminary Engineering:  | \$2,276,542                         |                                      |              |       |          |             |     |              |
| Right-of-Way:             | \$6,697,174                         | 1                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Construction:             | \$17,528,685                        | 2                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Construction Engineering: | \$0                                 | 3                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Contingencies:            | \$0                                 | 4                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Indirects:                | \$0                                 | 5                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Bond Financing:           | \$0                                 | 6                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Potential Change Orders:  | \$0                                 | 7                                    | \$13,738,122 | \$0   | \$0      | \$3,790,563 | \$0 | \$17,528,685 |
| Total Cost:               | \$26,502,401                        | 8                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Cost of Approved Phases:  | \$17,528,685                        | 9                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Performance Measures      |                                     | 10                                   | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| PM 1: Safety              | <input type="checkbox"/>            | 11                                   | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| PM 2: Pavement Condition  | <input type="checkbox"/>            | 12                                   | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| PM 3: System Performance  | <input checked="" type="checkbox"/> | Total                                | \$13,738,122 | \$0   | \$0      | \$3,790,563 | \$0 | \$17,528,685 |

| Funding Programs  |                                             |                    |                                           |
|-------------------|---------------------------------------------|--------------------|-------------------------------------------|
| <b>Category 1</b> | Preventative Maintenance and Rehabilitation | <b>Category 5</b>  | Congestion Mitigation and Air Quality     |
| <b>Category 2</b> | Metropolitan and Urban Corridors            | <b>Category 6</b>  | Structures Replacement and Rehabilitation |
| <b>Category 3</b> | Non-Traditional and Local Funding           | <b>Category 7</b>  | Metropolitan Mobility and Rehabilitation  |
| <b>Category 4</b> | Statewide Connectivity                      | <b>Category 8</b>  | Safety                                    |
|                   |                                             | <b>Category 9</b>  | Transportation Alternatives Set Aside     |
|                   |                                             | <b>Category 10</b> | Supplemental Transportation Programs      |
|                   |                                             | <b>Category 11</b> | District Discretionary                    |
|                   |                                             | <b>Category 12</b> | Strategic Priority/Texas Clear Lanes      |



| District | County         | CSJ         | Roadway     | Phase | City | Sponsor       | Fiscal Year | Year of Expenditure |
|----------|----------------|-------------|-------------|-------|------|---------------|-------------|---------------------|
| Austin   | Travis/Bastrop | 0914-04-329 | Pearce Lane | C     |      | Travis County | 2028        | \$70,515,000        |

**Limits (From):** Kellam Road  
**Limits (To):** East of Wolf Lane  
**Description:** Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks.

**MPO ID:** 51-00230-00  
**Revision:** 7/1/2024  
**History:**  
**Remarks:** Refunded and rescheduled 2/12/2024. Awarded 17,628,750 TDCs.CSJ 0807-05-024 associated with Bastrop County portion of project.

| Project Cost Information  |                                     | Authorized Funding by Category/Share |              |       |          |       |     |              |
|---------------------------|-------------------------------------|--------------------------------------|--------------|-------|----------|-------|-----|--------------|
|                           |                                     | Category                             | Federal      | State | Regional | Local | LC  | Total        |
| Preliminary Engineering:  | \$0                                 |                                      |              |       |          |       |     |              |
| Right-of-Way:             | \$0                                 | 1                                    | \$0          | \$0   | \$0      | \$0   | \$0 | \$0          |
| Construction:             | \$70,515,000                        | 2                                    | \$0          | \$0   | \$0      | \$0   | \$0 | \$0          |
| Construction Engineering: | \$0                                 | 3                                    | \$0          | \$0   | \$0      | \$0   | \$0 | \$0          |
| Contingencies:            | \$0                                 | 4                                    | \$0          | \$0   | \$0      | \$0   | \$0 | \$0          |
| Indirects:                | \$0                                 | 5                                    | \$0          | \$0   | \$0      | \$0   | \$0 | \$0          |
| Bond Financing:           | \$0                                 | 6                                    | \$0          | \$0   | \$0      | \$0   | \$0 | \$0          |
| Potential Change Orders:  | \$0                                 | 7                                    | \$70,515,000 | \$0   | \$0      | \$0   | \$0 | \$70,515,000 |
| Total Cost:               | \$70,515,000                        | 8                                    | \$0          | \$0   | \$0      | \$0   | \$0 | \$0          |
| Cost of Approved Phases:  | \$70,515,000                        | 9                                    | \$0          | \$0   | \$0      | \$0   | \$0 | \$0          |
| Performance Measures      |                                     | 10                                   | \$0          | \$0   | \$0      | \$0   | \$0 | \$0          |
| PM 1: Safety              | <input checked="" type="checkbox"/> | 11                                   | \$0          | \$0   | \$0      | \$0   | \$0 | \$0          |
| PM 2: Pavement Condition  | <input checked="" type="checkbox"/> | 12                                   | \$0          | \$0   | \$0      | \$0   | \$0 | \$0          |
| PM 3: System Performance  | <input checked="" type="checkbox"/> | Total                                | \$70,515,000 | \$0   | \$0      | \$0   | \$0 | \$70,515,000 |

| Funding Programs  |                                             |                    |                                           |
|-------------------|---------------------------------------------|--------------------|-------------------------------------------|
| <b>Category 1</b> | Preventative Maintenance and Rehabilitation | <b>Category 5</b>  | Congestion Mitigation and Air Quality     |
| <b>Category 2</b> | Metropolitan and Urban Corridors            | <b>Category 6</b>  | Structures Replacement and Rehabilitation |
| <b>Category 3</b> | Non-Traditional and Local Funding           | <b>Category 7</b>  | Metropolitan Mobility and Rehabilitation  |
| <b>Category 4</b> | Statewide Connectivity                      | <b>Category 8</b>  | Safety                                    |
|                   |                                             | <b>Category 9</b>  | Transportation Alternatives Set Aside     |
|                   |                                             | <b>Category 10</b> | Supplemental Transportation Programs      |
|                   |                                             | <b>Category 11</b> | District Discretionary                    |
|                   |                                             | <b>Category 12</b> | Strategic Priority/Texas Clear Lanes      |

| District | County     | CSJ         | Roadway       | Phase | City           | Sponsor        | Fiscal Year | Year of Expenditure |
|----------|------------|-------------|---------------|-------|----------------|----------------|-------------|---------------------|
| Austin   | Williamson | 0914-05-194 | Lakeline Blvd | C     | City of Austin | City of Austin | 2027        | \$21,444,934        |

**Limits (From):** Parmer Lane

**Limits (To):** Lyndhurst Blvd.

**Description:** Add two additional travel lanes and upgrade bicycle facilities and sidewalks

**MPO ID:** 51-00225-00

**Revision:** 7/1/2024

**History:**

**Remarks:** Refunded and rescheduled 2/12/2024

| Project Cost Information  |                                     | Authorized Funding by Category/Share |              |       |          |             |     |              |
|---------------------------|-------------------------------------|--------------------------------------|--------------|-------|----------|-------------|-----|--------------|
|                           |                                     | Category                             | Federal      | State | Regional | Local       | LC  | Total        |
| Preliminary Engineering:  | \$2,280,638                         |                                      |              |       |          |             |     |              |
| Right-of-Way:             | \$0                                 | 1                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Construction:             | \$21,444,934                        | 2                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Construction Engineering: | \$0                                 | 3                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Contingencies:            | \$0                                 | 4                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Indirects:                | \$0                                 | 5                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Bond Financing:           | \$0                                 | 6                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Potential Change Orders:  | \$0                                 | 7                                    | \$16,742,551 | \$0   | \$0      | \$4,702,383 | \$0 | \$21,444,934 |
| Total Cost:               | \$23,725,572                        | 8                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Cost of Approved Phases:  | \$21,444,934                        | 9                                    | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| Performance Measures      |                                     | 10                                   | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| PM 1: Safety              | <input checked="" type="checkbox"/> | 11                                   | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| PM 2: Pavement Condition  | <input checked="" type="checkbox"/> | 12                                   | \$0          | \$0   | \$0      | \$0         | \$0 | \$0          |
| PM 3: System Performance  | <input checked="" type="checkbox"/> | Total                                | \$16,742,551 | \$0   | \$0      | \$4,702,383 | \$0 | \$21,444,934 |

| Funding Programs  |                                             |                    |                                           |
|-------------------|---------------------------------------------|--------------------|-------------------------------------------|
| <b>Category 1</b> | Preventative Maintenance and Rehabilitation | <b>Category 5</b>  | Congestion Mitigation and Air Quality     |
| <b>Category 2</b> | Metropolitan and Urban Corridors            | <b>Category 6</b>  | Structures Replacement and Rehabilitation |
| <b>Category 3</b> | Non-Traditional and Local Funding           | <b>Category 7</b>  | Metropolitan Mobility and Rehabilitation  |
| <b>Category 4</b> | Statewide Connectivity                      | <b>Category 8</b>  | Safety                                    |
|                   |                                             | <b>Category 9</b>  | Transportation Alternatives Set Aside     |
|                   |                                             | <b>Category 10</b> | Supplemental Transportation Programs      |
|                   |                                             | <b>Category 11</b> | District Discretionary                    |
|                   |                                             | <b>Category 12</b> | Strategic Priority/Texas Clear Lanes      |

## STIP Approval Pages (Refunding Scenario)

| 2025-2028 STIP                                                                                                                     |            |                                          |             | 07/2024 Revision: Approved 09/09/2024                   |       |            |                           |               |               |
|------------------------------------------------------------------------------------------------------------------------------------|------------|------------------------------------------|-------------|---------------------------------------------------------|-------|------------|---------------------------|---------------|---------------|
| DISTRICT                                                                                                                           | MPO        | COUNTY                                   | CSJ         | TIP FY                                                  | HWY   | PHASE      | CITY                      | YOE COST      |               |
| AUSTIN                                                                                                                             | CAMPO      | TRAVIS                                   | 0914-04-314 | 2028                                                    | West  | C Rundberg | City of Austin            | \$ 17,528,685 |               |
| LIMITS FROM: Burnet Road                                                                                                           |            |                                          |             | PROJECT SPONSOR: City of Austin                         |       |            |                           |               |               |
| LIMITS TO: Metric Blvd.                                                                                                            |            |                                          |             | REVISION DATE: 07/2024                                  |       |            |                           |               |               |
| PROJECT DESCR: Extend current roadway as a four-lane divided arterial with sidewalks, bike lanes, and new signalized intersection. |            |                                          |             |                                                         |       |            | MPO PROJ NUM: 51-00222-00 |               |               |
| REMARKS P7:                                                                                                                        |            |                                          |             |                                                         |       |            | FUNDING CAT(S): 7         |               |               |
|                                                                                                                                    |            |                                          |             | PROJECT HISTORY: Refunded and rescheduled on 2/12/2024. |       |            |                           |               |               |
| TOTAL PROJECT COST INFORMATION                                                                                                     |            |                                          |             | AUTHORIZED FUNDING BY CATEGORY/SHARE                    |       |            |                           |               |               |
| PRELIM ENG: \$                                                                                                                     | 2,276,542  | COST OF APPROVED PHASES<br>\$ 17,528,685 | CATEGORY    | FEDERAL                                                 | STATE | REGIONAL   | LOCAL MATCH               | LC            | TOTAL         |
| ROW PURCH: \$                                                                                                                      | 6,697,174  |                                          | 7           | \$ 13,738,122                                           | \$ 0  | \$ 0       | \$ 3,790,563              | \$ 0          | \$ 17,528,685 |
| CONST COST: \$                                                                                                                     | 17,528,685 |                                          | TOTAL       | \$ 13,738,122                                           | \$ 0  | \$ 0       | \$ 3,790,563              | \$ 0          | \$ 17,528,685 |
| CONST ENG: \$                                                                                                                      | 0          |                                          |             |                                                         |       |            |                           |               |               |
| CONTING: \$                                                                                                                        | 0          |                                          |             |                                                         |       |            |                           |               |               |
| INDIRECT: \$                                                                                                                       | 0          |                                          |             |                                                         |       |            |                           |               |               |
| BOND FIN: \$                                                                                                                       | 0          |                                          |             |                                                         |       |            |                           |               |               |
| POT CHG ORD: \$                                                                                                                    | 0          |                                          |             |                                                         |       |            |                           |               |               |
| TOTAL COST: \$                                                                                                                     | 26,502,401 |                                          |             |                                                         |       |            |                           |               |               |

| 2025-2028 STIP                                                                               |            |                                          |                                      | 07/2024 Revision: Approved 09/09/2024                |            |          |                                 |               |               |
|----------------------------------------------------------------------------------------------|------------|------------------------------------------|--------------------------------------|------------------------------------------------------|------------|----------|---------------------------------|---------------|---------------|
| DISTRICT                                                                                     | MPO        | COUNTY                                   | CSJ                                  | TIP FY                                               | HWY        | PHASE    | CITY                            | YOE COST      |               |
| AUSTIN                                                                                       | CAMPO      | TRAVIS                                   | 0914-05-194                          | 2027                                                 | Lakeline C | Blvd     | City of Austin                  | \$ 21,444,934 |               |
| LIMITS FROM: Parmer Lane                                                                     |            |                                          |                                      |                                                      |            |          | PROJECT SPONSOR: City of Austin |               |               |
| LIMITS TO: Lyndhurst Blvd.                                                                   |            |                                          |                                      |                                                      |            |          | REVISION DATE: 07/2024          |               |               |
| PROJECT DESCR: Add two additional travel lanes and upgrade bicycle facilities and sidewalks. |            |                                          |                                      |                                                      |            |          | MPO PROJ NUM: 51-00225-00       |               |               |
| REMARKS P7:                                                                                  |            |                                          |                                      |                                                      |            |          | FUNDING CAT(S): 7               |               |               |
|                                                                                              |            |                                          |                                      | PROJECT HISTORY: Refunded and rescheduled 2/12/2024. |            |          |                                 |               |               |
| TOTAL PROJECT COST INFORMATION                                                               |            |                                          | AUTHORIZED FUNDING BY CATEGORY/SHARE |                                                      |            |          |                                 |               |               |
| PRELIM ENG: \$                                                                               | 2,280,638  | COST OF APPROVED PHASES<br>\$ 21,444,934 | CATEGORY                             | FEDERAL                                              | STATE      | REGIONAL | LOCAL MATCH                     | LC            | TOTAL         |
| ROW PURCH: \$                                                                                | 0          |                                          | 7                                    | \$ 16,742,551                                        | \$ 0       | \$ 0     | \$ 4,702,383                    | \$ 0          | \$ 21,444,934 |
| CONST COST: \$                                                                               | 21,444,934 |                                          | TOTAL                                | \$ 16,742,551                                        | \$ 0       | \$ 0     | \$ 4,702,383                    | \$ 0          | \$ 21,444,934 |
| CONST ENG: \$                                                                                | 0          |                                          |                                      |                                                      |            |          |                                 |               |               |
| CONTING: \$                                                                                  | 0          |                                          |                                      |                                                      |            |          |                                 |               |               |
| INDIRECT: \$                                                                                 | 0          |                                          |                                      |                                                      |            |          |                                 |               |               |
| BOND FIN: \$                                                                                 | 0          |                                          |                                      |                                                      |            |          |                                 |               |               |
| POT CHG ORD: \$                                                                              | 0          |                                          |                                      |                                                      |            |          |                                 |               |               |
| TOTAL COST: \$                                                                               | 23,725,572 |                                          |                                      |                                                      |            |          |                                 |               |               |

| 2025-2028 STIP                                                                                                                                                                                                                |            |                                          |             | 07/2024 Revision: Approved 09/09/2024 |                                      |          |             |               |               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------------------------------------|-------------|---------------------------------------|--------------------------------------|----------|-------------|---------------|---------------|
| DISTRICT                                                                                                                                                                                                                      | MPO        | COUNTY                                   | CSJ         | TIP FY                                | HWY                                  | PHASE    | CITY        | YOE COST      |               |
| AUSTIN                                                                                                                                                                                                                        | CAMPO      | TRAVIS                                   | 0914-04-329 | 2028                                  | Pearce Lane                          | C        |             | \$ 70,515,000 |               |
| LIMITS FROM: Kellam Road                                                                                                                                                                                                      |            |                                          |             |                                       | PROJECT SPONSOR: Travis County       |          |             |               |               |
| LIMITS TO: East of Wolf Lane                                                                                                                                                                                                  |            |                                          |             |                                       | REVISION DATE: 07/2024               |          |             |               |               |
| PROJECT DESCR: Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks                                                                                                                 |            |                                          |             |                                       | MPO PROJ NUM: 51-00230-00            |          |             |               |               |
| REMARKS P7: Refunded and rescheduled 2/12/2024. Awarded 17,628,750 TDCs. CSJ 0807-05-024 associated with Bastrop County portion of project. eSTIP Note: Project is located in Travis/Bastrop County as listed in TIP and RTP. |            |                                          |             |                                       | FUNDING CAT(S): 7                    |          |             |               |               |
| PROJECT HISTORY:                                                                                                                                                                                                              |            |                                          |             |                                       |                                      |          |             |               |               |
| TOTAL PROJECT COST INFORMATION                                                                                                                                                                                                |            |                                          |             |                                       | AUTHORIZED FUNDING BY CATEGORY/SHARE |          |             |               |               |
| PRELIM ENG: \$                                                                                                                                                                                                                | 0          | COST OF APPROVED PHASES<br>\$ 70,515,000 | CATEGORY    | FEDERAL                               | STATE                                | REGIONAL | LOCAL MATCH | LC            | TOTAL         |
| ROW PURCH: \$                                                                                                                                                                                                                 | 0          |                                          | 7           | \$ 70,515,000                         | \$ 0                                 | \$ 0     | \$ 0        | \$ 0          | \$ 70,515,000 |
| CONST COST: \$                                                                                                                                                                                                                | 70,515,000 |                                          | TOTAL       | \$ 70,515,000                         | \$ 0                                 | \$ 0     | \$ 0        | \$ 0          | \$ 70,515,000 |
| CONST ENG: \$                                                                                                                                                                                                                 | 0          |                                          |             |                                       |                                      |          |             |               |               |
| CONTING: \$                                                                                                                                                                                                                   | 0          |                                          |             |                                       |                                      |          |             |               |               |
| INDIRECT: \$                                                                                                                                                                                                                  | 0          |                                          |             |                                       |                                      |          |             |               |               |
| BOND FIN: \$                                                                                                                                                                                                                  | 0          |                                          |             |                                       |                                      |          |             |               |               |
| POT CHG ORD: \$                                                                                                                                                                                                               | 0          |                                          |             |                                       |                                      |          |             |               |               |
| TOTAL COST: \$                                                                                                                                                                                                                | 70,515,000 |                                          |             |                                       |                                      |          |             |               |               |

## ITS Projects – Grouped (Definition Below)

|             |                |                                                                                                                                                                                                                 |
|-------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5800-00-915 | ITS Deployment | Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs. |
|-------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## **Appendix C – Project Assessment and Recommendation Report**

# Surface Transportation Block Grant (STBG)

## Project Assessment and Recommendation Report



## Contents

|                                                                |    |
|----------------------------------------------------------------|----|
| Executive Summary .....                                        | 2  |
| Approved Scenarios .....                                       | 3  |
| Refunding Scenario .....                                       | 4  |
| Set-Aside Scenario.....                                        | 5  |
| Financial Forecast .....                                       | 6  |
| Financial Impact Analysis.....                                 | 7  |
| Appendix A - Timeline .....                                    | 8  |
| Appendix B - Individual Project Readiness Assessments .....    | 9  |
| Appendix C - Deferred Project Process Information Packet ..... | 15 |
| Appendix D - Original Deferral List and Set-Aside Review ..... | 26 |
| Appendix E - Previous Deferral Information .....               | 28 |

## **Executive Summary**

On June 8, 2020, the Transportation Policy Board (TPB) approved the final selection of Surface Transportation Block Grant (STBG) funded projects to be deferred in support of the IH-35 Capital Express project. Upon approval, the TPB formally endorsed the prioritization of these deferred projects for refunding and directed project sponsors to continue the project development process to ensure the projects would be ready at the earliest funding availability.

Through active management of the deferral list, the majority of the deferred projects have either been refunded or removed from refunding consideration due to affecting factors including major scope changes, chronic development issues, or because they have been implemented with local funding. With future funding forecast to become available beginning in Fiscal Year (FY) 2026, staff initiated the process to evaluate the status of the four remaining deferred projects to assess the potential to program these projects in the upcoming 2025-2028 Transportation Improvement Program (TIP) and conclude the deferral process through a final commitment of funding to these projects as described in the recommendation.

The evaluation process, a collaboration between CAMPO, the project sponsors, and the Texas Department of Transportation (TxDOT) – Austin District, evaluated the status of the project development milestones and included a comparison of the original application, development progress, inflationary impacts, sponsor responsibilities, and other elements that provided a comprehensive review of the project status. A summary of the review and resulting recommendation is provided in the Refunding Scenario Section. Additional information on individual project assessments and the review process is available in Appendix B and C.

In addition to the deferred projects evaluated for readiness and rescheduling, the TPB directed staff to review the original deferral list to identify those that were removed voluntarily and implemented with local funding for a potential future funding set-aside scenario. Of the 12 projects evaluated, four projects met these criteria. After further direction from the TPB in January, staff requested confirmation of implementation and actual costs from project sponsors. A summary of the review and resulting recommendation is provided in the Set-Aside Scenario Section. Additional information on the deferral list review is available in Appendix D.

The approved scenarios for both the deferred project and set-aside scenarios are detailed in the next section.

## Approved Scenarios

The table below details the deferred project funding amounts and scenario approved by the Transportation Policy Board (TPB) on February 12, 2024, as referenced in Resolution 2024-2-8a.

| Refunding Scenario |                   |       |                      |                    |                   |                      |             |
|--------------------|-------------------|-------|----------------------|--------------------|-------------------|----------------------|-------------|
| Sponsor            | Project           | Phase | Federal              | Local Match        | TDC               | Total Cost           | Fiscal Year |
| City of Austin     | W. Rundberg       | C     | \$13,738,122         | \$3,790,563        | -                 | \$17,528,685         | 2028        |
| City of Austin     | Lakeline Blvd     | C     | \$16,742,551         | \$4,702,383        | -                 | \$21,444,934         | 2027        |
| Travis County      | Pearce Lane       | C     | \$70,515,000         | \$0                | 17,628,750        | \$70,515,000         | 2028        |
|                    | <b>Total Cost</b> |       | <b>\$100,955,673</b> | <b>\$8,492,946</b> | <b>17,628,750</b> | <b>\$109,488,619</b> |             |

The table below details the set-aside funding amounts and scenario approved by the Transportation Policy Board (TPB) on February 12, 2024, as referenced in Resolution 2024-2-8b.

| Set Aside Scenario |                              |                     |                     |                     |
|--------------------|------------------------------|---------------------|---------------------|---------------------|
| Sponsor            | Project                      | Original Award      | Local Expenditure   | Set-Aside Award     |
| City of Austin     | Vehicle Detection*           | \$8,960,000         | \$3,008,000         | -                   |
| City of Austin     | Traffic Monitoring System*   | \$1,120,000         | \$500,000           | -                   |
| City of Austin     | EMS/Transit Signal Priority* | \$7,280,000         | \$4,987,466         | -                   |
| City of Cedar Park | New Hope Dr.                 | \$12,403,200        | \$22,619,961        | \$22,619,961        |
|                    | <b>Total</b>                 | <b>\$28,307,200</b> | <b>\$31,115,427</b> | <b>\$22,619,961</b> |

\*Please note that at the direction of the TPB, these projects will continue to be reviewed and brought back to the TPB for further consideration on April 15, 2024.



## Approved Scenarios

The table below details the deferred project funding amounts and scenario approved by the Transportation Policy Board (TPB) on February 12, 2024, as referenced in Resolution 2024-2-8a.

| Refunding Scenario |                   |       |                      |                    |                   |                      |             |
|--------------------|-------------------|-------|----------------------|--------------------|-------------------|----------------------|-------------|
| Sponsor            | Project           | Phase | Federal              | Local Match        | TDC               | Total Cost           | Fiscal Year |
| City of Austin     | W. Rundberg       | C     | \$13,738,122         | \$3,790,563        | -                 | \$17,528,685         | 2028        |
| City of Austin     | Lakeline Blvd     | C     | \$16,742,551         | \$4,702,383        | -                 | \$21,444,934         | 2027        |
| Travis County      | Pearce Lane       | C     | \$70,515,000         | \$0                | 17,628,750        | \$70,515,000         | 2028        |
|                    | <b>Total Cost</b> |       | <b>\$100,955,673</b> | <b>\$8,492,946</b> | <b>17,628,750</b> | <b>\$109,488,619</b> |             |

The table below details the set-aside funding amounts and scenario approved by the Transportation Policy Board (TPB) on February 12, 2024, as referenced in Resolution 2024-2-8b.

| Set Aside Scenario |                              |                     |                     |                     |
|--------------------|------------------------------|---------------------|---------------------|---------------------|
| Sponsor            | Project                      | Original Award      | Local Expenditure   | Set-Aside Award     |
| City of Austin     | Vehicle Detection*           | \$8,960,000         | \$3,008,000         | -                   |
| City of Austin     | Traffic Monitoring System*   | \$1,120,000         | \$500,000           | -                   |
| City of Austin     | EMS/Transit Signal Priority* | \$7,280,000         | \$4,987,466         | -                   |
| City of Cedar Park | New Hope Dr.                 | \$12,403,200        | \$22,619,961        | \$22,619,961        |
|                    | <b>Total</b>                 | <b>\$28,307,200</b> | <b>\$31,115,427</b> | <b>\$22,619,961</b> |

\*Please note that at the direction of the TPB, these projects will continue to be reviewed and brought back to the TPB for further consideration on April 15, 2024.

## Refunding Scenario

The table below details the final determination of the readiness review and deferral process for consideration by the Transportation Policy Board (TPB). This refunding scenario represents one-time inflation adjustments to the first fiscal year of full funding availability for the deferred projects. This scenario is also predicated on the timely completion of the remaining development milestones as determined by the readiness review.

Upon reprogramming, these projects will be continuously monitored and evaluated to ensure compliance with the TPB policy on continual progress. As with all TPB selected projects, any cost overruns and funding requirements beyond this commitment are the responsibility of the local government, and further, if it is determined reasonable progress is not being made, the projects will be brought back to the TPB for potential action consideration.

| Refunding Scenario |                          |                    |                     |                     |                   |                      |             |
|--------------------|--------------------------|--------------------|---------------------|---------------------|-------------------|----------------------|-------------|
| Sponsor            | Project                  | Phase <sup>‡</sup> | Federal             | State/Local         | TDC               | Total Cost           | Fiscal Year |
| City of Austin     | W. Rundberg*             | C                  | \$13,738,122        | \$3,790,563         | -                 | \$17,528,685         | 2028        |
| City of Austin     | Lakeline Blvd            | C                  | \$16,742,551        | \$4,702,383         | -                 | \$21,444,934         | 2027        |
| Travis County      | Pearce Lane <sup>†</sup> | C                  | \$65,750,000        | \$4,765,000         | 16,437,500        | \$70,515,000         | 2028        |
| Travis County      | Brake Lane N.            | -                  | -                   | -                   | -                 | -                    | -           |
|                    | <b>Total Cost</b>        |                    | <b>\$96,230,673</b> | <b>\$13,257,946</b> | <b>16,437,500</b> | <b>\$109,488,619</b> |             |

\*West Rundberg Lane was not previously recommended. The information required to complete the readiness assessment, due on September 1, 2023, was provided on January 26, 2024, and reviewed by staff and the TxDOT-Austin District.

<sup>†</sup>The state/local funding amount covers the construction of Pearce Lane east of Wolf Lane and is currently under discussion with TxDOT and Bastrop County. Should the Transportation Policy Board consider funding the portion east of Wolf Lane to cover the entire limits, the total STBG commitment would be \$70,515,000 with corresponding TDCs of 17,628,750.

<sup>‡</sup> The associated federal and local share amounts and total costs are for the construction phase only and do not include right-of-way acquisition or engineering phase funding amounts or cost.

## Set-Aside Scenario

The table below details the final determination of the projects evaluated for the potential set-aside scenario. The set-aside scenario evaluation began by reviewing the initial deferral list of projects previously funded with Surface Transportation Block Grant (STBG) funding. This review identified projects that were removed from STBG refunding consideration and voluntarily implemented utilizing local funding. Four projects were identified as potentially meeting these criteria.

On January 10, 2024, staff reached out to sponsors and requested documentation confirming implementation and actual expenditures by January 24, 2024, to ensure a timely review process. Verification documentation was requested so that implementation and actual costs could be confirmed. This documentation could include bidding documentation, invoices, or any other project related documentation that provided the necessary information to verify actual implementation. Staff received updated implementation information and verification documentation from the City of Cedar Park on January 10, 2024. Staff received updated implementation information without verification documentation from the City of Austin on January 24, 2024.

Following Transportation Policy Board (TPB) approval of the set-aside scenario, staff will utilize the adopted evaluation process and selection criteria to facilitate the distribution of the set-aside funding. This process will include a complete readiness assessment and benefit analysis of candidate projects to ensure informed project selection and compliance with federal performance-based planning and programming requirements. The specific project selection for the set-aside scenario will be brought back to the TPB for approval and programming in the Transportation Improvement Program.

| Set Aside Scenario |                              |                     |                     |           |
|--------------------|------------------------------|---------------------|---------------------|-----------|
| Sponsor            | Project                      | Original Award      | Local Expenditure   | Confirmed |
| City of Austin     | Vehicle Detection*           | \$8,960,000         | \$3,008,000         | No        |
| City of Austin     | Traffic Monitoring System*   | \$1,120,000         | \$500,000           | No        |
| City of Austin     | EMS/Transit Signal Priority* | \$7,280,000         | \$4,987,466         | No        |
| City of Cedar Park | New Hope Dr.                 | \$12,403,200        | \$22,619,961        | Yes       |
|                    | <b>Total</b>                 | <b>\$28,307,200</b> | <b>\$31,115,427</b> |           |

\*The local expenditure amounts were provided on the January 24, 2024, deadline, however verification documentation was not provided in time for review and confirmation. The information is provided for Transportation Policy Board consideration, but staff is not making a recommendation on these projects.

## Financial Forecast

Staff have developed the financial forecast to determine funding availability for Transportation Policy Board decision-making. Please note that the forecast is an estimate and snapshot in time based on available information from the Federal Management Information System (FMIS), TxDOT's Financial Reports, and other federal financial resources.

| Funding Forecast <sup>‡</sup>   |               |               |              |               |
|---------------------------------|---------------|---------------|--------------|---------------|
| Fiscal Year                     | CRP           | STBG          | TASA         | Total         |
| 2024                            | \$13,941,207  | \$56,696,207  | \$9,137,859  | \$79,775,273  |
| 2025                            | \$5,979,980   | \$48,073,599  | \$5,574,292  | \$59,627,871  |
| 2026*                           | \$6,099,587   | \$49,035,132  | \$5,685,785  | \$60,820,504  |
| 2027                            | \$5,865,017   | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2028                            | \$5,865,017   | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2029                            | \$5,865,017   | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2030                            | \$5,865,017   | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2031                            | \$5,865,017   | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2032                            | \$5,865,017   | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2033                            | \$5,865,017   | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| Total                           | \$67,075,893  | \$483,850,773 | \$58,667,832 | \$609,594,498 |
| Scenario                        | Funding Usage |               |              |               |
| Committed                       | \$107,687,744 |               |              |               |
| Refunding Scenario              | \$96,230,673  |               |              |               |
| Set-Aside Scenario <sup>†</sup> | \$31,115,427  |               |              |               |

\*The current federal authorization, the Infrastructure and Investments Jobs Act (IIJA), ends in Fiscal Year 2026. Projections beyond assume the congressional approval of continual resolutions (CR).

<sup>†</sup>The Set-Aside Scenario shows all local expenditures confirmed and unconfirmed for illustrative purposes in this forecast.

<sup>‡</sup>All funding amounts in this forecast are for the federal funding share only and does not include the required state/local share.

## Financial Impact Analysis

The scheduling of a potential call for projects will be significantly impacted by the decisions of the Transportation Policy Board regarding the refunding and set-aside scenarios. Below is a tentative schedule for future funding opportunities based on the approved scenarios. The project call process scheduling is based on a year-long project evaluation process with TPB approval of the selection of projects taking place prior to the fiscal year of funding availability.

| Financial Impact Analysis |                   |                           |                           |                           |
|---------------------------|-------------------|---------------------------|---------------------------|---------------------------|
| Scenario                  | Call Information  | STBG                      | TASA*                     | CRP*                      |
| Committed                 | Schedule          | Summer 2024 – Summer 2025 | Summer 2024 – Summer 2025 | Summer 2024 – Summer 2025 |
|                           | Funding Available | \$190,483,347             | \$27,657,132              | \$29,674,618              |
|                           | Fiscal Years      | 2026-2029                 | 2026-2029                 | 2026-2029                 |
| Refunding Scenario        | Schedule          | Summer 2026 – Summer 2027 | Summer 2025 – Summer 2026 | Summer 2025 – Summer 2026 |
|                           | Funding Available | \$188,597,620             | \$27,549,968              | \$29,559,655              |
|                           | Fiscal Years      | 2028 -2031                | 2027-2030                 | 2027-2030                 |
| Set-Aside Scenario        | Schedule          | Summer 2027 – Summer 2028 | Summer 2025 – Summer 2026 | Summer 2025 – Summer 2026 |
|                           | Funding Available | \$188,597,620             | \$27,549,968              | \$29,559,655              |
|                           | Fiscal Years      | 2029-2032                 | 2027-2030                 | 2027-2030                 |

\*TASA and CRP funding become available earlier than STBG, the amounts available for the project call include five years of federal apportionment and that the scenario schedules assumes the commitments of the scenarios listed above.

## Appendix A – Timeline

| Milestone                                       | Date                |
|-------------------------------------------------|---------------------|
| Initial Refunding Process Meeting               | July 13, 2023       |
| Information Packet (Draft)                      | July 18, 2023       |
| Refunding Process Check- In                     | August 10, 2023     |
| Information Packet (Final) – Application Folder | August 11, 2023     |
| Project Materials Due                           | September 1, 2023   |
| Technical Review (see note below)               | September – January |
| Set-Aside Scenario Project Review               | December            |
| Transportation Policy Board                     | January 8, 2024     |
| Set-Aside Information Request                   | January 10, 2024    |
| Technical Advisory Committee                    | January 22, 2024    |
| Set-Aside Information Due                       | January 24, 2024    |
| Funding Recommendation Report                   | February 2, 2024    |
| Transportation Policy Board                     | February 12, 2024   |
| 2025-2028 Transportation Improvement Program    | May 13, 2024        |

The technical review included a review of all sponsor-submitted materials by CAMPO, TxDOT, and technical consultants and continued coordination and collaboration throughout.

## **Appendix B – Individual Project Readiness Assessments**

| Pearce Lane – Original Application Summary |                                                                                                |
|--------------------------------------------|------------------------------------------------------------------------------------------------|
| CSJ                                        | 0807-05-024/0914-04-329                                                                        |
| Sponsor                                    | Travis County                                                                                  |
| Project Name                               | Pearce Lane                                                                                    |
| Limits (From)                              | Travis/Bastrop County Line                                                                     |
| Limits (To)                                | Kellam Road                                                                                    |
| Description                                | Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks |
| Phase                                      | Construction                                                                                   |
| Original Let Year                          | 2022                                                                                           |
| Cost                                       | \$22,000,000                                                                                   |
| Federal Award                              | \$22,000,000                                                                                   |
| Local Match                                | -                                                                                              |
| Local Contribution                         | -                                                                                              |
| TDCs                                       | 5,500,000                                                                                      |
| Roadway Ranking                            | 10                                                                                             |

| Pearce Lane – Readiness Assessment Summary |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Management                                 | Project will be managed by consultants and Travis County Department of Natural Resources (TNR). TNR provided a current LGPP certification.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| AFA                                        | Active AFA for Engineering and Environmental. Construction amendment to be processed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Scope                                      | Limits were amended in the Transportation Improvement Program (TIP) in 2019 to extend the limits to the intersection of Wolf Lane in Bastrop County as required by TxDOT. TxDOT's recent 30% design review determined the limits need to go further east of Wolf Lane to accommodate horizontal curvature. The limits within Bastrop County are on-system.<br>The funding adjustment recommendation from the Transportation Policy Board account to the limits to the Wolf Lane as amended in 2019 and deferred in 2020. Travis County is continuing to coordinate with TxDOT-Austin District and Bastrop County to ensure construction and right-of-way funding is secured for the section east of Wolf Lane. |
| Schedule                                   | In discussions with TxDOT and Travis County, it was determined that the project should be programmed in 2028 with the potential to move into 2027 if the milestones are completed ahead of schedule. The recommended estimate is adjusted for inflation to 2028.                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Cost                                       | The construction estimate is currently \$70,515,000 (2028) for the entire limits from Kellam Road to east of Wolf Lane. The estimated cost to Wolf Lane, the limits at the time of the deferral, are \$65,750,000. The additional \$4,765,000 for construction is under discussion with TxDOT-Austin District, in coordination with Bastrop County.                                                                                                                                                                                                                                                                                                                                                            |
| Financial Commitment                       | The initial project was supported with Transportation Development Credits in lieu of the local match. The recommendation provides additional TDCs to adjust for the increased federal funding. Travis County, and potentially TxDOT, will provide additional information on qualifying Maintenance of Effort (MOE) transportation projects to ensure compliance with the TDC policy and requirements.                                                                                                                                                                                                                                                                                                          |
| Coordination/Agreements                    | TxDOT Plan Review and City of Austin review and permitting. An interlocal agreement with TxDOT, Bastrop County, and Travis County may be initiated as necessary pending the outcome for the portion east of Wolf Lane.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Public Involvement                         | An Open House and Public Hearing were held on January 10, 2023.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



|                          |                                                                                                                                                                                                                                                                |
|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Engineering/Design       | 60% plans provided for the Travis County portion were provided. 90% anticipated in December 2023. The additional design portion in Bastrop County is at 30% design review at TxDOT. These designs accommodate the design change requests to east of Wolf Lane. |
| Environmental Compliance | Project is being processed as an Open-ended Categorical Exclusion (CE) with an anticipated completion in February 2024.                                                                                                                                        |
| Right-of-Way /Utilities  | The Travis County portion requires acquisition of 43 parcel prior to construction. Additional Right-of-Way requirements in Bastrop County have been identified and are under review.                                                                           |
| Additional Information   | Functionally classified as a Major Collector.                                                                                                                                                                                                                  |

| Braker Lane North - Original Application Summary |                                                                                                        |
|--------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| CSJ                                              | 0914-04-316                                                                                            |
| Sponsor                                          | Travis County, City of Austin                                                                          |
| Project Name                                     | Braker Lane North                                                                                      |
| Limits (From)                                    | Harris Branch Parkway                                                                                  |
| Limits (To)                                      | Samsung Blvd.                                                                                          |
| Description                                      | Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities |
| Phase                                            | Right-of-Way, Construction                                                                             |
| Original Let Year                                | 2018                                                                                                   |
| Cost                                             | \$22,715,790                                                                                           |
| Federal Award                                    | \$11,737,000                                                                                           |
| Local Match                                      | \$2,934,250                                                                                            |
| Local Contribution                               | \$8,044,540                                                                                            |
| TDCs                                             | -                                                                                                      |
| Roadway Ranking                                  | 15                                                                                                     |

| Braker Lane North - Readiness Assessment Summary |                                                                                                                                                          |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Management                                       | Project will be managed by consultants and Travis County Department of Natural Resources (TNR). TNR provided a current LGPP certification.               |
| AFA                                              | AFA for Engineering and Environmental (2014). New AFA needed for Right-of-Way and Construction is required.                                              |
| Scope                                            | Scope remains the same.                                                                                                                                  |
| Schedule                                         | Detailed schedule was provided illustrating milestones through 2026.                                                                                     |
| Cost                                             | Construction cost is now \$51,186,000 (2026).                                                                                                            |
| Financial Commitment                             | City of Austin does not have financial commitment currently. City limit changes have also increased the City's financial responsibility for the project. |
| Coordination/Agreements                          | Agreement between City of Austin and Travis County will need to be reworked to address recent changes in project scope and funding commitments.          |
| Public Involvement                               | Open Houe on November 15, 2016. Public Hearing not scheduled.                                                                                            |

|                          |                                                                                                                                                                                                                                                                                                                                |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Engineering/Design       | Design schematic approved by City of Austin. Intersection design underway with 30% anticipated in March 2024. 90% December 2024.                                                                                                                                                                                               |
| Environmental Compliance | Anticipated completion Spring 2024. Environmental Assessment (EA/FONSI). TxDOT has reviewed draft technical reports except Noise which is pending revised traffic study and approved projections.                                                                                                                              |
| Right-of-Way /Utilities  | 15 parcels (26 acres) need to be acquired.                                                                                                                                                                                                                                                                                     |
| Additional Information   | This project is being removed from consideration at the joint request of City of Austin and Travis County. Impacts from city limit changes and financial responsibilities have impacted the development of the project. The City of Austin will resubmit this project as lead sponsor in a future project call as appropriate. |

| Lakeline Blvd – Original Application Summary |                                                                              |
|----------------------------------------------|------------------------------------------------------------------------------|
| CSJ                                          | 0914-05-194                                                                  |
| Sponsor                                      | City of Austin                                                               |
| Project Name                                 | Lakeline Blvd.                                                               |
| Limits (From)                                | Parmer Lane                                                                  |
| Limits (To)                                  | Lyndhurst Blvd.                                                              |
| Description                                  | Add two additional travel lanes and upgrade bicycle facilities and sidewalks |
| Phase                                        | Construction                                                                 |
| Original Let Year                            | 2018                                                                         |
| Cost                                         | \$14,425,000                                                                 |
| Federal Award                                | \$11,540,000                                                                 |
| Local Match                                  | \$2,885,000                                                                  |
| Local Contribution                           | -                                                                            |
| TDCs                                         | -                                                                            |
| Roadway Ranking                              | 11                                                                           |

| Lakeline Blvd – Readiness Assessment Summary |                                                                                                                                                                                                                                                                                                                                            |
|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Management                                   | City of Austin project manager provided a current LGPP certification.                                                                                                                                                                                                                                                                      |
| AFA                                          | Active AFA for Engineering and Environmental. Construction amendment to be processed.                                                                                                                                                                                                                                                      |
| Scope                                        | Ultimate configuration of the roadway design scope remains the same. Additional drainage may be required due to Watershed Department rules under discussion.                                                                                                                                                                               |
| Schedule                                     | Detailed schedule provided for review. Project will be scheduled in Fiscal Year 2027 with potential to move up as milestones progress.                                                                                                                                                                                                     |
| Cost                                         | Updated cost estimate provided. New construction costs are \$21,444,934. CAMPO portion would be \$16,742,551 with local funding covering \$4,702,383. The local amount also includes the indirect costs. The estimate also showed the engineering phase which was previously refunded by CAMPO in 2021 and not part of the recommendation. |
| Financial Commitment                         | The Transportation and Public Works Department and Austin City Council committed the 20% match for the design and construction on August 8th, 2019. Resolution remains valid.                                                                                                                                                              |

|                             |                                                                                                                                                                                                            |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Coordination/<br>Agreements | CapMetro license agreement application for working in the transit rail easement and proposed transit locations.                                                                                            |
| Public Involvement          | Based on the schedule, a Public Meeting will be held prior to Environmental Clearance to display the project and seek feedback.                                                                            |
| Engineering/Design          | For the Lakeline Boulevard project, the Preliminary Engineering Report was completed in May 2023 the 60% Design Phase is currently underway.                                                               |
| Environmental Compliance    | Environmental Clearance is anticipated in Summer 2024                                                                                                                                                      |
| Right-of-Way<br>/Utilities  | At this design phase, Right-of-Way acquisition is not required. Utilities are being coordinated during the design phase and any relocations will be completed with the construction of Lakeline Boulevard. |
| Additional Information      | Functionally classified as a Major Collector                                                                                                                                                               |

| West Rundberg Lane - Original Application Summary |                                                                                                                          |
|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| CSJ                                               | 0914-04-314                                                                                                              |
| Sponsor                                           | City of Austin                                                                                                           |
| Project Name                                      | West Rundberg Lane                                                                                                       |
| Limits (From)                                     | Metric Blvd.                                                                                                             |
| Limits (To)                                       | Burnet Rd.                                                                                                               |
| Description                                       | Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection |
| Phase                                             | Construction                                                                                                             |
| Original Let Year                                 | 2018                                                                                                                     |
| Cost                                              | \$11,000,000                                                                                                             |
| Federal Award                                     | \$8,800,000                                                                                                              |
| Local Match                                       | \$2,200,000                                                                                                              |
| Local Contribution                                | -                                                                                                                        |
| TDCs                                              | -                                                                                                                        |
| Roadway Ranking                                   | 8                                                                                                                        |

| West Rundberg Lane - Readiness Assessment |                                                                                                                                                                                            |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Management                                | City of Austin project manager provided a current LGPP certification.                                                                                                                      |
| AFA                                       | Cancelled AFA. New Construction AFA required.                                                                                                                                              |
| Scope                                     | The scope includes the original construction design. Additional drainage is required by Atlas-14 to be covered by the local funding portion.                                               |
| Schedule                                  | Schedule provided on January 26, 2024. Schedule will need to include TxDOT Milestones including AFA and additional review time based on updated schematics.                                |
| Cost                                      | Updated cost estimate of \$17,528,685 for construction and includes the direct state costs.                                                                                                |
| Financial Commitment                      | The Transportation and Public Works (TPW) Department has committed to the funding for the design and remaining right-of-way acquisition for the project. The City of Austin's City Council |

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             | has approved resolution No. 20171214-056 which commits COA for 45% of the project, should this project be selected. TPW has identified a source of funding for the design and acquisition of the right-of-way.                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Coordination/<br>Agreements | Application for working in CapMetro's transit rail easements and transit locations required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Public Involvement          | Public meeting is required for environmental clearance, anticipated in February 2025.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Engineering/Design          | West Rundberg Lane is currently at 100% Design Phase (Dated in 2013) that will need to be significantly updated to TxDOT and City of Austin standards.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Environmental<br>Compliance | Two technical reports completed. Seven reports are needed in addition to the NEPA process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Right-of-Way<br>/Utilities  | The City of Austin acquired the largest parcel (approx. \$5 million) after the CAMPO deferment, to preserve the opportunity for this roadway extension. There are five parcels remaining that are required to be able to construct the project. These parcels are owned by the same property Owner: Met Phase I95 Ltd. From the TCAD Property Information, the parcels land value is approximately \$663,000. In the Cost Estimate and Budget, the value has been escalated to twice the 2023 value for a total cost of approximately \$1.3 million. Utility Relocation will be identified and cleared if possible before or during the construction of the project. |
| Additional<br>Information   | West Rundberg Lane is functionally classified as a minor arterial to Metric Blvd. New location project will need to be classified.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

## **Appendix C – Deferred Project Process Information Packet**

(From August 11, 2023)

# Surface Transportation Block Grant (STBG)

Scheduling and Refunding of Remaining Deferred STBG Projects

August 11, 2023



## **Background**

On April 30th, 2020, the Texas Transportation Commission (TTC) updated the Unified Transportation Plan (UTP) to facilitate the development and implementation of the central portion of the IH-35 Capital Express Project, which has an estimated \$4.9 billion construction cost. The TTC action reduced the unfunded portion of the project from \$4.34 billion to \$934 million. To address the \$934 million funding gap, the Texas Department of Transportation (TxDOT) requested the reprioritization of more than \$633 million in currently funded projects in the Capital Area Metropolitan Planning Organization's (CAMPO) six-county region and the TxDOT-Austin District.

To accommodate the \$633 million reprioritization, CAMPO staff worked closely with the TxDOT-Austin District to develop a process to identify currently funded projects to be deferred until additional funding becomes available from state and federal sources. CAMPO was responsible for developing the process and approval of projects with Category 7 – Surface Transportation Block Grant (STBG) funding. The TxDOT-Austin District was responsible for the process and approval of projects with Category 2 – Metropolitan and Urban Area Corridor Projects, Category 4 – Statewide Connectivity Corridor Projects, and Category 12 – Strategic Priority funding.

On June 8, 2020, the Transportation Policy Board approved the final selection of STBG projects to be deferred in support of the IH-35 Capital Express project. Upon approval, the TPB also formally endorsed the prioritization of these deferred projects for refunding. To facilitate this directive, a process was developed and approved to evaluate and select projects from the deferral list to be refunded as additional funding becomes available.

## Overview

With only four projects previously funded with Surface Transportation Block Grant (STBG) funding remaining deferred, the Capital Area Metropolitan Planning Organization (CAMPO) is currently requesting updated project readiness information for these projects to definitively reschedule these projects and program these projects for future STBG funding in the upcoming 2025-2028 Transportation Improvement Program.

This evaluation process will be a collaborative effort between CAMPO, the project sponsors, and the TxDOT-Austin District and will evaluate the status of the project through the Texas Department of Transportation's (TxDOT) local government project development process and will include a comparison of the original application, development progress, sponsor responsibilities, and other elements that will provide a comprehensive understanding of the project.

Additional considerations of this process include:

- This process will evaluate the potential for funding adjustments to the original funding award amounts with consideration of the originally approved scope, current project development status, updated estimate amounts, schedule, and funding availability.
- Sponsors are assumed to have continued the appropriate level of project development during the deferral and have taken efforts to complete earlier phases in preparation for construction refunding at the earliest availability.
- Projects that have not demonstrated reasonable progress, or otherwise cannot be confidently rescheduled for construction funding through this process, may need to be considered for submission in a future project call.
- The final determination of this process and funding action by the Transportation Policy Board will impact the availability of funding for projects in the next funding opportunity schedule to take place in 2024.



## Schedule

| Milestone                                       | Date                |
|-------------------------------------------------|---------------------|
| Initial Refunding Process Meeting               | July 13, 2023       |
| Information Packet (Draft)                      | July 18, 2023       |
| Refunding Process Check- In                     | August 10, 2023     |
| Information Packet (Final) – Application Folder | August 11, 2023     |
| Project Materials Due                           | September 1, 2023   |
| Technical Review                                | September – January |
| Individual Project Team Meetings                |                     |
| Recommendation Development                      |                     |
| Technical Advisory Committee – Information      | January 22, 2024    |
| Transportation Policy Board – Information       | February 12, 2024   |
| Technical Advisory Committee – Recommendation   | February 26, 2024   |
| Transportation Policy Board – Action            | March 11, 2024      |
| 2025-2028 Transportation Improvement Program    | May 13, 2024        |

Please note that the schedule for Technical Advisory Committee and Transportation Policy Board information and action items is subject to change.

## **Readiness Assessment**

Readiness will assess the deferred projects based on the project development process and the resulting schedule for utilizing the federal funding as it is critical to ensure that projects have completed the necessary steps for the federal funding to be obligated in a timely manner as programmed. The end goal of the readiness assessment is to ensure, to the highest degree practicable, that the deferred projects can be reprogrammed and scheduled accurately and that appropriate refunding scenarios can be developed for Transportation Policy Board consideration.

A summary of the major areas to be reevaluated are provided below. For detailed information please refer to the Local Government Project Management Guide and Project Delivery Checklist which provides extensive information on the project development milestones being evaluated through this process.

### **Project Management Information**

Please provide information on the project manager and responsible person in charge (RPIC). The RPIC must have a current Local Government Project Procedures (LGPP) certification. Sponsors should also provide the assigned TxDOT project manager information as applicable. Please provide basic contact information, position title, and project role.

### **Advanced Funding Agreement**

Please provide the most recent Advanced Funding Agreement (AFA) as applicable. If the project does not have an executed AFA, please provide a draft version if available, and any other additional information regarding the execution of the AFA from the original application. Please refer to Chapter 2 of the Local Government Project Management Guide for more information on this process.

### **Project Scope**

Please verify the scope as detailed in the original application or provide an updated project scope and accompanying information for any significant changes to the scope. For significant changes, please provide justification and detail any resulting impacts these changes have on the development process including schedule and costs changes.

### **Project Schedule**

Sponsors must provide detailed information on the updated project schedule including the current phasing schedule and anticipated fiscal year of project funding utilization for the phases approved for federal funding.

### **Cost Estimate and Budget**

Sponsors must provide an updated professionally developed project cost estimate and budget. This updated estimate must reflect the current estimated cost of implementation and include updated information such as engineering refinements, inflation adjustments, updated labor, and material costs etc. For projects with significant estimate changes to the previously awarded estimate please explain these changes and any potentially impacts as a result.

### **Financial Commitment**

Please provide current information on the local government financial commitment to the project and indicate if the original commitment remains valid. Please detail any other changes to the project sponsors financial commitment and ability to not only provide the local match for the original award but meet the additional funding requirements detailed in the updated cost estimate.

### **Coordination and Agreements**

Please provide any updates and current information regarding coordination and agreements related to the project as detailed in the original application. Please indicate if there has been any additional coordination, newly executed agreements, changes to previously executed interlocal agreements, or if the previous agreements remain valid for this effort and provide updated supporting documentation as appropriate.

### **Public Involvement**

Please provide information on any public involvement activities that have been conducted for the project that were not detailed in the original assessment. This process should ensure that the public is aware of the project, has had sufficient opportunity for input on the current design, and that comments received have been resolved appropriately. This public involvement should include opportunities required by the environmental process including public hearings and MAPOs, and any other opportunities deemed appropriate.

### **Engineering and Design**

Please provide the most recent and complete engineering and design schematics for the project and any other associated documentation regarding project design. If not detailed in the overall schedule, please provide a detailed calendar for the remaining engineering tasks required. This includes the most recent schematics (30%, 60%, 90%, or PS&E) including typical sections, geometric schematic, utility and right-of-way determinations, and environmental commitments (EPICS) determined by the environmental process. Please refer to Chapter 4 of the Local Government Project Management Guide for more information on the Preliminary Engineering and Design Process and Chapter 7 for the Plans, Specification, Estimates (PS&E) Development

### **Environmental Compliance**

Please provide updated information regarding environmental compliance activities and NEPA process that the project has undergone. This includes the environmental classification, executed environmental approvals, and detailed calendar of remaining environmental tasks required for clearance. Please refer to Chapter 5 of the Local Government Project Management Guide and TxDOT Environmental Toolkit for more information on this process.

### **Right-of-Way and Utility Relocation**

Please provide current information regarding right-of-way acquisitions and utility relocation activities that need to be completed prior to construction including the status of acquisition and utility relocation and anticipated schedule for completion. Please refer to Chapter 6 of the Local Government Project Management Guide for more information on this process.

**Additional Information**

Please provide any additional information and appropriate documentation relevant to the readiness assessment.

## **Submittal**

Project sponsors will be provided access to their specific project files through the ShareFile service to submit materials for the readiness assessment by the due date. The folder contains an excel summary form with which to provide a high-level summary of the development process and corresponding subfolders for the required supporting documentation. For access needs, concerns, or questions please contact [ryan.collins@campotexas.org](mailto:ryan.collins@campotexas.org).

## Deferred Project List

|             | Deferred Project List Summary |            |                    |                            |                |                                                                                                                          |                            |              |               |             |                    |           |
|-------------|-------------------------------|------------|--------------------|----------------------------|----------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------|---------------|-------------|--------------------|-----------|
| CSJ         | Sponsor                       | County     | Project Name       | Limits (From)              | Limits (To)    | Description                                                                                                              | Phase                      | Cost         | Federal Award | Local Match | Local Contribution | TDC       |
| 0914-04-314 | City of Austin                | Travis     | West Rundberg Lane | Metric Blvd.               | Burnet Road    | Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection | Construction               | \$11,000,000 | \$8,800,000   | \$2,200,000 |                    |           |
| 0914-05-194 | City of Austin                | Williamson | Lakeline Blvd      | Parmer Lane                | Lyndhurst Blvd | Add two additional travel lanes and upgrade bicycle facilities and sidewalks                                             | Construction               | \$14,425,000 | \$11,540,000  | \$2,885,000 |                    |           |
| 0914-04-326 | Travis County                 | Travis     | Pearce Lane        | Travis/Bastrop County Line | Kellam Road    | Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks                           | Construction               | \$22,000,000 | \$22,000,000  |             |                    | 5,500,000 |
| 0914-04-316 | Travis County                 | Travis     | Braker Lane North  | Harris Branch Parkway      | Samsung Blvd.  | Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities                   | Right-of-Way, Construction | \$22,715,790 | \$11,737,000  | \$2,934,250 | \$8,044,540        |           |

## Resources

### [Local Government Projects Toolkit](#)

The Local Government Projects Toolkit provides organized access to rules, regulations and procedures for projects managed by local governments.

### [Local Government Project Procedures Manual](#)

TxDOT's Local Government Project Procedures Manual that outlines the project development process for locally sponsored projects.

### [Local Government Project Development and Delivery Checklist](#)

Local Government Checklist that provides items required throughout the development process that will help determine the project development status.



## **Appendix D – Original Deferral List and Set-Aside Review**

| CSJ         | Sponsor            | County     | Project Name                                          | Limits (From)               | Limits (To)                   | Description                                                                                   | Phase                   | Cost         | Federal Award | Local Match | TDCs      | Initial Review                                                                                                                                                                                                                                                                                      | Initial Review Results | Secondary Review                                                                                                                                 | Expenditure  |
|-------------|--------------------|------------|-------------------------------------------------------|-----------------------------|-------------------------------|-----------------------------------------------------------------------------------------------|-------------------------|--------------|---------------|-------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| N/A         | CAMPO              | Regional   | Regional Transportation Demand Management (TDM) Study | VA                          | VA                            | Development of regional TDM implementation strategies                                         | Study                   | \$375,000    | \$300,000     | \$75,000    | 0         | Removed from refunding consideration. Sponsor moved forward with PL funding. Does not need to be considered for set-aside per sponsor.                                                                                                                                                              | No                     |                                                                                                                                                  |              |
| 0914-33-083 | CAMPO              | Hays       | US 290/RM 12 & Mercer District                        | NA                          | NA                            | Land use, corridor and node analysis                                                          | Study                   | \$450,000    | \$360,000     | \$90,000    | 0         | Removed from refunding consideration. Project was cancelled because of the City of Dripping Springs Master Transportation Study which included the scope of this project.                                                                                                                           |                        |                                                                                                                                                  |              |
| 0914-04-323 | City of Austin     | Travis     | Vehicle Detection                                     | VA                          | VA                            | Procure and install vehicle detection at 400 signalized intersections                         | Construction            | \$11,200,000 | \$8,960,000   | \$2,240,000 | 0         | Removed from refunding consideration. Sponsor utilized bond funding for implementation. (Need to confirm implementation and costs)                                                                                                                                                                  | Yes                    | Summary information received on January 24, 2024. Verification documentation was not provided so expenditures are unconfirmed at this time.      | \$3,008,000  |
| 0914-04-324 | City of Austin     | Travis     | Traffic Monitoring System                             | VA                          | VA                            | Expand the Traffic Monitoring System including 275 CCTV cameras and video management system   | Construction            | \$1,400,000  | \$1,120,000   | \$280,000   | 0         | Removed from refunding consideration. Sponsor utilized bond funding for implementation. (Need to confirm implementation and costs)                                                                                                                                                                  | Yes                    | Summary information received on January 24, 2024. Verification documentation was not provided so expenditures are unconfirmed at this time.      | \$500,000    |
| 0914-04-243 | City of Austin     | Travis     | Northern Walnut Creek Trail                           | Northern Walnut Creek Trail | West of Lamar Blvd. to IH- 35 | Construct bike/ped trail.                                                                     | Construction            | \$1,881,188  | \$1,504,950   | \$376,238   | 0         | Removed from refunding consideration. Project was unable to move forward as of the 2020 deferral as originally scoped and awarded in 2005. This project was scheduled to be brought to the TPB for defunding consideration prior to the deferral for violation of the policy on continual progress. | No                     |                                                                                                                                                  |              |
| 0914-04-325 | City of Austin     | Travis     | Emergency/Transit Vehicle Signal Priority             | VA                          | VA                            | Enhance the Advanced Transportation Management System (ATMS)                                  | Construction            | \$7,280,000  | \$5,824,000   | \$1,456,000 | 0         | Removed from refunding consideration. Sponsor utilized bond funding for implementation. (Need to confirm implementation and costs)                                                                                                                                                                  | Yes                    |                                                                                                                                                  |              |
| 0914-05-197 | City of Cedar Park | Williamson | New Hope Dr.                                          | CR 175/Sam Bass Rd.         | Ronald Reagan Blvd.           | Widen and extend as a new four-lane divided roadway with bicycle and pedestrian facilities    | Construction            | \$12,403,200 | \$12,403,200  | \$0         | 3,100,800 | Removed from refunding consideration at sponsor request. Sponsor utilized bond funding for implementation. (Need to confirm implementation and costs)                                                                                                                                               | Yes                    | Summary information received on January 10, 2024. Verification documentation was received including the awarded contract, bidding documentation. | \$22,619,961 |
| 0914-05-187 | City of Georgetown | Williamson | North and South Austin Avenue Bridges                 | Morrow Street               | 2nd Street                    | Reconstruct the North and South Austin Avenue Bridges                                         | Construction            | \$1,623,967  | \$1,299,174   | \$324,793   | 0         | Removed from refunding consideration. Project was unable to move forward as originally scoped and awarded in 2014.                                                                                                                                                                                  | No                     |                                                                                                                                                  |              |
| 0151-09-148 | CTRMA/TxDOT        | Travis     | Colorado River Scenic Byway (US 183)                  | At Colorado River           |                               | Construct a bicycle and pedestrian path                                                       | Construction            | \$4,550,000  | \$3,640,000   | \$910,000   | 0         | Removed from refunding consideration. Project was unable to move forward as original scoped and awarded in 2014.                                                                                                                                                                                    | No                     |                                                                                                                                                  |              |
| 0914-33-900 | Hays County        | Hays       | Lime Kiln Road                                        | Hilliard Road               | Post Road                     | Realignment and intersection improvements                                                     | Construction            | \$5,222,500  | \$4,178,000   | \$1,044,500 | 0         | Removed from refunding consideration. Project was cancelled due to being in-eligible for federal funding after FHWA functional classification request denial.                                                                                                                                       | No                     |                                                                                                                                                  |              |
| 1754-01-024 | TxDOT              | Travis     | RM 1826                                               | Hays County Line            | US 290                        | Reconstruct existing 2-lane roadway to a 4-lane divided roadway with bike and pedestrian path | Preliminary Engineering | \$5,400,000  | \$4,320,000   | \$1,080,000 | 0         | Removed from refunding consideration and does not need to be considered for set-aside scenario.                                                                                                                                                                                                     | No                     |                                                                                                                                                  |              |

## **Appendix E – Previous Deferral Information**

### [Transportation Policy Board Meeting \(June 8, 2020\)](#)

This meeting includes the Special Project Funding Report that details the original deferral action taken by the Transportation Policy Board.

### [Transportation Policy Board Meeting \(January 11, 2021\)](#)

This meeting includes project refunding utilizing available Transportation Alternatives Set-Aside (TASA) funding and discussion on the prioritization process.

### [Transportation Policy Board Meeting \(February 8, 2021\)](#)

This meeting includes the formal approval of the refunding prioritization process.

### [Transportation Policy Board Meeting \(November 8, 2021\)](#)

This meeting includes the formal approval of refunding projects with available COVID-relief funding and deferral list management.

## **Appendix D – Addendum to the Project Assessment and Recommendation Report**

# Surface Transportation Block Grant (STBG)

## Project Assessment and Recommendation Report

Addendum

April 15, 2024



## Contents

|                                         |   |
|-----------------------------------------|---|
| Set-Aside Scenario.....                 | 2 |
| Review Results and Recommendation ..... | 3 |
| Financial Forecast .....                | 4 |

## Set-Aside Scenario

The set-aside scenario evaluation began by reviewing the initial deferral list of projects previously funded with Surface Transportation Block Grant (STBG) funding. This review identified projects that were removed from STBG refunding consideration and voluntarily implemented utilizing local funding. Four projects were identified as potentially meeting these criteria.

On January 10, 2024, staff reached out to sponsors and requested documentation confirming implementation and actual expenditures by January 24, 2024, to ensure a timely review process. Verification documentation was requested so that implementation and actual costs could be confirmed. This documentation could include bidding documentation, invoices, or any other project related documentation that provided the necessary information to verify actual implementation. Staff received updated implementation information and verification documentation from the City of Cedar Park on January 10, 2024. Staff received updated implementation information without verification documentation from the City of Austin on January 24, 2024.

On February 12, 2024, the Transportation Policy Board (TPB) approved the set-aside funding for the City of Cedar Park and requested additional information from the City of Austin due by March 12, 2024 to continue the set-aside review of the three remaining projects. The City of Austin coordinated with CAMPO staff and provided the updated information on March 12, 2024.

Upon review and verification of project expenditures, CAMPO staff and the City of Austin met to review the results and discuss the two potential scenarios requested to be reviewed by the Transportation Policy Board including a future funding set-aside funding for a new project, or the potential to fund the remaining unfunded portions of the previously deferred projects so that they could be completed as originally scoped.

The original award information for the projects is below. These projects were deferred in 2020 and removed from refunding consideration in 2021 in coordination with the City of Austin. (See Appendix E in Project Assessment and Recommendation Report).

| Set Aside Scenario – Original Award Information (2018) |                     |                    |                     |
|--------------------------------------------------------|---------------------|--------------------|---------------------|
| Project                                                | STBG Award          | Local Match        | Total               |
| Vehicle Detection                                      | \$8,960,000         | \$2,240,000        | \$11,200,000        |
| Traffic Monitoring System                              | \$1,120,000         | \$280,000          | \$1,400,000         |
| EMS/Transit Signal Priority                            | \$7,280,000         | \$1,456,000        | \$7,280,000         |
| <b>Total</b>                                           | <b>\$15,904,000</b> | <b>\$3,976,000</b> | <b>\$19,880,000</b> |

## Review Results and Recommendation

Upon review of the additional information provided by the City of Austin, CAMPO staff reviewed and confirmed expenditures to-date, total local funding allocation, current funding, and future funding needed to complete the projects as originally scoped. Below are the results of the review along with the funding amounts associated with the two potential options for TPB consideration.

| Review Results              |                    |                    |                     |                     |
|-----------------------------|--------------------|--------------------|---------------------|---------------------|
| Project                     | Expenditures       | Local Allocation   | Need (FY 2024)      | Need (FY 2028)      |
| Vehicle Detection           | \$725,728          | \$3,008,000        | \$8,484,000         | \$9,925,080         |
| Traffic Monitoring System   | \$747,026          | \$500,000          | \$550,800           | \$644,358           |
| EMS/Transit Signal Priority | \$2,676,682        | \$4,987,466        | \$4,872,200         | \$5,699,785         |
| <b>Total</b>                | <b>\$4,149,436</b> | <b>\$8,495,466</b> | <b>\$13,907,000</b> | <b>\$16,269,223</b> |

| Option 1 – Set Aside Scenario |                    |                    |                     |
|-------------------------------|--------------------|--------------------|---------------------|
| Project                       | STBG Award         | Local Match        | Total               |
| Project TBD                   | \$8,495,466        | \$2,123,566        | \$10,619,332        |
| <b>Total</b>                  | <b>\$8,495,466</b> | <b>\$2,123,566</b> | <b>\$10,619,332</b> |

| Option 2 – Refunding Scenario |                     |                    |                     |
|-------------------------------|---------------------|--------------------|---------------------|
| Project                       | STBG Award          | Local Match        | Total               |
| Vehicle Detection             | \$7,940,064         | \$1,985,016        | \$9,925,080         |
| Traffic Monitoring System     | \$515,486           | \$128,872          | \$644,358           |
| EMS/Transit Signal Priority   | \$4,559,828         | \$1,139,957        | \$5,699,785         |
| <b>Total</b>                  | <b>\$13,015,378</b> | <b>\$3,253,845</b> | <b>\$16,269,223</b> |

Reviewing the options, and in coordination the City of Austin, staff recommends the TPB approve Option 2. While these projects were previously removed from refunding consideration, Option 2 treats the projects like the remaining deferred projects refunded in February with inflation adjustments to the fiscal year of first funding availability (2028). This recommendation assumes that the City of Austin will continue to implement these projects utilizing the available local allocation through to federal funding availability, and that all other federal and state local project processes and procedures will be completed for implementation in FY 2028.



## Financial Forecast

Staff have developed the financial forecast to determine funding availability for Transportation Policy Board decision-making. Please note that the forecast is an estimate and snapshot in time based on available information from the Federal Management Information System (FMIS), TxDOT's Financial Reports, and other federal financial resources.

| Funding Forecast <sup>‡</sup>       |              |               |              |               |
|-------------------------------------|--------------|---------------|--------------|---------------|
| Fiscal Year                         | CRP          | STBG          | TASA         | Total         |
| 2024                                | \$13,941,207 | \$56,696,207  | \$9,137,859  | \$79,775,273  |
| 2025                                | \$5,979,980  | \$48,073,599  | \$5,574,292  | \$59,627,871  |
| 2026*                               | \$6,099,587  | \$49,035,132  | \$5,685,785  | \$60,820,504  |
| 2027                                | \$5,865,017  | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2028                                | \$5,865,017  | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2029                                | \$5,865,017  | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2030                                | \$5,865,017  | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2031                                | \$5,865,017  | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2032                                | \$5,865,017  | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| 2033                                | \$5,865,017  | \$47,149,405  | \$5,467,128  | \$58,481,550  |
| Total                               | \$67,075,893 | \$483,850,773 | \$58,667,832 | \$609,594,498 |
| Scenario                            |              | Funding Usage |              |               |
| Previously Committed                |              | \$107,687,744 |              |               |
| Approved Refunding Scenario         |              | \$100,955,673 |              |               |
| Approved Set-Aside Scenario         |              | \$22,619,961  |              |               |
| FY 2028 Available for Option 1 or 2 |              | \$19,758,308  |              |               |

\*The current federal authorization, the Infrastructure and Investments Jobs Act (IIJA), ends in Fiscal Year 2026. Projections beyond assume the congressional approval of continual resolutions (CR).

‡All funding amounts in this forecast are for the federal funding share only and does not include the required state/local share.



**Date:** August 10, 2026  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Mr. Greg Lancaster, Modeling Manager  
**Agenda Item:** 11  
**Subject:** Discussion on Travel Demand Modeling

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**RECOMMENDATION**

None. This item is for information only.

**PURPOSE AND EXECUTIVE SUMMARY**

This presentation will provide an overview of Travel Demand Modeling (TDM) and its use at CAMPO. CAMPO uses a four-step travel demand model with inputs including regional demographics that are developed in consultation with local agencies, and multi-modal transportation networks that reflect existing conditions for the base year plus planned/funded improvements for future years. Travel demand models are used at CAMPO and partner agencies to study travel patterns and identify transportation needs, and to understand where improvements may be needed based on forecasted growth. The model is an analysis tool that plays one part in the project development process alongside environmental impacts analysis, community involvement, inclusion in long-range plans, and funding procurement.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

Metropolitan Planning Organizations (MPOs) are required to use approved travel demand models for their planning efforts including development of a long-range Regional Transportation Plan, analysis of projects in the Transportation Improvement Program, and development of corridor studies. To achieve certain state and federal milestones including environmental clearance and funding eligibility, projects must be evaluated using either an MPO's or state Department of Transportation's travel model. This presentation will address community and Transportation Policy Board questions about the development and status of CAMPO's Travel Demand Model. Additionally, information will be provided on the different types of modeling platforms that are available and how they compare to the current State of the Practice and the CAMPO model.

**SUPPORTING DOCUMENTS**

None.



**Date:** August 10, 2026  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Ryan Collins, Interim Executive Director  
**Agenda Item:** 12  
**Subject:** Interim Executive Director's Report on Transportation Planning Activities

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**RECOMMENDATION**

None. This item is for informational purposes only.

**PURPOSE AND EXECUTIVE SUMMARY**

This is a standing item for discussion of relevant transportation planning activities and topics that are important to business conducted to the Transportation Policy Board.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

None.

**SUPPORTING DOCUMENTS**

**Attachment A** – *Federal Legislative Update – AMPO National Beat*

**Attachment B** – *2026 Transportation Policy Board Item Preview*

**Attachment C** – *2027 Meeting Schedule for the Transportation Policy Board*



# The National Beat

July 31, 2026

## In This Issue

|                                                                           |   |
|---------------------------------------------------------------------------|---|
| Feature Focus.....                                                        | 2 |
| Advance Appropriations Engagement: Surface Transportation Extension ..... | 2 |
| Federal Roundup.....                                                      | 4 |
| Congress .....                                                            | 4 |
| Congressional “Vibe” Check.....                                           | 4 |
| National News.....                                                        | 8 |
| Recent Editions .....                                                     | 9 |

## **Advance Appropriations Engagement: Surface Transportation Reauthorization Extension**

### **Background**

On July 21, the House passed a continuing resolution (CR) to fund the federal government through December 4, maintaining USDOT funding at FY 2026 levels but excluding an extension of the IIJA's Division J advance appropriation-funded programs. As the Senate considers its own CR and Congress works toward an extension of the IIJA before its September 30 expiration, transportation stakeholders, including AMPO, are advocating for the preservation of Division J funding to provide continued certainty for critical infrastructure investments.

***TL;DR:** Congress is considering a short-term funding measure as the IIJA approaches expiration on September 30, creating uncertainty over whether Division J advance appropriation-funded programs will continue. AMPO is advocating for the inclusion of Division J funding in any extension to preserve long-term certainty for transportation investments that support safety, mobility, and economic growth.*

### **Context**

Recently, the House passed a continuing resolution (CR) to fund the government until Dec. 4. Their proposal would continue USDOT funding at FY 2026 funding levels but notably did not include an extension of the IIJA's Division J advance appropriation funded programs. (To read more about the House proposal and the difference between a CR and an extension, please read AMPO's July 24 National Beat [here](#).)

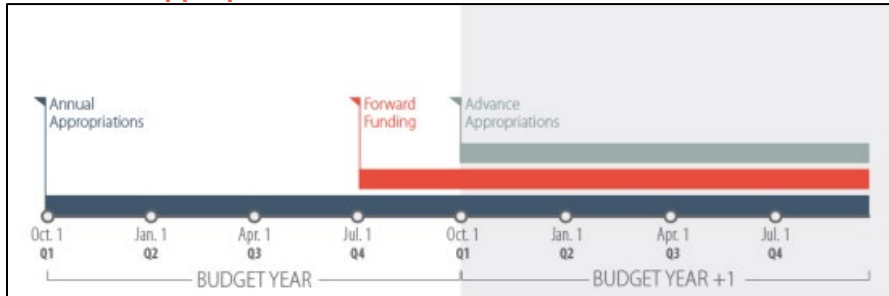
#### **Division J advance appropriation funded programs**

- **FHWA:** Bridge Investment Program (BIP), Reconnecting Communities, INFRA
- **FTA:** Low-No Emission Bus program, ASAP, CIG, State of Good Repair
- **FRA:** CRISI, RCE, Fed-State Partnership for Intercity Passenger Rail grants
- **OST:** National Culvert Removal, Replacement, and Restoration grants, SS4A, SMART

*See Full List of Division J programs [here](#).*

Now, the Senate is considering their version of a CR. In May, Senate Democrats, led by Senate Commerce Committee Ranking Member Maria Cantwell (D-WA), [sent a letter](#) to Senate leadership and the Appropriation Committee leadership expressing the need to continue funding levels set by the IIJA in addition to continuing funding for Division J programs.

## Advance Appropriations Refresher



**Note:** Advance appropriation is funding provided by Congress that becomes available in a future fiscal year rather than the current one, allowing programs to plan ahead instead of relying on annual appropriations decisions each year.

### Reminder:

- **A CR** only continues funding for USDOT programs funded through the general fund/annual appropriations
- **An extension** is needed to extend the expiration of a reauthorization (IIJA) and the period of which authorized programs can have spending obligated

With the Senate considering their own CR, and with the House excluding an extension with their version of the CR. Advocacy organizations have recently been calling on Congress to include advance appropriations in any funding extension of the current surface bill. With the IIJA expiring on Sept. 30, both the House and Senate will need to consider a funding extension of IIJA programs in addition to overall USDOT funding through the CR. Senate EPW Committee [Chair Shelley Moore Capito \(R-WV\)](#) indicated that her committee is currently working on a funding extension, with the hopes to attach it to a Senate passed CR measure – extending funding until early December. Whether or not this extension includes funding for Division J programs has yet to be decided.

### Engagement

In collaboration with stakeholders in the transportation sector, AMPO has called upon Congress to ensure any extension of IIJA funding includes advance appropriations (Division J) funding levels. The letters cite the importance of having long-term, guaranteed funding for local governments, and the importance of these investments in supporting safer and more reliable transportation systems.

- [AMPO's July 23 Coalition Letter to Congress](#)
- [AMPO's July 27 Coalition Letter to Congress](#)

### AMPO Position

AMPO supports preserving Division J funding because these programs provide critical, multi-year investments that improve transportation safety, mobility, and economic competitiveness for states, MPOs, local governments, and private sector partners across the country. Any disruption or reduction in funding could delay critical infrastructure improvements, increase project costs, and limit the ability of communities to address transportation needs.

Division J funding helped address critical transportation priorities that cannot be covered by Highway Trust Fund formula funding alone. AMPO believes that the overall level of funding provided through Division J should be included in any extension scenario to ensure communities can advance critical projects on time and on budget.

As a long-standing priority, AMPO supports efforts to move more funding through flexible, formula suballocated programs that locals and regions have access to, such as STBG. There is additional continued support for programs such as SS4A that help promote safer roadways at the local level and has proven to be a critical program for regions and local governments alike.



AMPO will continue engaging Members of Congress as extension language is developed. If your MPO is interested in educating your Member of Congress or Senator, especially if your state has a Republican Senator on key reauthorization committee of interest (Appropriations, EPW, Commerce, Banking), please reach out to AMPO's Legislative Director, [Katie Economou](#).



## Federal Roundup

**Congress:** Reauthorization and Legislative Activity

**Administration:** USDOT, FTA, OMB, & HUD



## Congress

### Congressional “Vibe” Check

**Reauthorization.** Reauthorization activity continues to accelerate as committees refine draft language that shapes the next surface transportation bill.

#### Where things stand:

- **House T&I.** The **BUILD America 250 Act** was passed out of committee on May 21 with a **62-2** vote following a nearly 15-hour markup that considered nearly 300 amendments. The **bill authorizes approximately \$580 billion**, with 90% available through formula funding, a significant shift from the IIJA's heavier reliance on competitive grants.
  - Currently, the legislation is awaiting consideration by the House Ways & Means Committee, and a markup in that committee has yet to be set. House T&I Chairman Sam Graves (R-MO) announced that full House consideration of **the bill will have to wait until after August recess** once Members of Congress return in September, after which he said that an extension is probable.
- **Senate.** Among Senate committees, EPW is furthest along. Previously, Chair Shelley Moore Capito (R-WV) indicated that her committee was waiting on top line funding levels from party leadership, but she has now indicated that her committee is working on a surface transportation extension to the IIJA.
  - **Chair Capito is hoping to attach an extension to the [continuing resolution currently being developed in the Senate](#) – meaning that any extension would go through early December 2026.** She did not indicate whether IIJA Division J advance appropriations would be included.

**A general note on timing:** Given the remaining FY 2026 work, midterm elections on the horizon, and the long history of surface transportation bills missing deadlines, **an extension appears to be very likely.** Even so, MPOs should operate under the assumption that reauthorization could move on time. This engagement window will not open twice, and once base text is released, shaping the bill is significantly harder via amendment.

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## The Buzz on Reauthorization

-  [House Passes Continuing Resolution \(CR\) but Does not Include IIJA Advance Appropriations:](#) The House passed a CR to fund the federal government through Dec. 4, 2026, but the measure does not extend the IIJA advance appropriations or Highway Trust Fund spending authority, leaving future transportation funding unresolved. The Senate is expected to consider its own CR with several USDOT funding anomalies requested by the Office of Management and Budget, including provisions affecting FAA programs, NEVI, Capital Investment Grants, and NHTSA operations. See AMPO's [July 24 National Beat](#) for additional background on USDOT funding “anomalies.”

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## Introduced Legislation Related to Reauthorization

Whether you want to see what marker bills could be included in the next surface transportation reauthorization or are curious about what Congress is working on, AMPO is tracking all relevant legislation that has been introduced since December 2025. Please refer to our legislation tracker to see what bills have been introduced, who introduced them, and what they would do.

 [119<sup>th</sup> Weekly Congress Legislation Tracker](#)

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**What's Making Headlines?** A number of issues on the Hill are drawing attention this week outside of reauthorization.

-  [Senate Commerce Committee Passes Bill on Connected Vehicle Security:](#) The Senate Commerce Committee approved [bipartisan legislation from Sens. Bernie Moreno \(R-OH\) and Elissa Slotkin \(D-MI\)](#) that would prohibit the import, sale, and operation of vehicles and connected vehicle technologies developed by foreign entities of concern, citing national security and economic risks. While the bill advanced by voice vote, senators debated its broad definition of covered technologies and ownership thresholds, with critics warning it could unintentionally affect automakers such as Mercedes-Benz and increase costs for consumers.
-  [White House Pressures Senate to Delay August Recess Until They Pass Legislation:](#) The White House is pressuring Senate Majority Leader John Thune (R-SD) to keep the Senate in session until they pass the [SAVE America Act](#), and specifically the [\\$95 billion party budget blueprint](#) recently passed by the House. The Senate is currently set to leave for recess on Aug. 6, but support is growing among Republican Senators to stay until the legislation is passed.
-  [Senate Introduces Truck Safety Legislation:](#) Sens. Todd Young (R-IN) and Andy Kim (D-NJ) introduced the bipartisan [SAFE Act](#) to direct FMCSA to develop tools that detect “chameleon carriers,” trucking companies that evade enforcement by re-registering under new identities. The bill aims to strengthen enforcement against fraudulent and unsafe carriers by using advanced automated screening and interagency information sharing.



-  [Republican Governors Pressure Senate to Pass Reconciliation 3.0](#): Twenty-three Republican governors [sent a letter](#) urging the Senate to quickly pass a budget resolution advancing the White House party-line spending bill, increasing pressure on Senate Republicans ahead of the August recess. The push comes as the White House lobbies republican senators to move forward despite disagreements within the conference over the bill's size and scope.
  -  [Congress Considers Raising Debt Limit Through Future Reconciliation Package](#): Republicans are considering including another increase to the federal debt limit in a future party-line reconciliation bill to avoid a potential debt ceiling showdown if they lose congressional majorities after the 2026 midterm elections. The discussion comes as forecasts project the next debt ceiling limit could be reached between mid-2027 and early 2028, prompting GOP leaders to explore options before the current borrowing authority is exhausted.
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## Administration & Agencies

### USDOT

-  [AMPO Submits Feedback to the Bureau of Transportation Statistics \(BTS\)](#): AMPO's comments emphasize that the BTS provides essential national transportation data that complements, rather than replaces, local and state datasets, particularly for freight, aviation, border crossings, and interregional travel. **The response recommends improving BTS's usefulness for MPOs by increasing geographic flexibility, offering both user-friendly dashboards and raw data, enhancing technical documentation and training, and making BTS products easier to discover and integrate into regional planning workflows.** AMPO also encourages BTS to broaden its focus beyond freight and commerce to better support multimodal transportation planning, accessibility, safety, resilience, and national data standards while continuing to engage directly with MPO practitioners.
-  [NHTSA Requests Comments on Automated Vehicle Framework Guidance](#): NHTSA issued a notice for public comment on interim guidance for commercial deployment exemptions for automated vehicles. The guidance is part of NHTSA's AV Framework, which is intended to prioritize safety, support innovation, and reduce regulatory barriers for automated driving system technologies. **Comments are due August 31, 2026.**
-  [NHTSA Opens Docket to Update Automated Driving Systems Guidance](#): NHTSA also issued a separate notice announcing that it intends to develop updated guidance for the safe deployment of automated driving systems. The agency's most recent ADS-specific guidance was issued in 2017, and NHTSA is now seeking public input to help shape a new guidance document that reflects AV technology and safety practices. The docket will remain open for one year, with comments due by July 31, 2027.

- [!\[\]\(467d80e979964f7f8c752fb22248b5b7\_img.jpg\) \*\*Analysis finds USDOT BUILD Grants Went to Mostly Republican Districts:\*\*](#) An Eno Center analysis found that BUILD grant awards have historically shown signs of partisan favoritism, but the disparity has become more pronounced under the current USDOT administration, with Republican-held congressional districts and states receiving a disproportionately large share of recent funding. The analysis concludes that this pattern cannot be fully explained by project type or geographic factors, suggesting political considerations may be influencing the distribution of competitive transportation grants.

## FTA

- [!\[\]\(31b03e46ee8a80a1f1467b8c03bd76e8\_img.jpg\) \*\*FTA Has Yet to Sign Grant Agreements for Capital Investment Grant \(CIG\) Program:\*\*](#) The **FTA has not signed any new CIG agreements** since the change in administration in Jan. 2025, leaving dozens of major transit projects, including rail extensions and bus rapid transit investments, stalled despite billions in congressionally appropriated funding remaining available. Transit advocates and local officials argue the delays threaten infrastructure plans, increase costs, and create uncertainty for communities that rely on federal partnerships to deliver major transit improvements, while the administration maintains projects are still moving through required review processes.

## OMB

- [!\[\]\(815df092dd722ee9268ef8e6d0193e3a\_img.jpg\) \*\*Office of Management and Budget \(OMB\) Admits to Cancelling Projects Based on Political Criteria:\*\*](#) OMB acknowledged in court filings that it canceled more than \$7.5 billion in clean energy grants based largely on political criteria, targeting projects in states that supported Democratic presidential candidates rather than on performance, cost, or statutory considerations. The cancellations have intensified concerns that proposed changes to federal grant oversight would give the White House greater control over congressionally approved funding and allow future grant decisions to be influenced by political priorities.
- [\*\*Bipartisan Pushback from Members of Congress Against OMB's Proposed Grant Rule:\*\*](#) Across five letters responding to [OMB's proposed "Regulation for Federal Financial Assistance" \(2 CFR 200 revisions\)](#), Democratic lawmakers, including [Sen. Murray \(D-WA\)](#) and [Rep. Marcy Kaptur \(D-MA\)](#), the [full Senate Democratic caucus led by Sen. Minority Leader Chuck Schumer \(D-NY\)](#), [House Appropriations Democrats led by Reps. Rosa DeLauro \(D-CT\) and Kaptur](#), and [151 House members led by Rep. Robert Garcia \(D-CA\)](#), called for the rule's outright withdrawal, arguing it lets political appointees terminate or condition grants based on presidential priorities rather than statute, overriding Congress's power to distribute funding. They warned this would especially harm energy investments, scientific/medical research, and state, local, and nonprofit recipients by risking funding uncertainty, raising borrowing costs, and burdening small entities, who make up nearly 40% of recipients.

- By contrast, [Senate Appropriations Chair Susan Collins \(R-ME\) stopped short of demanding full withdrawal](#), instead asking OMB to extend the 45-day comment period by 90 days and drop only the provisions harming small/rural communities and biomedical research, citing similar concerns about mid-award terminations and new political review of peer-reviewed awards. All the letters converge on worries that the rule injects political discretion into merit-based grantmaking, while differing on remedy, Democrats seeking rescission, Sen. Collins seeking delay and targeted fixes.

## HUD

- [HUD Exchange Opens Registration for their Blueprints to Buildings Symposium](#): HUD's Blueprints to Buildings Symposium Series is a free, multi-event training program that guides participants through the affordable housing development process with workshops, expert discussions, and peer learning focused on building local development capacity. The series features regional two-day symposiums covering topics such as neighborhood revitalization, faith-based housing, manufactured housing, and Opportunity Zones, with **the first event taking place in Cleveland on August 3–4, 2026**.



## National News

- [Union Pacific Resubmits Merger Application](#): Union Pacific and Norfolk Southern submitted a revised application for their proposed \$85 billion merger, adding new customer protections and competition commitments in response to concerns raised by the Surface Transportation Board (STB). The revisions aim to address regulatory questions about competition, service reliability, and public benefits as the railroads seek approval for what would be the largest merger in US railroad history. BNSF [criticized](#) Union Pacific and Norfolk Southern's revised merger filing, arguing it still fails to address antitrust concerns and would reduce rail competition, increase shipping rates, and ultimately raise costs for consumers.
- [Walmart Starting to Lead EV Charging Infrastructure Initiative](#): Walmart is rapidly expanding its in-house EV fast-charging network, opening dozens of new stations at its stores and positioning itself as one of the nation's fastest-growing charging providers while leveraging its retail footprint to attract customers. The company aims to make EV charging more accessible and affordable, with analysts expecting its growing network to boost both EV adoption and in-store sales.
- [New Report Ranks State Highway Systems](#): A new Reason Foundation report ranks state highway systems using measures such as road conditions, safety, congestion, and cost-effectiveness, finding that highway performance varies widely across states and is not necessarily tied to population size or infrastructure spending. The analysis also concludes that states with higher gas taxes or overall tax burdens do not consistently have better-performing

highways, raising questions about the relationship between transportation funding and system performance.

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## Notice of Funding Opportunities

-  [Public Transportation on Indian Reservations \(Tribal Transit\) Competitive Program:](#) Provides funds for planning, public transportation capital projects, operating costs, job access reverse commute projects, and the acquisition of public transportation service to tribes located in rural areas (those with a population under 50,000).
  - **Deadline:** Aug. 25, 2026
-  [Innovative Coordinated Access and Mobility \(ICAM\) Pilot Program:](#) Provides competitive funding to support innovative projects for transportation disadvantaged populations that will improve the coordination of transportation services and non-emergency medical transportation services.
  - **Deadline:** Sept. 9, 2026
-  [Buses and Bus Facilities Infrastructure Program:](#) The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
  - **Deadline:** Sept. 21, 2026
-  [Low or No Emission Grant Program:](#) The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
  - **Deadline:** Sept. 21, 2026
-  [Bus Safety, Accessibility, and Innovation Research Program:](#) Supports the development of standard designs and prototypes that will make existing and new buses safer for operators, riders and vulnerable road users, as well as more accessible for passengers.
  - **Deadline:** Sept. 28, 2026

 Access [AMPO's NOFO Tracker here](#).

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## Recent Editions

- [July 24 \(2026\)](#)
- [July 17 \(2026\)](#)
- [July 10 \(2026\)](#)
- [June 26 \(2026\)](#)
- [June 18 \(2026\)](#)
- [May 29 \(2026\)](#)

 View all past editions of the [National Beat](#) Policy Newsletter [here](#)

| Transportation Policy Board - 2026             |                                            |           |      |             |             |             |             |            |
|------------------------------------------------|--------------------------------------------|-----------|------|-------------|-------------|-------------|-------------|------------|
| Agenda Item                                    | Staff Presenter                            | Type      | July | August      | September   | October     | November    | December   |
|                                                |                                            |           |      | 8/10/2026   | 9/14/2026   | 10/5/2026   | 11/9/2026   | 12/14/2026 |
| Fiscal Agent Agreement - Reauthorization       | Ryan Collins                               | One-Time  |      | Action      |             |             |             |            |
| Recruitment Contract                           | Council Member Rudy Metayer, Chair         | One-Time  |      | Action      |             |             |             |            |
| Support Services Contract                      | Ryan Collins                               | One-Time  |      | Information | Action      |             |             |            |
| Strategic Planning Workshop                    | Ryan Collins                               | One-Time  |      | Information | Information |             |             |            |
| MPO Planning Agreement                         | Theresa Hernandez                          | One-Time  |      |             |             | Information | Action      |            |
| Travel Demand Modeling                         | Greg Lancaster and Kevin Hall (Consultant) | One-Time  |      | Information |             |             |             |            |
| Cedar Park Set-Aside – TDC Application         | Ryan Collins and Christine Tremblay        | One-Time  |      | Information | Action      |             |             |            |
| Federal Legislative Update                     | Ryan Collins                               | One-Time  |      | Information | Information | Information | Information |            |
| AI Policy Procurement Language*                | Nirav Ved                                  | One-Time  |      |             | Action      |             |             |            |
| TIP/RTP - Fall Amendment Cycle                 | Christine Tremblay                         | Recurring |      |             | Information | Action      |             |            |
| 2028-2031 CFP – Project Status                 | Ryan Collins and Christine Tremblay        | One-Time  |      |             | Information | Action      |             |            |
| Truck Parking Plan                             | Nirav Ved and Elizabeth Welch (Consultant) | One-Time  |      |             |             | Information | Action      |            |
| Corridor Program Update                        | Eric Busker (Consultant)                   | One-Time  |      |             | Information |             |             |            |
| 2026-2027 UPWP Amendment                       | Theresa Hernandez                          | Recurring |      |             |             | Action      |             |            |
| CapMetro Grade Separation Project              | Ryan Collins                               | One-Time  |      |             |             | Information | Action      |            |
| Interchange Bottleneck Study                   | Will Lisska                                | One-Time  |      |             |             | Information |             |            |
| FTA 5310 Call for Projects                     | Christine Tremblay and Simone Serhan       | Recurring |      |             |             | Information |             |            |
| American with Disabilities Act (ADA) Plan      | Doise Miers                                | One-Time  |      |             |             | Information | Action      |            |
| Congestion Management Process                  | Nirav Ved and Jeff Kaufman (Consultant)    | One-Time  |      |             |             |             | Information |            |
| Performance Measure (Safety)                   | Nirav Ved                                  | One-Time  |      |             |             |             | Information |            |
| State of Safety Report                         | Nirav Ved and Jeff Kaufman (Consultant)    | One-Time  |      |             |             |             | Information |            |
| City of Hutto - Population Forecast            | Ryan Collins                               | One-Time  |      |             |             |             | Information |            |
| TPB Chair Items (TBD)                          | Rudy Metayer (Chair)                       | One-Time  |      |             |             |             |             |            |
| Technical Advisory Committee - 2026            |                                            |           |      |             |             |             |             |            |
| Agenda Item                                    | Staff Presenter                            | Type      | July | August      | September   | October     | November    | December   |
|                                                |                                            |           |      | 8/24/2026   | 9/28/2026   | 10/26/2026  | 11/16/2026  | 12/21/2026 |
| TIP/RTP - Fall Amendment Cycle                 | Christine Tremblay                         | Recurring |      | Information | Action      |             |             |            |
| 2028-2031 CFP – Project Status                 | Ryan Collins and Christine Tremblay        | One-Time  |      | Information | Action      |             |             |            |
| AI Policy Procurement Language                 | Nirav Ved                                  | One-Time  |      | Information |             |             |             |            |
| Truck Parking Plan                             | Nirav Ved and Elizabeth Welch (Consultant) | One-Time  |      | Information |             | Action      |             |            |
| MPO Planning Agreement*                        | Ryan Collins                               | One-Time  |      |             | Information |             |             |            |
| Interchange Bottleneck Study                   | Will Lisska                                | One-Time  |      |             | Information |             |             |            |
| Federal Legislative Update                     | Ryan Collins                               | One-Time  |      |             | Information | Information |             |            |
| Congestion Management Process                  | Nirav Ved and Jeff Kaufman (Consultant)    | One-Time  |      |             | Information |             |             |            |
| CapMetro Grade Separation Project              | Ryan Collins                               | One-Time  |      |             |             | Information |             |            |
| Performance Measure (Safety)                   | Nirav Ved                                  | One-Time  |      |             |             | Information |             |            |
| Complete Streets Model Policy                  | Nick Samuel                                | One-Time  |      |             |             | Information |             |            |
| FTA 5310 Call for Projects                     | Christine Tremblay and Simone Serhan       | Recurring |      |             |             | Information |             |            |
| City of Hutto – Population Forecast            | Ryan Collins                               | One-Time  |      |             |             |             | Information |            |
| Functional Classification Statewide Assessment | Will Lisska                                | One-Time  |      |             |             |             | Information |            |
| TAC Chair Items (TBD)                          | Emily Barron (Chair)                       | One-Time  |      |             |             |             |             |            |



## **Transportation Policy Board 2027 Meeting Schedule**

January 11, 2027

February 8, 2027

March 8, 2027

April 12, 2027

May 10, 2027

June 14, 2027

July 12, 2027

August 9, 2027

September 13, 2027

October 4, 2027

November 8, 2027

December 13, 2027