WI-FI NETWORK

JLA-Guest

PASSWORD

Community#1

CENTRAL TEXAS



Transportation Policy Board

November 9, 2026

Item 1: Certification of Quorum

Item 2: Public Comments

Item 3: Executive Session

Item 4: Report from the TAC

Technical Advisory Committee – Meeting Report

MEETING

Date
Monday, Oct. 26, 2026

Time
2:00 p.m.

Chair
Emily Barron

Quorum
Present

ITEM 2 ACTION	**Approval of Sept. 28, 2026 Meeting Summary** Approved unanimously
ITEM 3 INFO	**Regional Truck Parking Plan** WSP reviewed parking supply, peak demand patterns and parking deficits
ITEM 4 INFO	**2016–2025 Regional State of Safety Report** TTI: crashes and serious injuries trending down, regional fatalities up
ITEM 5 INFO	**Complete Streets Policy template** Follows FHWA and TxDOT practice, TAC comments due to staff Nov. 20, 2026
ITEM 6 REPORT	**Transportation Planning Activities** CAMPO 5310 Call opens Jan. 2027, TASA Call Jan. 8, TAC Officer Election Feb. 2027
ITEM 7 REPORT	**Chair Announcements** In-Person Meetings

Item 5: Meeting Minutes

Recommendation

STAFF RECOMMENDATION

Staff recommends TPB approval of the October 5, 2026, meeting minutes.

Item 6: Recognition of Service

Recognition of Service

Commissioner Cynthia Long

REPRESENTED
Williamson County

CAMPO BOARD SERVICE
- Member since 2007
- Vice Chair: 2019
- Chair: 2020–2025

OFFICE POSITIONS
- Williamson County Commissioner, Precinct 2
- Cedar Park City Council

Mayor Jane Hughson

REPRESENTED
City of San Marcos

CAMPO BOARD SERVICE
- Member since 2019

OFFICE POSITIONS
- Mayor of San Marcos
- San Marcos City Council

Item 7: UPWP Amendment 5

Amendment Five Adds Funded Studies to the UPWP

The UPWP

The federally required document that lists the planning work tasks for the CAMPO region

This Amendment

Incorporates two newly funded studies into the current FY 2026–2027 UPWP

SUBTASK 4.4.11

Red Line Parkway Community Vision and Implementation Strategy

Funding: TxDOT TASA award

Sponsor: Red Line Parkway Initiative

SUBTASKS 5.2.9 AND 5.2.10

CAMPO Partnership Study Program

Funding: CAMPO STBG/TASA Award

Sponsor: CAMPO/Local Partners

Today's Action: Approve UPWP Amendment Five (Resolution 2026-11-7)

Amendment Five Adds $11.14M to the FY 2026–2027 UPWP

Subtask	Study and Sponsor	Fund Type	Federal	Local	Total
4.4.11	Red Line Parkway Community Vision & Implementation Strategy Red Line Parkway Initiative	TASA	$2,000,800	$500,200	$2,501,000
5.2.9	Partnership Study Program CAMPO and local partners	STBG	$4,574,051	$1,143,511	$5,717,562
5.2.10	Partnership Study Program CAMPO and local partners	TASA	$2,339,791	$584,948	$2,924,739
Total			**$8,914,642**	**$2,228,659**	**$11,143,301**

Partnership Study Program: $8.64M of the Total Across Subtasks 5.2.9 and 5.2.10.

Recommendation

STAFF RECOMMENDATION

Staff recommends the Transportation Policy Board approve FY 2026 & 2027 Unified Planning Work Program (UPWP) Amendment Five.

As detailed in Resolution 2026-11-7

Supporting Documents: Attachment A - Resolution 2026-11-7 • Attachment B - UPWP with Proposed Amendment 5

Item 8: AFA Authorization

An AFA needs local board approval before TxDOT can execute it

What an AFA Is

A contract between TxDOT and a local government for a project that uses federal or state funds and local participation.

What It Covers

Project scope, each party's duties, the funding split and local match, and TxDOT's oversight costs.

How an AFA is Executed:

1. Project is programmed in the TIP and STIP
2. TxDOT district drafts the AFA from standard templates
3. **Local governing body approves it by resolution**
4. TxDOT executes the AFA
5. Work is reimbursable once federal authorization is in place

Any later change to scope, cost, or schedule requires a formal AFA amendment.

CAMPO Must Sign 3 AFAs with TxDOT for the June 2026 Awards

Award

In June 2026, CAMPO won federal funds for two programs in the 2028–2031 Call for Projects.

Requirement

Federal funds can be obligated and reimbursed only after CAMPO signs an AFA with TxDOT.

Agreement

The AFA is the binding contract that sets out each party's administrative duties.

CAMPO will enter into three AFAs:

2

AFAs

Partnership Study Program

Studies with Local Sponsors

1

AFA

Project Readiness Program

Continuation of the Program

Today's Action: Authorize the Interim Executive Director to Sign the AFAs (Resolutions 2026-11-8a and 2026-11-8b).

CAMPO was awarded $17.93M in Federal Funds for the Programs

Federal Funding Awarded in June 2026:

$11.03M

Regional Project Readiness Program

Continuation of the Existing Program

$6.9M

Partnership Study Program

Studies with Local Sponsors

Both awards came through the 2028–2031 Call for Projects and depend on executed AFAs with TxDOT.

Recommendation

STAFF RECOMMENDATION

Staff recommends the Transportation Policy Board authorize the CAMPO Interim Executive Director to enter into Advance Funding Agreements (AFAs) with TxDOT for the Partnership Study Program and Regional Project Readiness Program.

As detailed in Resolutions 2026-11-8a and 2026-11-8b

Supporting Documents: Attachment A - Resolution 2026-11-8a • Attachment B - Resolution 2026-11-8b

Item 9: Functional Classification

Four types of change trigger a functional classification update

Federal law

TxDOT must keep the functional classification (FC) of Texas roadways up to date.

Requests

TxDOT Districts and MPOs request FC updates as roads and land use change.

Approval

TxDOT seeks federal approval for each FC change after MPO's approve the FC.

FC changes are generally triggered when:

- **New roadways are built or extended**
- **Existing roadways are realigned or reconstructed, including added capacity**
- **Traffic patterns or volumes change**
- **Land use patterns change**

Submit FC change requests for highway projects before construction, even though changes typically take effect after the trigger.

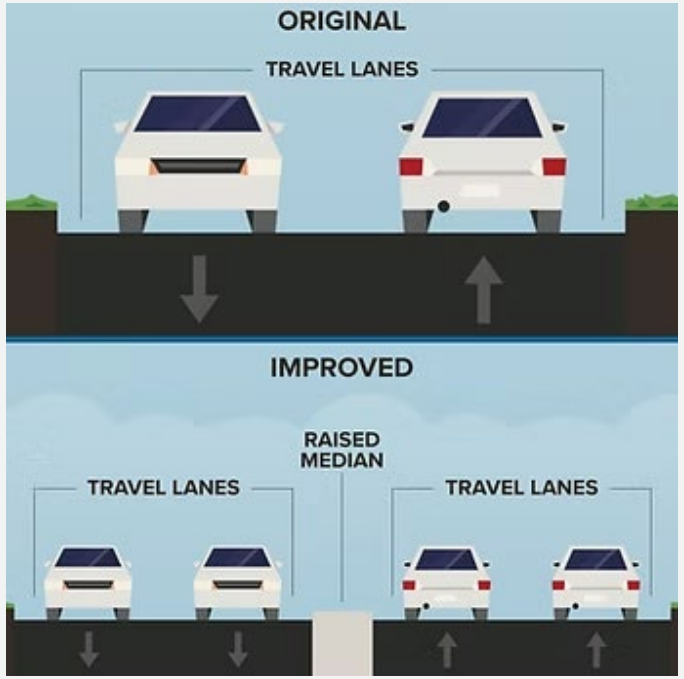
County Road 238 (Caldwell and Hays Counties) Functional Classification Request



Proposed extension



Proposed alignment



Typical Section

Recommendation

STAFF RECOMMENDATION

Staff recommends the Transportation Policy Board approve the functional classification of County Road (CR) 238 in Caldwell and Hays Counties.

As detailed in Resolution 2026-11-9

Supporting documents: Attachment A – Project Location Map • Attachment B – Resolution 2026-11-9

Item 10: TDC Application

CAMPO will request TDCs to cover the $2.76M local match

Award

$11.03M in STBG and TIFIA funds to continue the Regional Project Readiness Program

Requirement

A $2.76M non-federal local match over the life of the program extension

Request

Apply TDCs in place of the match, keeping local funds for the 2027–2031 Strategic Plan

PROGRAM COMPONENTS

1. **General Engineering Consultant**
2. **Corridor Readiness Program**
3. **Central Texas Traffic Management System (CTTMS)**

Information item: No Board Action is Requested Today.

2.76M TDCs would free $2.76M in local funds for the Strategic Plan

FEDERAL AWARD

$11.03M

STBG and TIFIA funding

$11,031,603 for the Regional Project Readiness Program

TDCs REQUESTED

2.76M

Credits applied as the match

2,757,901 TDCs in place of the non-federal share

LOCAL FUNDS PRESERVED

$2.76M

Redirected to the Strategic Plan

$2,757,901 for items in the 2027–2031 Strategic Plan

TDCs add no federal money. They only remove the local match requirement on this program.

The local match must still fund a separate qualifying project

How TDCs work on a federally funded project:

1

Federal funds pay for the project

STBG and TIFIA cover the program's federal share

2

TDCs meet the non-federal share

Credits replace the local match; they add no federal money

3

Local funds go to a separate project

The sponsor meets the maintenance of effort (MOE) requirement on another project that supports TDC policy goals

For CAMPO: the $2.76M local match will fund items in the 2027–2031 Strategic Plan.

Item 11: Passenger Rail Study

Travis County Passenger Rail Engineering Feasibility Study

Presented to CAMPO

November 9, 2026

Scope of Services

- Study scope of services includes:
  - Review of potential passenger rail alignment/profile along SH 130 and I-10 corridors
    - Rail alignment/profile
    - Anticipated maximum speeds
    - Potential travel times
  - Review possible termini
    - AUS
    - San Antonio
  - Provide order-of-magnitude capital and O&M costs

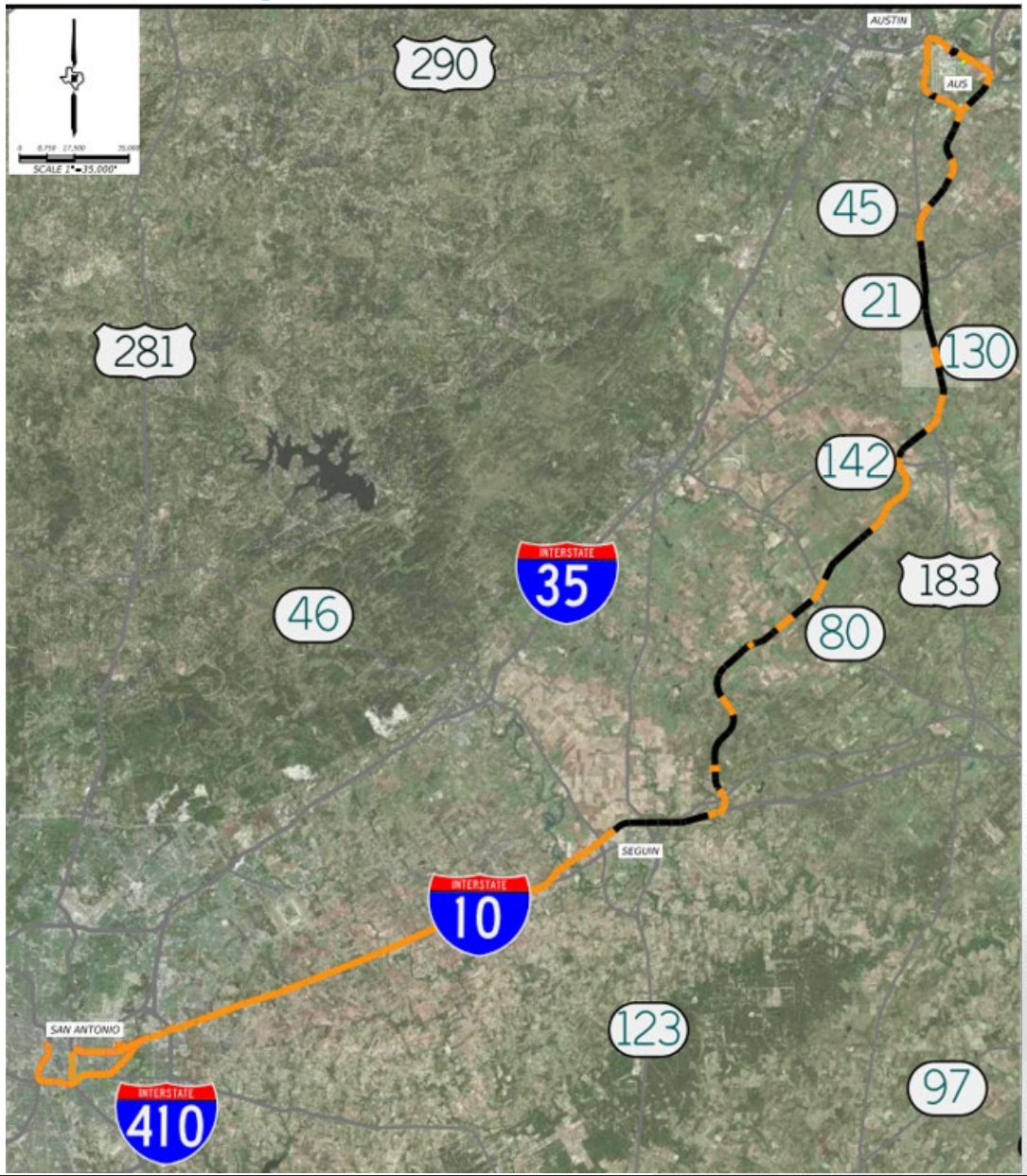
Passenger Rail Alignment/Profile Review

- Finding: Alignment/Profile Determined to be Feasible
- Passenger Rail Alignment
  - Generally within median of SH 130, placement varies along I-10 due to constraints
  - Avoided interchanges where necessary, showing ROW needs at this stage in development
  - Would likely require ROW for operations/maintenance facility
  - Curve constraints mainly at interchanges

Passenger Rail Alignment/Profile Review

- Passenger Rail Profile
  - 1/3 at grade, 2/3 elevated generally due to unknown height of potential vehicles
  - Potential for more at-grade sections in future design with either overpass reconstruction or vehicle details
- Travel Times
  - Based on typical vehicle acceleration/deceleration, termini station stops only
  - Up to 125 mph – around an hour
  - Up to 79 mph – around 1-1/2 hours

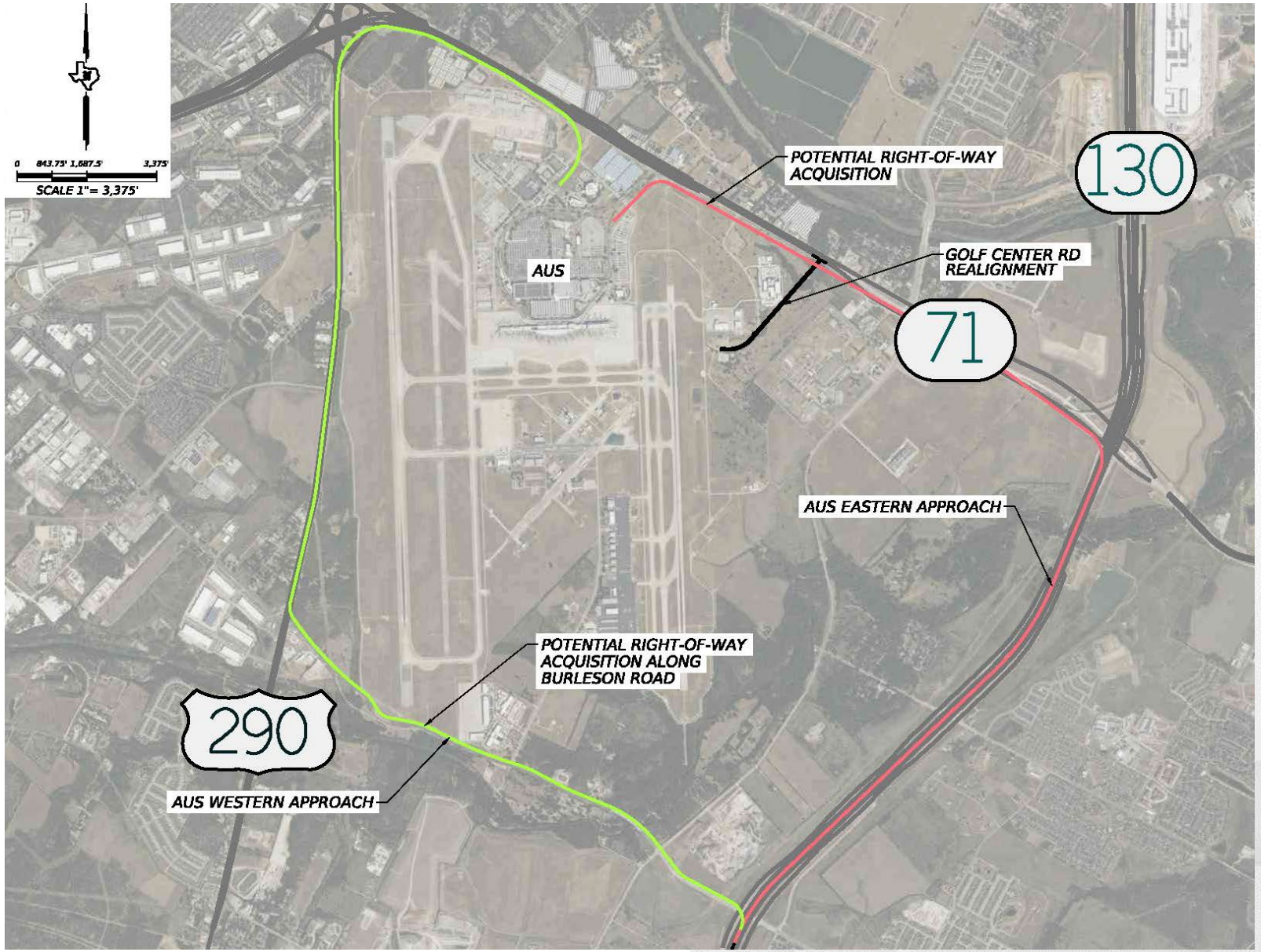
Passenger Rail Alignment/Profile Review



AUS Termini Review

- Finding: Both AUS and San Antonio Appear to Have Feasible Termini/Route Options
- AUS Termini Review
  - Reviewed entering north side of Austin Airport (off SH 71) from the east and west
  - Biggest considerations are runway protection zones (RPZs) and Austin Light Rail alignment
  - From the east seems feasible – requires adjustment of existing road due to RPZ
  - From the west does not appear as feasible – both Burleson Road and US 183 provide little room (and RPZ challenges) as well as Austin Light Rail future alignment potential impacts

AUS Termini Review



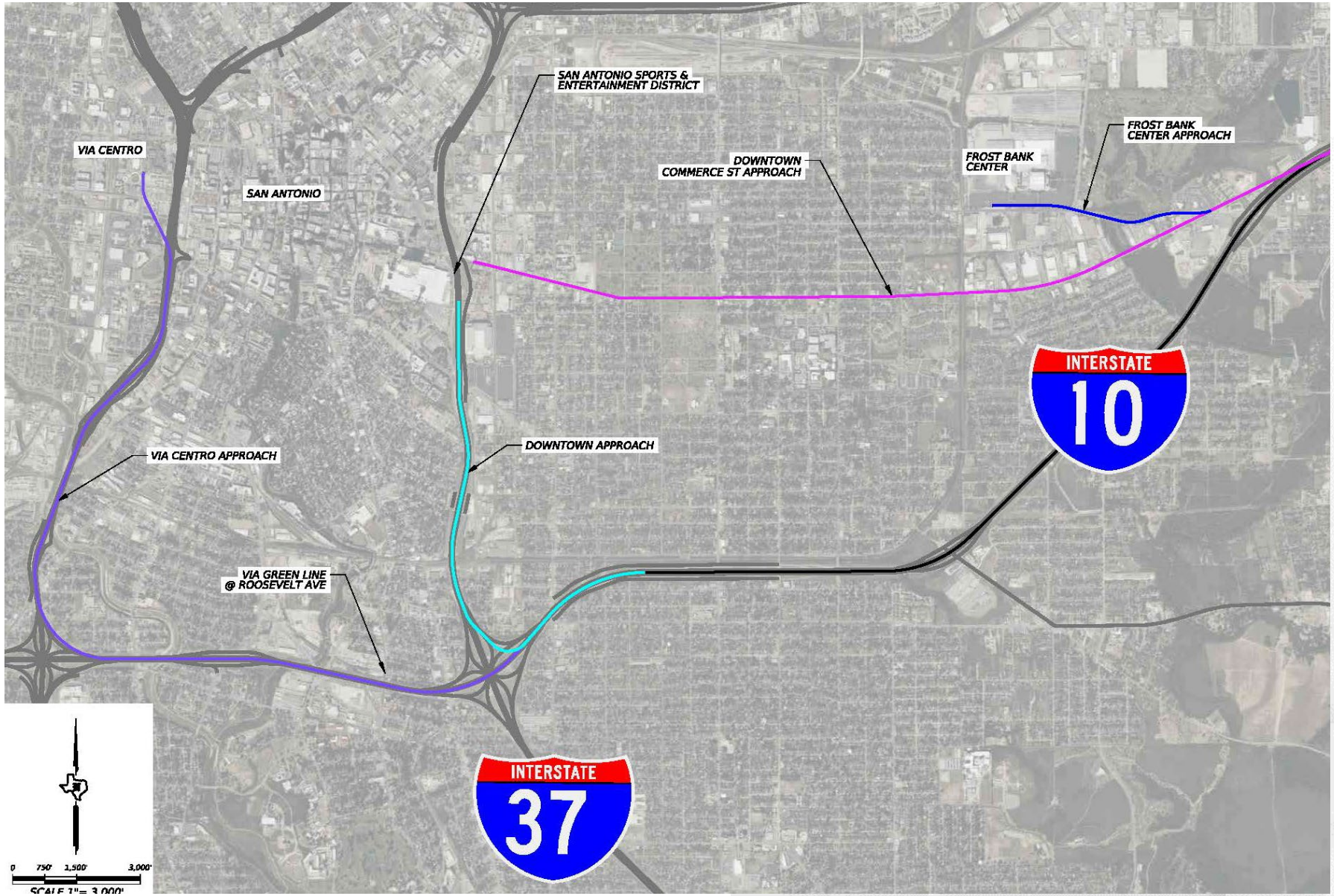
San Antonio Termini Review

- San Antonio Termini Review
  - Reviewed four termini locations/five routes
  - Downtown
    - Feasible via I-37 (location of potential station not defined)
    - Likely not feasible via Commerce Street (elevated station assumed in street)
  - VIA Centro
    - Likely not feasible via Frio Street (elevated station assumed in street)
    - Transfer/connection to downtown (bus through transit center)

San Antonio Termini Review

- San Antonio Termini Review (continued)
  - VIA Green Line connection (just west of I-10/I-37 interchange)
    - Appears feasible through an elevated station north of I-10
    - Transfer/connection to downtown (through proposed VIA Green Line)
  - Frost Bank Center potential redevelopment
    - Appears feasible within potential redevelopment
    - Transfer/connection to downtown (through existing bus access)

San Antonio Termini Review



Capital Costs

- Capital Costs
  - Based on:
    - Previous projects/available databases
    - Federal suggested allocated/unallocated contingencies for this level of design
    - Anticipated “soft costs” (engineering, legal, staffing, etc.)
  - Includes track/station construction, OMF, vehicles
  - Does not include any major roadway/interchange reconstruction, additional bonds interest
  - Calculated $13.5 billion in 2026$

O&M Costs

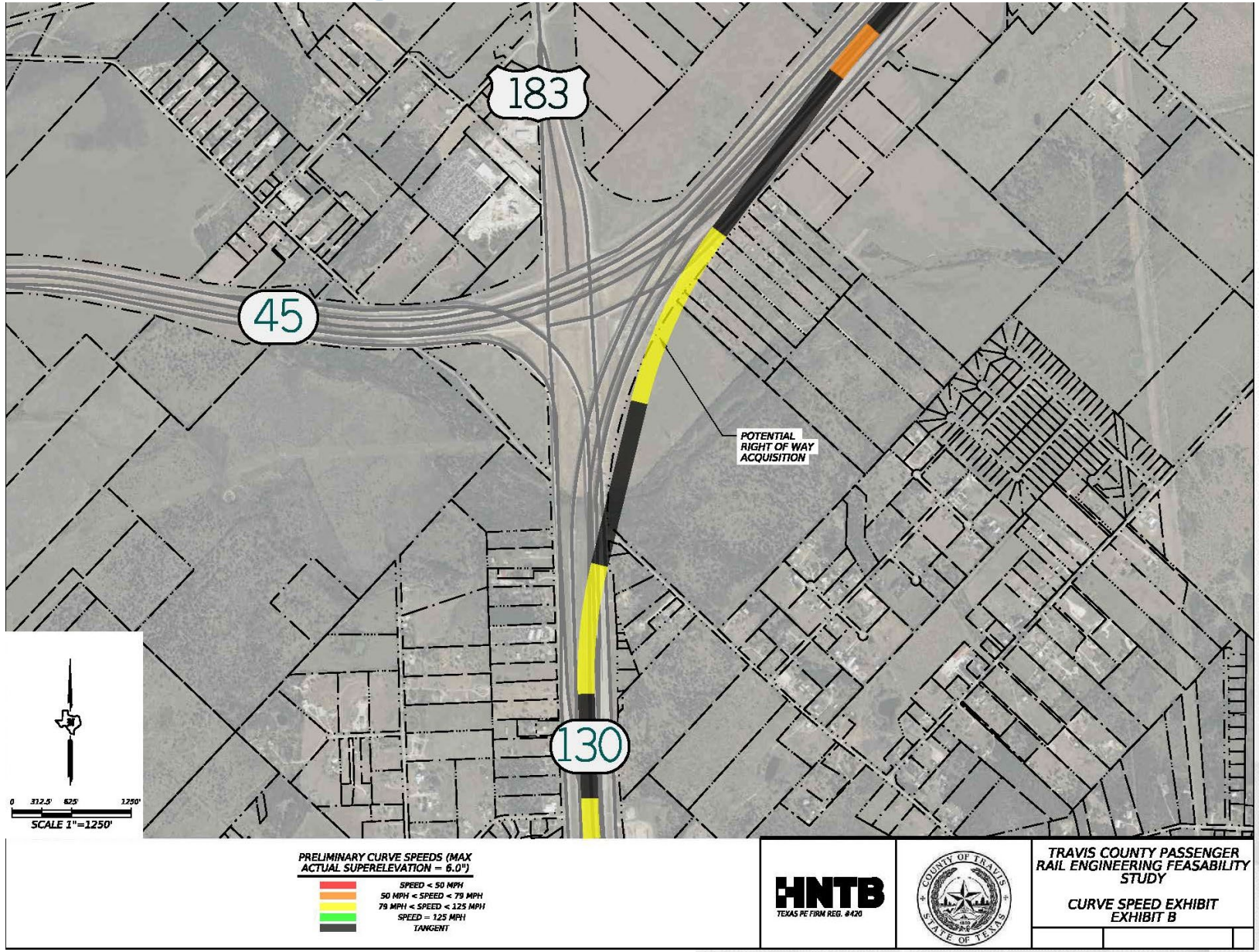
- Operations/Maintenance Costs
  - Based on previous projects/available databases
  - Generally consists of maintenance of infrastructure/vehicles, revenue service operations, staffing
  - Calculated $140 to $190 million in 2026$ for annual O&M costs

Potential Next Steps

- Potential Next Steps/Recommendations
  - Confirmation of use of TxDOT/public agency ROW
  - Coordination with TxDOT's *Austin-San Antonio Passenger Rail Study*
  - Continued planning efforts
    - Market/ridership analysis
    - Further development of termini
    - Concept engineering development
    - Environmental/NEPA
    - Potential implementation strategy
  - Initial funding strategy

QUESTIONS

Passenger Rail Alignment/Profile Review



Item 12: TxDOT CAV Task Force



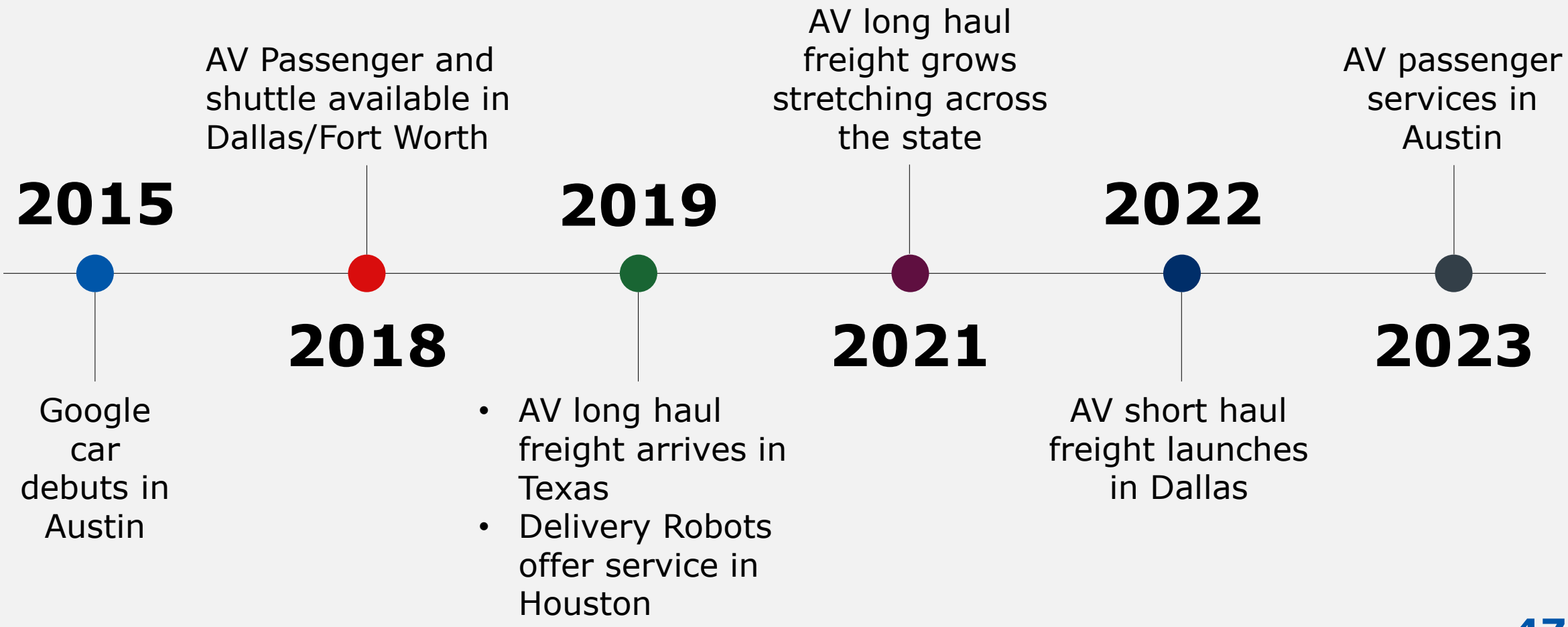
Autonomous Vehicles In Texas

Strategic Initiatives and Innovation Division

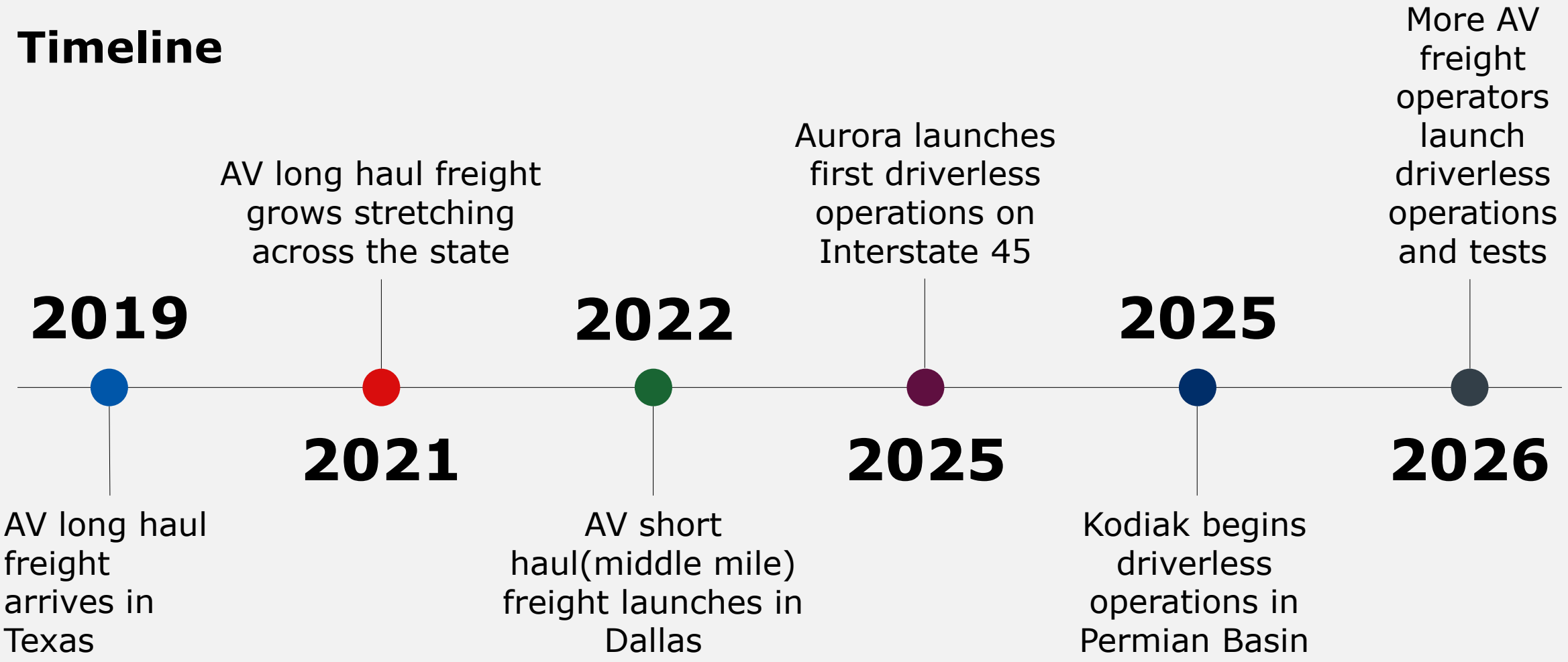
Texas Department of Transportation

November 9, 2026

Timeline


2015
Google car debuts in Austin
2018
AV Passenger and shuttle available in Dallas/Fort Worth
2019
AV long haul freight arrives in Texas
Delivery Robots offer service in Houston
2021
AV long haul freight grows stretching across the state
2022
AV short haul freight launches in Dallas
2023
AV passenger services in Austin

Timeline


2019
AV long haul freight arrives in Texas
2021
AV long haul freight grows stretching across the state
2022
AV short haul(middle mile) freight launches in Dallas
2025
Aurora launches first driverless operations on Interstate 45
2025
Kodiak begins driverless operations in Permian Basin
2026
More AV freight operators launch driverless operations and tests

State of Texas Legislation Regarding Automation

SB 2205, 85th Legislature (2017)

SB 2205 creates a legal framework for the operation of automated motor vehicles in Texas and explicitly allows an automated motor vehicle to operate on highways in the state, with or without a human operator, under certain circumstances.

HB 1791, 85th Legislature (2017)

HB 1791 authorizes an operator of a vehicle equipped with a connected braking system that is following another vehicle equipped with that system to be assisted by the connected braking system to maintain a clear distance or "sufficient space."

SB 969, 86th Legislature (2019)

SB 969 governs the operation of a personal delivery or mobile carrying device in a pedestrian area or on the side or shoulder of a highway.

HB 3026, 87th Legislature (2021)

HB 3026 allows that when an ADS (AV) is designed to be completely operated without a human driver, then certain items are no longer required, such as mirrors, steering wheels.

SB 2807, 89th Legislature (2025)

SB 2807 creates a registration process and first responder plans.

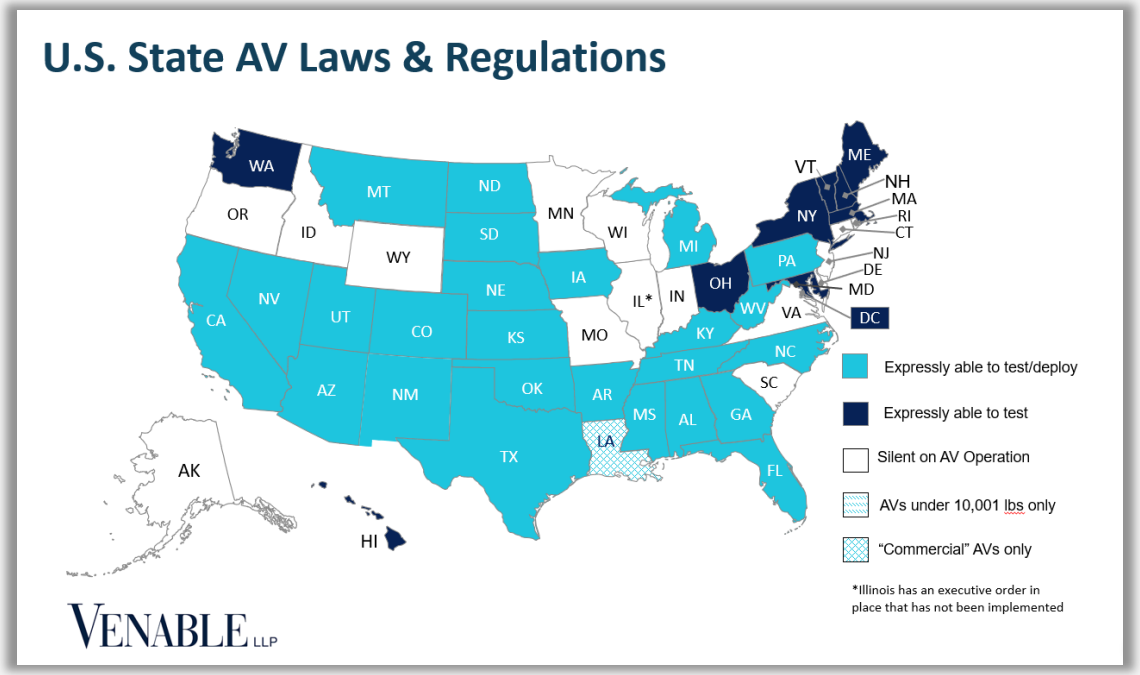


Image of AV laws and regulations by state provided by Venable, LLP

State of Texas Legislation Regarding Automation

SB 2807, 89th Legislature (2025)

Legislation advances Texas regulations by creating a streamlined regulatory framework across multiple state agencies.

- Texas Department of Motor Vehicles
  - AV Registration
  - Arbitration Process
- Texas Department of Public Safety
  - Law Enforcement Interaction Plans
- Texas Department of Licensing and Regulation
  - Transportation Network Companies (TNC)
- Enforcement began May 28, 2026

TxDOT's Role

- Historically, TxDOT has been the first point of contact for AV companies considering operations in Texas.

- Introduction conversation aimed at identifying:
  - Type of operation
  - Development stage
  - Location preferences
  - Key contacts moving forward

- Key resource for AV-related events across the state.

- Consistent interaction with AV operators on infrastructure needs and opportunities.

- Lead agency for the Texas Connected and Automated Task Force.

Texas CAV Task Force Overview

Mission: To provide a single, unified resource for information regarding the coordination and advancement of CAV technologies across the state.



- Data, Connectivity, Cyber Security, and Privacy Subcommittee
- Education, Communication, and User Needs Subcommittee
- Freight and Delivery Subcommittee
- Licensing and Registration Subcommittee
- Safety, Liability, and Responsibility Subcommittee
- Workforce and Economic Opportunities Subcommittee



Government Transportation Agencies | Research Institutions | Transportation Organizations | Industry

Autonomous Freight Efficiency and Effectiveness

AURORA REDEFINES CROSSING THE BORDER

- Collaboration with U.S. Customs and Border Protection
- 3-5 AV freight trucks cross the border daily
- Seamless navigation includes sign and human detection





KODIAK ADVANCES SAFETY INSPECTIONS

- Working with TxDPS and FMCSA
- Developed and refined a pre-inspection pilot
- Certified inspector approves truck before leaving the depot
- Truck can bypass weight stations to improve efficiency





First Responder and AV Company Collaboration

- Leverage advanced technology to create safer roads, save lives, and improve efficiency
- Revolutionize emergency response and traffic management.
- First responders are benefiting from these educational opportunities and highlighting their specific needs. The stakeholders are discussing potential regulatory standardization. (E.g. – first responder interaction plan)
- Communication – By providing real time data sharing, improvements can be made to emergency response strategies and road safety.

AV Events

Both public stakeholders and AV companies have made considerable efforts to provide educational events to the public. These include:

- Two AV Days at the Texas Capitol
- AV interactions in the Austin area
- Texas State Fair AV showcase in Dallas













November 9, 2026

AV Companies Operating in Texas

Automated Vehicle Types in Texas



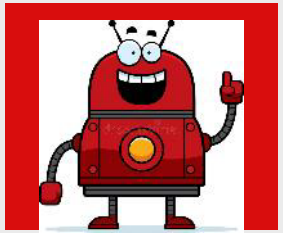
Long-Haul Freight



Short-Haul Freight



Passenger Vehicles



Delivery Devices



Shuttles

Autonomous Vehicle Deployments

Company
None

Location
None

Type of Service
None

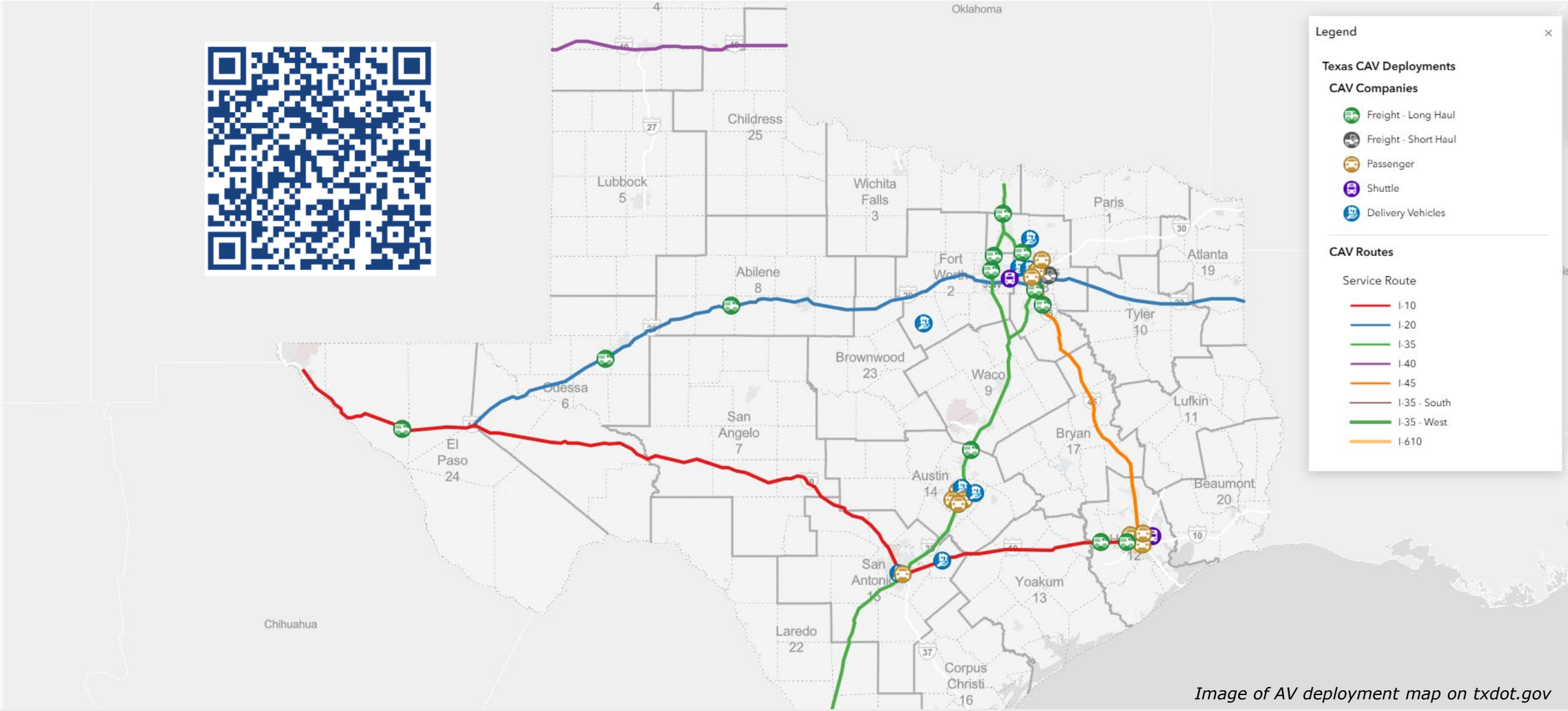


Image of AV deployment map on txdot.gov

AV Freight (Short and Long Haul)

- Automated trucking is taking place across Texas on major interstates and in urban areas.
- AV Freight enhances efficiency and lowers costs.
  - ❑ increase safety
  - ❑ improve delivery times
  - ❑ streamline supply chains

Long Haul	Short Haul
• Aurora • Kodiak • Torc • International/Plus.ai • Waabi • Stack • BOT • Volvo • Mars Auto	• Gatik



Image of AI-generated long haul AV truck

Autonomous Passenger Vehicles (Robotaxi)

- Autonomous passenger vehicles have been introduced in Texas cities, such as Austin, Dallas, San Antonio, and Houston. These vehicles provide rides to the public for a fee. Deployments first took place in Austin from 2022-2023.

Deployers: Waymo, AV Ride, Volkswagen, Tesla, Zoox, Cruise (Past)



Image of AI-generated passenger AV vehicle

Autonomous Delivery Robots

Delivery robots are autonomous or remotely controlled machines designed to transport goods. They navigate sidewalks or streets, using sensors and GPS to deliver packages, food, or other items directly to customers.

Texas currently has two types of delivery robots.

- Personal Delivery Devices (PDD)

Deployers: AV Ride, Kiwibot (Past), Refraction.AI, Starship, Serve Robotics, Coco (Past)

- Neighborhood Electric Vehicles (NEV)
  - On road capabilities
  - Vehicle Identification Number (VIN)
  - Speed >20mph (not limited to 10-20mph)

Deployers: NEV: Clevon (past), Nuro



Autonomous Shuttles

- Autonomous shuttles transport passengers along predefined routes in urban or campus environments. They offer a convenient, efficient, and eco-friendly solution for short-distance travel, reducing the need for personal cars and easing traffic congestion.

Deployers: Houston Metro (Past), May Mobility (Arlington), Beep (Future)



Image of AI-generated AV shuttle vehicle

Lessons Learned

- AV freight goes where freight is happening!
  - Happening on almost every major interstate in Texas.
    - Moving goods such as frozen and fresh food goods, retail packages, construction equipment, and home goods (furniture, household commodities, etc.)
    - Moving proppant sand in the Permian Basin
  - Expanding towards the international border.

- Long haul AV freight companies are setting up depots on the outskirts of major cities.
  - Depots are located close to interstates for quick access.

- "Slow is smooth, smooth is fast"
  - AV is being cautious in its deployment strategies.

- Willingness to work with First Responders

- Communication is vital to any successful AV deployment!

TxDOT CAV Coordination Team



Darran Anderson, Senior Director

TxDOT Senior Director of Strategy and Innovation

Darran Anderson

Strategic Initiatives and Innovations Leadership

Erika Kemp Roach, Division Director

Brandi Bush, Section Director

Emerging Technologies

Zeke Reyna, Lead

Rose Guajardo



Erika Kemp Roach, Division Director

Item 13: Director’s Report

4 New Open Staff Positions – Open this week

All four positions remain open until filled.

Transportation Funding Specialist

Reports to: Short-Range Planning Manager

Manages federal, state and local funding through the TIP and monitors federally funded projects.

Senior Regional Transportation Planner

Reports to: Regional Planning Manager

Leads major plans and studies, manages staff and consultants, and guides the Regional Safety Action Plan.

Regional Transportation Planner

Reports to: Regional Planning Manager

Supports corridor and subarea studies, project prioritization and the long-range plan

Finance and Administration Specialist

Reports to: Finance and Administration Manager

Handles invoices, expenditure tracking, contract records, payroll support and office operations.

Quarterly Progress Reporting and TPB Presentation

Sponsors submit one progress report per awarded project each quarter. Each quarter is presented the month after it closes.

REPORTING SCHEDULE

Q4
Oct. 1 – Dec. 31
Presented: January

Q1
Jan. 1 – March 31
Presented: April

Q2
April 1 – June 30
Presented: July

Q3
July 1 – Sept. 30
Presented: October

Q4
Oct. 1 – Dec. 31
Presented: January

WHAT EACH REPORT COVERS

1 Project identification
Sponsor, project name, CSJ and quarter

2 Schedule and Finances
Phase, status, award and spending

3 Progress This Quarter
Activities, milestones and work completed

4 Upcoming Activities
Next steps and target dates

5 Issues, Risks and Delays
Mitigation and help needed from CAMPO

6 Sponsor Certification
Name and date confirming accuracy

Upcoming Transportation Funding Opportunities

STATE AND REGIONAL

Transportation Alternatives (TASA)

OPENS JAN 8, 2027

TxDOT's statewide opportunity for bike and pedestrian infrastructure and planning.

CAMPO Section 5310

OPENS JAN 2027

FTA Enhanced Mobility funds for transportation serving older adults and people with disabilities serving the Austin Urbanized Area.

Transit Coordinated Call

FALL 2027

FTA planning, rural and intercity bus grants administered by TxDOT; next biennial call.

FEDERAL · USDOT

BUILD*

FY 2027 EXPECTED

FY 2026 round made $1.5B available; highly rated unawarded applications carry into FY 2027.

Safe Streets and Roads for All*

WATCH FOR FY 2027

FY 2026 round offered up to $993M for safety plans and projects; closed May 26, 2026.

FTA Buses and Bus Facilities

WATCH FOR FY 2027

Competitive capital grants for buses and facilities; FY 2026 round closed Sept 21, 2026.

Upcoming TPB Meetings: January and February 2027

	Monday, January 11, 2027	Monday, February 8, 2027
ACTION	• Project Readiness Program TDC Application • Out-of-Cycle Amendment	• 2027–2031 Strategic Plan • Truck Parking Study
INFORMATION	• Congestion Management Process • State of Safety Report • Legislative Updates (Federal and State) • FTA 5310 Call for Projects • 2027–2031 Strategic Plan • Truck Parking Study	• CPP/TDM Program Update • County Corridor Program • Special Events Plan
BRIEFINGS	• Member Spotlight	• Member Spotlight

Item 14: Announcements

Upcoming Meetings

TAC

Technical Advisory Committee

December 21, 2026

November Meeting Canceled

TPB

Transportation Policy Board

January 14, 2027

December Meeting Canceled

Adjournment

