



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, April 11, 2022
2:00 p.m.

Livestream at www.campotexas.org

All individuals attending the CAMPO Transportation Policy Board Meeting are required by the meeting facility to follow the Center for Disease Control (CDC), state, and local guidance.

REVISED AGENDA

1. Certification of Quorum – Quorum requirement is 12 members
..... Commissioner Cynthia Long, Chair
2. Public Comments
The public is invited to comment on transportation-related topics in the CAMPO geographic area. Up to 10 individuals may sign up to speak and must adhere to the three (3) minute time limit. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, April 7, 2022.

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 Comments is limited to a statement of fact 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 Commissioner Cynthia Long, Chair
The Transportation Policy Board will recess to an Executive Session, if needed.
4. [Report from the Technical Advisory Committee \(TAC\) Chair](#) Ms. Laurie Moyer, P.E.
Ms. Moyer will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

PUBLIC HEARING:

THE PUBLIC IS INVITED TO COMMENT ON ITEM 5 IN THE SECTION BELOW. SPEAKERS MUST ADHERE TO THE THREE (3) MINUTE TIME LIMIT. WRITTEN COMMENTS MAY BE EMAILED TO TPBCOMMENTS@CAMPOTEXAS.ORG BY 5:00 P.M., THURSDAY, APRIL 7, 2022.

5. [Presentation and Public Hearing on the Draft 2023-2026 Transportation Improvement Program \(TIP\)](#)Mr. Ryan Collins, CAMPO
Mr. Collins will present the draft 2023-2026 Transportation Improvement Program for public comment.

ACTION:

THE PUBLIC IS INVITED TO COMMENT ON ITEMS 6-9 IN THE SECTION BELOW. SPEAKERS MUST ADHERE TO THE THREE (3) MINUTE TIME LIMIT. WRITTEN COMMENTS MAY BE EMAILED TO TPBCOMMENTS@CAMPOTEXAS.ORG BY 5:00 P.M., THURSDAY, APRIL 7, 2022.

6. [Discussion and Take Appropriate Action on February 14, 2022 Meeting Minutes](#)Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the February 14, 2022 meeting minutes.
7. [Discussion and Take Appropriate Action on Federal Performance Measure Target Updates](#)Mr. Ryan Collins, CAMPO
Mr. Collins will present the 2022 Performance Measure Report and target updates and request Transportation Policy Board approval.
8. [Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation on Regional Freight Plan Contract](#).....Mr. Nirav, CAMPO
Mr. Ved will request Transportation Policy Board authorization for the Executive Director to begin negotiations with the top-ranked firm for the Regional Freight Plan contract.
9. [Discussion and Potential Action on CAMPO Appointment Process for Capital Metro Board Appointees](#).....Commissioner Cynthia Long, Chair
Chair Long will facilitate discussion on the CAMPO appointment process for appointees to the Capital Metro Board.

INFORMATION:

10. [Presentation of SMARTTrack Initiative](#).....TxDOT Austin-District
A TxDOT-Austin District representative will provide an overview of the SMARTTrack Initiative.
11. Executive Director's Report on Transportation Planning Activities
 - a. Update on Demographics Dashboard
 - b. Project Groundbreakings in Hays and Williamson Counties

Persons with Disabilities:

Upon request, reasonable accommodations are provided. Please call 512-215-8225 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 512-215-8225 at least three (3) business days prior to the meeting to arrange for a voucher.

12. Announcements

- a. Transportation Policy Board Chair Announcements
- b. Next Technical Advisory Committee Meeting, April 25, 2022 – 2:00 p.m.
- c. Next Transportation Policy Board Meeting, May 9, 2022 – 2:00 p.m.

13. Adjournment

Persons with Disabilities:

Upon request, reasonable accommodations are provided. Please call 512-215-8225 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 512-215-8225 at least three (3) business days prior to the meeting to arrange for a voucher.



Capital Area Metropolitan Planning Organization Technical Advisory Committee Meeting

Livestream at: www.campotexas.org

Meeting Minutes
March 28, 2022
2:00 p.m.

1. Certification of Quorum Mr. Chad McKeown, CAMPO

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:01 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Robert Spillar	City of Austin	Y	Eric Bollich
4.	Tom Gdala	City of Cedar Park	Y	
5.	City of Georgetown	City of Georgetown	N	
6.	Jeff Prato	City of Kyle	Y	
7.	Ross Blackketter	City of Leander	Y	
8.	Emily Barron	City of Pflugerville	Y	
9.	Gary Hudder, Vice Chair	City of Round Rock	Y	
10.	Laurie Moyer, P.E., Chair	City of San Marcos	Y	
11.	Robert Pugh, P.E.	Bastrop County	Y	

12.	David Harrell	Bastrop County (Smaller Cities)	N	
13.	Greg Haley	Burnet County	Y	
14.	Mike Hodge	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	N	
16.	Dan Gibson	Caldwell County (Smaller Cities)	N	John Westbrook
17.	Jerry Borcharding	Hays County	N	
18.	John Nett	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh	Williamson County	Y	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	N	Nadia Barrera-Ramirez
26.	Heather Ashley-Nguyen	TxDOT	Y	Akila Thamizharasan

2. Approval of January 24, 2022 Meeting Summary

.....Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the January 24, 2022 meeting summary.

Mr. Bob Daigh moved for approval of the January 24, 2022 meeting summary.

Mr. Ed Collins seconded the motion.

The motion prevailed unanimously.

3. Discussion and Recommendation on Federal Performance Measure Target Updates

.....Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who presented and discussed the 2022 Performance Measure Report included in the meeting materials. Mr. Collins provided a brief overview of Transportation Performance Management (TPM) and its purpose. Mr. Collins also reminded the Committee of the 7 performance measure goal areas set by Congress.

The Committee was informed that staff is recommending adoption of the state performance measure targets and regional 2022 target updates for Safety Performance Measures, Transit Asset Management, and Transit Safety. The Committee was also informed that staff is developing additional resources to help provide real-time information and in-depth analysis regarding regional safety issues. Mr. Collins also presented and discussed the Regional and State Target Comparisons. The presentation was concluded by a request for TAC recommendation for adoption of the 2022 Performance Measure Report, as presented. Question and answer with comments followed.

The Chair entertained a motion to approve a recommendation for adoption of the 2022 Performance Measure Report, as presented.

Mr. Ed Collins moved to approve a recommendation for the 2022 Performance Measure Report, as presented.

Mr. Gary Hudder seconded the motion.

The motion prevailed unanimously.

4. Discussion on the 2023-2026 Transportation Improvement Program (TIP)

.....Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins who also presented the draft 2023-2026 TIP to the TAC for review and discussion. Mr. Collins provided a brief overview of the TIP, its purpose, and connection to the RTP. The Committee was informed that the 2023-2026 TIP is the largest TIP to date, as it relates to funding. The Committee was also informed that the draft TIP includes 14 individually listed highway projects totaling \$5 billion and 30 individually listed transit projects totaling \$340 million in funding. Mr. Collins highlighted specific highway and transit projects. Mr. Collins also presented and discussed the development schedule for the 2023-2026 TIP and noted that the draft document is still in review.

Mr. Collins later introduced Ms. Emily Hepworth, CAMPO Community Outreach Planner who discussed the public involvement process for the draft 2023-2026 TIP. Ms. Hepworth informed the Committee that the public comment period opened on March 25, 2022 and will close on April 25, 2022. The Committee was informed that public comments are accepted in-person, via U.S. mail, fax, email, voicemail, and upcoming drive-up opportunity. Ms. Hepworth also discussed the schedule for in-person and online open houses. The presentation was concluded by a brief question and answer with comments.

5. Presentation on SMARTTrack Initiative.....TxDOT-Austin District

The Chair recognized Mr. Miguel Arellano, TxDOT-Austin District as presenter and Ms. Heidi Ross, University of Texas Center for Transportation Research (CTR), as co-presenter for the SMARTTrack Initiative.

Mr. Arellano provided a detailed overview of the SMARTTrack Initiative. The Committee was informed that TxDOT collaborated with The University of Texas at Austin in developing the SMARTTrack Initiative to get ahead of emergency technologies and how it will affect the region.

Mr. Arellano discussed concept design Tier 1-Tier 4 of the SMARTTrack Initiative and its benefits and next steps. The Committee was also informed that TxDOT has funded the SMARTTrack Initiative and that the Pickle Research Center would obtain private funding also. Mr. Arellano noted that it is anticipated that TxDOT will continue with funding in addition to funding from regional entities through grants to assist in the development to push the SMARTTrack Initiative forward. A brief question and answer with comment followed.

6. Update on Regional Transportation Demand Management (TDM) Subcommittee

The Chair recognized Vice Chair Gary Hudder as presenter for the Regional TDM Subcommittee update. Vice Chair Hudder reported that the second meeting of the TDM Subcommittee was held in February. The Committee was informed that a Travel Persona exercise of congestion verses mobility was completed by the subcommittee during that meeting.

Vice Chair Hudder reported that meetings have been very adhoc since February Regional TDM Subcommittee meeting and noted that the subcommittee will meet bi-monthly prior to TAC meetings in the future. The Committee was also informed that a Regional TDM survey will be provided to the TAC for its participation and feedback. The update concluded without questions or comment.

7. Report on Transportation Planning Activities

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who introduced Mr. Will Lisska as CAMPO's new Regional Planning Manager. The Committee was also advised of Mr. Lisska's role with CAMPO. Mr. Lisska provided an overview of ongoing CAMPO procurement efforts.

Mr. Lisska reported that staff has received 3 consultant proposals in response to the Request for Proposals (RFP) for the Regional Freight Study and will provide a recommendation to the Transportation Policy Board for selection at its April meeting. Mr. Lisska further reported that an RFP is open through April 1, 2022 for the Interchange Bottleneck Study. Mr. Lisska added that CAMPO and TxDOT staff will review and score the proposals received by the deadline.

Mr. Lisska also reported that work has not started on the Corridor Readiness Program by staff or the consultants as CAMPO is still awaiting the final Advance Funding Agreement (AFA) from TxDOT.

Mr. Nirav Ved, Data and Operations Manager reported that a link will be provided to the TAC for its feedback on the demographic dashboard. Mr. Ved informed the Committee that there is a 3 week deadline for responses. Mr. Ved also encouraged the Committee to share the link with experts on demographics and housing within their agencies.

Mr. Ashby Johnson, CAMPO Executive Director briefed the TAC on the discussions from the last Transportation Equity Subcommittee Meeting. Mr. Johnson requested feedback from the Committee on what their agencies are doing as it relates to equity. Mr. Johnson added that feedback received would be forwarded to the subcommittee for potential use as testimony in a report for project development and planning processes.

Mr. Johnson also reported that CAMPO will receive a Federal Certification Review conducted by the Federal Highway Administration and Federal Transit Administration in late June. Mr. Johnson provided a brief overview of the federal certification review process.

The Chair requested a future presentation to the TAC from the City of Austin on their crash data and its link to equity. The Chair also informed the TAC that a request to present to the TAC was received from the Great Springs Trail Project organization.

The Chair also inquired about the scheduling of a workshop on upcoming discretionary grant programs.

Mr. Johnson confirmed that a presentation from the City of Austin is a great idea and requested further discussion on the request from the Great Springs Project.

Mr. Johnson also confirmed a briefing on the new federal bill to the TAC and Transportation Policy Board by the Federal Highway Administration in May. Mr. Johnson could not provide a timeline for the scheduling of a workshop on upcoming discretionary grant programs.

8. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on April 11, 2022 and the next TAC meeting will be held on April 25, 2022.

9. Adjournment

The Chair entertained a motion to adjourn the March 28, 2022 meeting of the Technical Advisory Committee.

Vice Chair, Mr. Gary Hudder moved to adjourn the March 28, 2022 meeting of the Technical Advisory Committee.

Mr. Bob Daigh seconded the motion.

The March 28, 2022 meeting of the Technical Advisory Committee was adjourned at 3:26 p.m. by unanimous consent.



Date: April 11, 2022
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 5
Subject: Presentation and Public Hearing on the Draft 2023-2026 Transportation Improvement Program (TIP)

RECOMMENDATION

None. This item is for information purposes and public comment only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) develops and maintains the Transportation Improvement Program (TIP), the region's four-year transportation program that provides the required regional authorization for individual projects and programs that are funded through federal surface transportation programs, including federal highway and transit formula and discretionary programs. CAMPO has developed the draft 2023-2026 Transportation Improvement Program in coordination with regional transportation agencies and local governments. The schedule is below:

Item	Date
Technical Advisory Committee – Information	March 28, 2022
Public Outreach	March 25 – April 25, 2022
Transportation Policy Board and Public Hearing	April 11, 2022
Technical Advisory Committee – Recommendation	April 25, 2022
Transportation Policy Board – Action	May 9, 2022

FINANCIAL IMPACT

The development and adoption of the 2023-2026 Transportation Improvement Program (TIP) will not include any new allocation of funding from programs administered directly by the Transportation Policy Board (TPB) including Surface Transportation Block Grant and Transportation Alternative Set-Aside funding. However, any projects selected for federal funding through surface transportation programs including federal highway and transit formula and discretionary programs, must be approved directly by the TPB; federal funding cannot be obligated to projects or sponsors without TIP authorization.

BACKGROUND AND DISCUSSION

The Transportation Improvement Program (TIP) is adopted every two-years and is amended on a regular basis. The current TIP, adopted in June 2020, authorized funding for FY 2021-2024. The new TIP will reauthorize FY 2023-2024 and include new authorization for 2025-2026. Upon adoption, the 2023-2026 TIP will be included in the Statewide Transportation Improvement Program before the projects are individually approved by the Federal Highway Administration and Federal Transit Administration.

SUPPORTING DOCUMENTS

Attachment A – 2023-2026 Transportation Improvement Program (Draft)

Transportation Improvement Program

Draft for Public Hearing
2023-2026



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Draft for Public Hearing

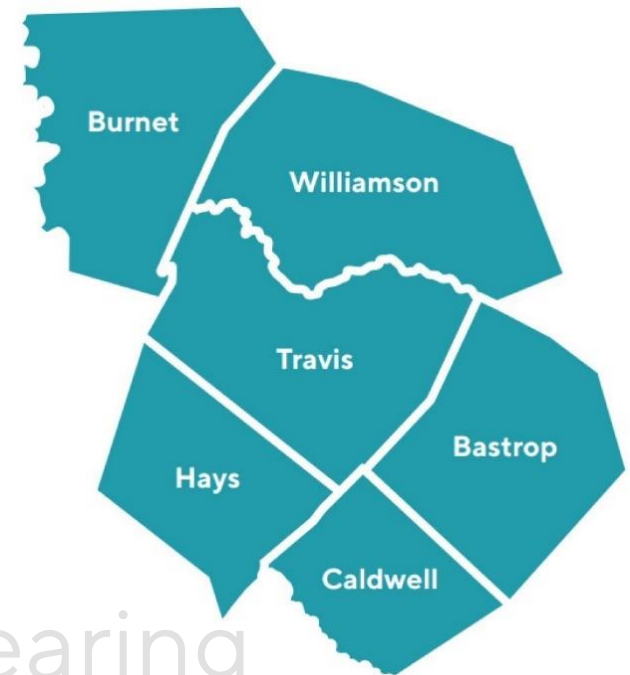
Overview

The Capital Area Metropolitan Planning Organization (CAMPO), established in 1973, serves as the federally designated Metropolitan Planning Organization (MPO) for the six-county Capital region in central Texas. CAMPO coordinates regional transportation planning and funding within Bastrop, Burnet, Caldwell, Hays, Travis and Williamson counties, municipalities, and transportation providers.

In cooperation with the state transportation department, transit operators, and local governments, CAMPO develops and maintains the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). The RTP is the long-range document that outline the goals, strategies, and objectives of the Transportation Policy Board and includes transportation projects planned over the next 20 years. The TIP is the four-year program that consists of federal, state and locally funded transportation projects from the RTP that will be implemented within the next four years. Projects include roadway, transit, active transportation, intelligent transportation systems, studies and programs that will improve the region's transportation system.

In accordance with federal and state regulations, projects must be authorized by the Transportation Policy Board (TPB) for inclusion in the TIP before federal surface transportation funding can be obligated to a project and sponsor.

Both the TIP and RTP undergo extensive public outreach through CAMPO's Public Participation Plan before the program and projects are approved by the Transportation Policy Board, CAMPO's governing body made up of local officials and representatives. The TIP is subsequently included in the Statewide Transportation Improvement Program which is approved by the Texas Transportation Commission before the projects are individually reviewed and approved by the Federal Highway Administration and Federal Transit Administration.



Highway Project Listings

Highway project listings include projects funded through the Federal Highway Administration (FHWA), Texas Department of Transportation and local sponsors whose projects are required to be individually listed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Project listings represent the required regional authorization for federal funding to be released to the project and sponsor.

Draft for Public Hearing

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0914-04-315	Braker Lane	C	City of Austin	City of Austin	2023	\$14,050,000

Limits (From): Dawes Place

MPO ID: 51-00228-00

Limits (To): Samsung Blvd.

Revision: 7/1/2022

Description: Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$2,300,000							
Right-of-Way:	\$1,000,000	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$14,050,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$400,000	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$3,400,000	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$2,200,000	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$11,240,000	\$0	\$0	\$2,810,000	\$0	\$14,050,000
Total Cost:	\$23,350,000	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$14,050,000	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 type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$11,240,000	\$0	\$0	\$2,810,000	\$0	\$14,050,000

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0914-04-317	Slaughter Lane	C,E	City of Austin	City of Austin	2023	\$15,726,250

Limits (From): Mopac Expressway

MPO ID: 51-00227-00

Limits (To): Brodie Lane

Revision: 7/1/2022

Description: Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,850,000							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$13,876,250	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$1,710,000	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$1,860,000	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$5,055,000	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$12,581,000	\$0	\$0	\$3,145,250	\$0	\$15,726,250
Total Cost:	\$24,351,250	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$15,726,250	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 type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$12,581,000	\$0	\$0	\$3,145,250	\$0	\$15,726,250

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0265-01-116	US 183	C		TxDOT	2023	\$4,596,800

Limits (From): 0.46 Miles South of Thompson Ln

MPO ID: 51-00192-00

Limits (To): 0.07 Miles SW of Airport Commerce Dr

Revision: 7/1/2022

Description: Construct 1-Lane southbound frontage road along US 183 that merges with US 183S-71W Direct Connector

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$228,882							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$4,596,800	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$305,020	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$251,056	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$135,461	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$5,517,218	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$4,596,800	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input type="checkbox"/>	11	\$0	\$4,596,800	\$0	\$0	\$0	\$4,596,800
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$0	\$4,596,800	\$0	\$0	\$0	\$4,596,800

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	0151-10-001	US 183	C	City of Cedar Park	TxDOT	2023	\$75,000,000

Limits (From): RM 1431

MPO ID: 61-00135-00

Limits (To): Avery Ranch Blvd.

Revision: 7/1/2022

Description: Construct 2-lane grade separated northbound and southbound frontage roads

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$3,591,149							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$75,000,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$3,591,149	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$916,109	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	\$60,000,000	\$15,000,000	\$0	\$0	\$0	\$75,000,000
Total Cost:	\$83,098,407	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$75,000,000	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	\$60,000,000	\$15,000,000	\$0	\$0	\$0	\$75,000,000

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0914-04-318	William Cannon	C,E	City of Austin	City of Austin	2023	\$14,687,500

Limits (From): Running Water Drive

MPO ID: 51-00221-00

Limits (To): McKinney Falls Pkwy

Revision: 7/1/2022

Description: Convert existing two-lane to four-lane divided roadway with shared use path and intersection improvements

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,720,000							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$12,967,500	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$1,590,000	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$1,730,000	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$4,804,000	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$11,750,000	\$0	\$0	\$2,937,500	\$0	\$14,687,500
Total Cost:	\$22,811,500	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$14,687,500	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 type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$11,750,000	\$0	\$0	\$2,937,500	\$0	\$14,687,500

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Hays	0914-33-076	FM 150	C,E,R	City of Kyle	Hays County	2024	\$22,666,827

Limits (From): Burleson Street

Limits (To): Kohlers Crossing

Description: Relocation of the UP Rail-Siding in downtown Kyle where it crosses FM 150 to north of FM 1626.

MPO ID: 41-00196-00

Revision: 7/1/2022

History:

Remarks: 3,802,358 awarded in TDC

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$300,000	1	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way:	\$2,014,105	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$16,697,187	3	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$888,000	4	\$0	\$0	\$0	\$0	\$7,457,793	\$7,457,793
Contingencies:	\$2,489,839	5	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$277,696	6	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	8	\$15,209,034	\$0	\$0	\$0	\$0	\$15,209,034
Total Cost:	\$22,666,827	9	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$22,666,827	10	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		11	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input checked="" type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	Total	\$15,209,034	\$0	\$0	\$0	\$7,457,793	\$22,666,827
PM 3: System Performance	<input checked="" type="checkbox"/>							

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	1566-01-009	FM 1660	C		Williamson County, TxDOT	2024	\$13,720,145

Limits (From): CR 101 North of Hutto
Limits (To): US 79
Description: Upgrade roadway from 2-lane undivided to a 4-lane undivided

MPO ID: 61-00123-00
Revision: 7/1/2022
History: PTF Agreement. Related to CSJ 1566-02-020
Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$713,025							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$13,720,145	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$713,025	3	\$0	\$0	\$0	\$0	\$13,720,145	\$13,720,145
Contingencies:	\$181,894	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:	\$794,514	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$16,122,603	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$13,720,145	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	\$0	\$0	\$0	\$0	\$13,720,145	\$13,720,145

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	1566-02-020	FM 1660	C		Williamson County, TxDOT	2024	\$12,588,857

Limits (From): US 79
Limits (To): FM 3349
Description: Construct new location 4-lane divided roadway

MPO ID: 61-00124-00
Revision: 7/1/2022
History: PTF Agreement. Related to CSJ 1566-01-009.
Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$654,233							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$12,588,857	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$654,233	3	\$0	\$0	\$0	\$0	\$12,588,857	\$12,588,857
Contingencies:	\$166,896	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:	\$729,002	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$14,793,221	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$12,588,857	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	\$0	\$0	\$0	\$0	\$12,588,857	\$12,588,857

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Hays	1776-02-018	FM 2001	C		Hay County, TxDOT	2024	\$14,887,057

Limits (From): Graef Road

Limits (To): Existing FM 2001

Description: Construct new location 2-lane roadway with shoulders.

MPO ID: 41-00171-01

Revision: 7/1/2022

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,244,044							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$10,367,031	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$829,362	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,073,406	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:	\$373,213	7	\$5,808,000	\$0	\$0	\$1,452,000	\$7,627,057	\$14,887,057
Total Cost:	\$14,887,057	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$14,887,057	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 type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$5,808,000	\$0	\$0	\$1,452,000	\$7,627,057	\$14,887,057

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-388	IH 35	C	City of Austin	TxDOT	2025	\$2,615,000,001

Limits (From): US 290E

MPO ID: 51-00189-00

Limits (To): US 290W/SH 71

Revision: 7/1/2022

Description: Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxillary lanes.

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$121,566,641							
Right-of-Way:	\$5,000	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$2,615,000,002	2	\$244,556,887	\$61,139,222	\$0	\$0	\$0	\$305,696,109
Construction Engineering:	\$145,867,969	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$145,926,339	4	\$111,520,000	\$27,880,000	\$0	\$0	\$0	\$139,400,000
Indirects:	\$71,941,685	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$120,883,114	\$30,220,778	\$0	\$0	\$0	\$151,103,892
Total Cost:	\$3,100,307,636	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$2,615,000,001	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	\$1,615,040,000	\$403,760,000	\$0	\$0	\$0	\$2,018,800,000
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$2,092,000,001	\$523,000,000	\$0	\$0	\$0	\$2,615,000,001

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-428	IH 35	C	City of Austin	TxDOT	2025	\$285,000,000

Limits (From): Holly Street

MPO ID: 51-00189-02

Limits (To): US 290/SH 71

Revision: 7/1/2022

Description: Reconstruct IH-35 mainlanes and frontage roads from Holly St. to SH 71, add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road, reconstruct intersections and bridges at Riverside, Woodland Ave, and Lady Bird Lake.

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$13,619,616							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$285,000,000	2	\$15,040,000	\$3,760,000	\$0	\$0	\$0	\$18,800,000
Construction Engineering:	\$21,207,687	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$23,487,054	4	\$6,880,000	\$1,720,000	\$0	\$0	\$0	\$8,600,000
Indirects:	\$8,060,589	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$7,520,000	\$1,880,000	\$0	\$0	\$0	\$9,400,000
Total Cost:	\$351,374,945	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$285,000,000	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	\$198,560,000	\$49,640,000	\$0	\$0	\$0	\$248,200,000
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$228,000,000	\$57,000,000	\$0	\$0	\$0	\$285,000,000

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	0320-04-028	FM 397	C		Williamson	2026	\$2,900,000

Limits (From): 0.18 Miles South of CR 366
Limits (To): 0.23 Miles East of CR 366
Description: Realign FM 397 and reconstruct interstection at CR 366.

MPO ID: 61-00128-00
Revision: 7/1/2022
History:
Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$150,171							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$2,900,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$200,126	3	\$0	\$0	\$0	\$0	\$2,900,000	\$2,900,000
Contingencies:	\$164,720	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$88,877	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$3,503,894	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$2,900,000	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 type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input type="checkbox"/>	Total	\$0	\$0	\$0	\$0	\$2,900,000	\$2,900,000

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0015-13-423	IH 35	C	City of Austin	TxDOT	2026	\$2,000,000,000

Limits (From): US 290E
Limits (To): US 290W/SH 71
Description: Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxillary lanes.

MPO ID: 51-00189-01
Revision: 7/1/2022
History:
Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$92,968,750							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$2,000,000,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$111,562,500	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$111,607,143	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$55,022,321	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$2,371,160,714	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$2,000,000,000	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	\$1,600,000,000	\$400,000,000	\$0	\$0	\$0	\$2,000,000,000
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$1,600,000,000	\$400,000,000	\$0	\$0	\$0	\$2,000,000,000

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	2103-01-036	RM 2243 (Leander Rd)	C		City of Georgetown	2026	\$5,040,000

Limits (From): Norwood Drive

Limits (To): SW Bypass

Description: Upgrade to a four-lane divided with new traffic signals and pedestrian improvements

MPO ID: 61-00191-00

Revision: 7/1/2022

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$234,369							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$5,040,000	2	\$4,032,000	\$1,008,000	\$0	\$0	\$0	\$5,040,000
Construction Engineering:	\$284,113	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$283,050	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$138,708	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost:	\$5,980,241	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$5,040,000	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 type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input type="checkbox"/>	Total	\$4,032,000	\$1,008,000	\$0	\$0	\$0	\$5,040,000

Highway Project Financial Summary

The highway project financial summary includes only highway projects listed individually in the Transportation Improvement Program (TIP). This summary does not represent the entire transportation investment portfolio including those eligible for grouping.

Draft for Public Hearing

Capital Area Metropolitan Planning Organization (CAMPO)
Initial FY 2023 - 2026 Transportation Improvement Program

Funding by Category

		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$61,669,595	\$0	\$61,339,363	\$0	\$54,296,758	\$0	\$67,761,858	\$0	\$245,067,574
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$92,884,777	\$0	\$93,823,033	\$324,496,109	\$67,086,051	\$5,040,000	\$116,121,529	\$329,536,109	\$369,915,390
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$33,766,795	\$0	\$0	\$0	\$2,900,000	\$0	\$36,666,795	\$0
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,000,000	\$0
4	Urban and Regional Connectivity	\$0	\$42,726,997	\$0	\$43,158,595	\$148,000,000	\$30,859,583	\$0	\$53,415,903	\$0	\$170,161,078
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$119,463,750	\$40,583,388	\$30,096,091	\$40,248,608	\$160,503,892	\$40,703,777	\$0	\$41,108,646	\$310,063,733	\$162,644,419
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$2,466,598	\$0	\$2,466,598	\$0	\$2,466,598	\$0	\$2,466,598	\$0	\$9,866,392
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$4,596,800	\$5,412,609	\$0	\$5,397,012	\$0	\$5,064,395	\$0	\$5,700,342	\$4,596,800	\$21,574,358
11	Energy Sector	\$0	\$2,637,883	\$0	\$2,623,758	\$0	\$2,322,514	\$0	\$2,898,476	\$0	\$10,482,631
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$2,267,000,000	\$0	\$2,000,000,000	\$0	\$4,267,000,000	\$0
Total		\$124,060,550	\$248,381,847	\$63,862,886	\$249,056,967	\$2,900,000,001	\$202,799,676	\$2,007,940,000	\$289,473,352	\$5,095,863,437	\$989,711,842

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$95,571,000	\$21,017,034	\$2,320,000,001	\$1,604,032,000	\$4,040,620,035
State	\$19,596,800	\$0	\$580,000,000	\$401,008,000	\$1,000,604,800
Local Match	\$8,892,750	\$1,452,000	\$0	\$0	\$10,344,750
CAT 3 - Local Contributions (LC)	\$0	\$41,393,852	\$0	\$2,900,000	\$44,293,852
Total	\$124,060,550	\$63,862,886	\$2,900,000,001	\$2,007,940,000	\$5,095,863,437
CAT 3 - TDC	0	3,802,358	0	0	0

Grouped eligible project and activities are not included in this financial summary. Funding for projects under the statewide grouping are fiscally constrained to available federal, state and local funding sources. Grouped projects for the CAMPO 2023-2026 TIP include, but are not limited to, preventative maintenance and rehabilitation, bridge replacement and rehabilitation, safety, landscaping and bicycle and pedestrian projects.

Transit Project Listings

Transit project listings include projects funded through the Federal Transit Administration (FTA). These projects are required to be individually listed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Project listings represent the required regional authorization for federal funding to be released to the project and sponsor.

Draft for Public Hearing

MPO ID	53-00001-00	Funding Category	Local	Remarks	Project going through the Capital Investment Grant (CIG) New Starts Process. Federal funding has not been authorized at this time.
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$0		
Fiscal Year	2023	State Funds (TxDOT)	\$0		
Apportionment Year		State Funds (Other)	\$0		
Project Type	Planning	Other Funds	\$21,500,000		
Project Description	Preliminary engineering and environmental clearance for the Orange Line Light Rail from Tech Ridgeto Slaughter	Total Funding	\$21,500,000		
		Fiscal Year Cost	\$21,500,000		

MPO ID	53-00002-00	Funding Category	Local	Remarks	Project going through the Capital Investment Grant (CIG) New Starts Process. Federal funding has not been authorized at this time.
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$0		
Fiscal Year	2023	State Funds (TxDOT)	\$0		
Apportionment Year		State Funds (Other)	\$0		
Project Type	Planning	Other Funds	\$18,500,000		
Project Description	Preliminary engineering and environmental clearance for the Blue Line Light Rail from ABIA to Republic Square	Total Funding	\$18,500,000		
		Fiscal Year Cost	\$18,500,000		

MPO ID	73-00061-00	Funding Category	5307	Remarks	
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$37,436,409		
Fiscal Year	2023	State Funds (TxDOT)	\$0		
Apportionment Year	2023	State Funds (Other)	\$0		
Project Type	Operating	Other Funds	\$9,359,106		
Project Description	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Total Funding	\$46,795,515		
		Fiscal Year Cost	\$46,795,515		

MPO ID	73-00087-00	Funding Category	5307	Remarks
Project Sponsor	City of San Marcos	Federal Funds (FTA)	\$1,390,671	
Fiscal Year	2023	State Funds (TxDOT)	\$221,000	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$654,283	
Project Description	City of San Marcos Public Transit Operations	Total Funding	\$2,265,954	
		Fiscal Year Cost	\$2,265,954	

MPO ID	73-00062-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$7,127,414	
Fiscal Year	2023	State Funds (TxDOT)	\$0	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$1,781,850	
Project Description	Revenue rolling stock	Total Funding	\$8,909,264	
		Fiscal Year Cost	\$8,909,264	

MPO ID	73-00083-00	Funding Category	5307	Remarks
Project Sponsor	City of Round Rock	Federal Funds (FTA)	\$800,774	
Fiscal Year	2023	State Funds (TxDOT)	\$0	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$978,368	
Project Description	City of Round Rock Public Transit Operations	Total Funding	\$1,779,142	
		Fiscal Year Cost	\$1,779,142	

Draft for Public Hearing

MPO ID	73-00065-00	Funding Category	5310	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$1,525,962	
Fiscal Year	2023	State Funds (TxDOT)	\$0	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$743,907	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Total Funding	\$2,269,869	
		Fiscal Year Cost	\$2,269,869	

MPO ID	73-00063-00	Funding Category	5337	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$4,799,838	
Fiscal Year	2023	State Funds (TxDOT)	\$0	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$1,199,960	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Total Funding	\$5,999,798	
		Fiscal Year Cost	\$5,999,798	

MPO ID	73-00064-00	Funding Category	5339	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$3,144,077	
Fiscal Year	2023	State Funds (TxDOT)	\$0	
Apportionment Year	2023	State Funds (Other)	\$0	
Project Type	Capital, Operating, Administration	Other Funds	\$786,020	
Project Description	Revenue rolling stock	Total Funding	\$3,930,097	
		Fiscal Year Cost	\$3,930,097	

Draft for Public Hearing

MPO ID	73-00084-00	Funding Category	5307	Remarks
Project Sponsor	City of Round Rock	Federal Funds (FTA)	\$817,617	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$998,892	
Project Description	City of Round Rock Public Transit Operations	Total Funding	\$1,816,509	
		Fiscal Year Cost	\$1,816,509	

MPO ID	73-00088-00	Funding Category	5307	Remarks
Project Sponsor	City of San Marcos	Federal Funds (FTA)	\$1,424,706	
Fiscal Year	2024	State Funds (TxDOT)	\$227,630	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$681,643	
Project Description	City of San Marcos Public Transit Operations	Total Funding	\$2,333,979	
		Fiscal Year Cost	\$2,333,979	

MPO ID	73-00066-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$38,703,109	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$9,675,781	
Project Description	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Total Funding	\$48,378,890	
		Fiscal Year Cost	\$48,378,890	

Draft for Public Hearing

MPO ID	73-00067-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$7,024,328	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$1,756,079	
Project Description	Revenue rolling stock	Total Funding	\$8,780,407	
		Fiscal Year Cost	\$8,780,407	

MPO ID	73-00070-00	Funding Category	5310	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$1,565,806	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$763,332	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Total Funding	\$2,329,138	
		Fiscal Year Cost	\$2,329,138	

MPO ID	73-00068-00	Funding Category	5337	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$4,925,167	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Capital, Operating, Administration	Other Funds	\$1,231,292	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Total Funding	\$6,156,459	
		Fiscal Year Cost	\$6,156,459	

Draft for Public Hearing

MPO ID	73-00069-00	Funding Category	5339	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$3,226,172	
Fiscal Year	2024	State Funds (TxDOT)	\$0	
Apportionment Year	2024	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$806,544	
Project Description	Revenue rolling stock	Total Funding	\$4,032,716	
		Fiscal Year Cost	\$4,032,716	

MPO ID	73-00085-00	Funding Category	5307	Remarks
Project Sponsor	City of Round Rock	Federal Funds (FTA)	\$835,877	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$1,020,867	
Project Description	City of Round Rock Public Transit Operations	Total Funding	\$1,856,744	
		Fiscal Year Cost	\$1,856,744	

MPO ID	73-00089-00	Funding Category	5307	Remarks
Project Sponsor	City of San Marcos	Federal Funds (FTA)	\$1,421,940	
Fiscal Year	2025	State Funds (TxDOT)	\$234,459	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$747,601	
Project Description	City of San Marcos Public Transit Operations	Total Funding	\$2,404,000	
		Fiscal Year Cost	\$2,404,000	

Draft for Public Hearing

MPO ID	73-00072-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$6,686,481	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital, Operating, Administration	Other Funds	\$1,671,618	
Project Description	Revenue rolling stock	Total Funding	\$8,358,099	
		Fiscal Year Cost	\$8,358,099	

MPO ID	73-00071-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$39,985,576	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$9,996,397	
Project Description	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Total Funding	\$49,981,973	
		Fiscal Year Cost	\$49,981,973	

MPO ID	73-00075-00	Funding Category	5310	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$1,598,152	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$779,100	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Total Funding	\$2,377,252	
		Fiscal Year Cost	\$2,377,252	

MPO ID	73-00073-00	Funding Category	5337	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$5,026,909	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$1,256,728	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Total Funding	\$6,283,637	
		Fiscal Year Cost	\$6,283,637	

MPO ID	73-00074-00	Funding Category	5339	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$3,292,817	
Fiscal Year	2025	State Funds (TxDOT)	\$0	
Apportionment Year	2025	State Funds (Other)	\$0	
Project Type	Capital	Other Funds	\$823,205	
Project Description	Revenue rolling stock	Total Funding	\$4,116,022	
		Fiscal Year Cost	\$4,116,022	

MPO ID	73-00090-00	Funding Category	5307	Remarks
Project Sponsor	City of San Marcos	Federal Funds (FTA)	\$1,457,999	
Fiscal Year	2026	State Funds (TxDOT)	\$241,493	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$776,626	
Project Description	City of San Marcos Public Transit Operations	Total Funding	\$2,476,118	
		Fiscal Year Cost	\$2,476,118	

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MPO ID	73-00077-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$6,522,653	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$1,630,660	
Project Description	Revenue rolling stock	Total Funding	\$8,153,313	
		Fiscal Year Cost	\$8,153,313	

MPO ID	73-00086-00	Funding Category	5307	Remarks
Project Sponsor	City of Round Rock	Federal Funds (FTA)	\$854,357	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$1,043,300	
Project Description	City of Round Rock Public Transit Operations	Total Funding	\$1,897,657	
		Fiscal Year Cost	\$1,897,657	

MPO ID	73-00076-00	Funding Category	5307	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$41,335,899	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Capital, Operating, Administration	Other Funds	\$10,333,978	
Project Description	Other capital program items including ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	Total Funding	\$51,669,877	
		Fiscal Year Cost	\$51,669,877	

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MPO ID	73-00080-00	Funding Category	5310	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$1,638,780	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$798,907	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Total Funding	\$2,437,687	
		Fiscal Year Cost	\$2,437,687	

MPO ID	73-00078-00	Funding Category	5337	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$5,154,703	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$1,288,676	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Total Funding	\$6,443,379	
		Fiscal Year Cost	\$6,443,379	

MPO ID	73-00079-00	Funding Category	5339	Remarks
Project Sponsor	Capital Metro	Federal Funds (FTA)	\$3,376,527	
Fiscal Year	2026	State Funds (TxDOT)	\$0	
Apportionment Year	2026	State Funds (Other)	\$0	
Project Type	Operating	Other Funds	\$844,132	
Project Description	Revenue rolling stock	Total Funding	\$4,220,659	
		Fiscal Year Cost	\$4,220,659	

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Transit Project Financial Summary

The transit project financial summary includes only transit projects listed individually in the Transportation Improvement Program (TIP). This summary does not represent the entire transportation investment portfolio including those eligible for grouping.

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Transit Financial Summary
Capital Area Metropolitan Planning Organization (CAMPO)
FY 2023- 2026 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 11/17/ 2021

Transit Program		FY 2023			FY 2024			FY 2025		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$45,364,597	\$12,119,324	\$57,483,921	\$46,545,054	\$12,430,752	\$58,975,806	\$47,507,934	\$12,688,882	\$60,196,816
2	Sec. 5307 - Urbanized Formula <200K	\$1,390,671	\$875,283	\$2,265,954	\$1,424,706	\$909,273	\$2,333,979	\$1,421,940	\$982,060	\$2,404,000
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$1,525,962	\$743,907	\$2,269,869	\$1,565,806	\$763,332	\$2,329,138	\$1,598,152	\$779,100	\$2,377,252
5	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Other FTA	\$7,943,915	\$1,985,980	\$9,929,895	\$8,151,340	\$2,037,836	\$10,189,176	\$8,319,727	\$2,079,933	\$10,399,660
13	Regionally Significant or Other		\$40,000,000	\$40,000,000			\$0			\$0
Total Funds		\$56,225,144	\$55,724,494	\$111,949,638	\$57,686,906	\$16,141,193	\$73,828,099	\$58,847,753	\$16,529,975	\$75,377,728
Transportation Development Credits										
Requested										
Awarded										

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2026			FY 2023-2026 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$48,712,909	\$13,007,938	\$61,720,847	\$188,130,493	\$50,246,896	\$238,377,389
2	Sec. 5307 - Urbanized Formula <200K	\$1,457,999	\$1,018,119	\$2,476,118	\$5,695,316	\$3,784,735	\$9,480,051
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$1,638,780	\$798,907	\$2,437,687	\$6,328,701	\$3,085,246	\$9,413,947
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Other FTA	\$8,531,230	\$2,132,808	\$10,664,038	\$32,946,211	\$8,236,557	\$41,182,768
13	Regionally Significant or Other			\$0	\$0	\$40,000,000	\$40,000,000
Total Funds		\$60,340,918	\$16,957,772	\$77,298,690	\$233,100,722	\$105,353,434	\$338,454,156
Transportation Development Credits							
Requested							
Awarded							

Grouped Projects

Grouped projects are projects, or phases of projects, that are not considered to be of appropriate scale for individual identification and approval in a given program year. These projects are allowed to undergo a more streamlined administrative approval process based on the functional nature and scope of the project. These projects are reviewed individually by the MPO to determine eligibility and then grouped and approved together according to function and scope using the 12 grouped project categories approved for use by the Texas Department of Transportation (TxDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

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Grouped Project Categories

CSJ	Group	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance/ Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation. (See Note 3)
5000-00-953	Bridge Replacement/ Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment, and aesthetic improvements to include any associated erosion control and environmental mitigation activities.

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.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas/Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet (See Note 4)
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.
Note 1	Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).	
Note 2	Projects funded with CMAQ funding require a Federal eligibility determination and are not approved to be grouped.	
Note 3	Passing lanes include "Super 2" lanes consistent with TxDOT's Roadway Design Manual.	
Note 4	In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.	
Note 5	Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives-Set Aside (TASA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.	

MPO ID	CSJ	Category	Description	Sponsor	FY	Total Cost
74-00001-00	5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.	TxDOT	2023-2026	\$0
74-00002-00	5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.	TxDOT	2023-2026	\$0
74-00003-00	5000-00-952, 5000-00-957, 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation. (See Note 3)	TxDOT	2023-2026	\$151,426,645
74-00004-00	5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.	TxDOT	2023-2026	\$11,115,100
74-00005-00	5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.	TxDOT	2023-2026	\$0
74-00006-00	5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.	TxDOT	2023-2026	\$40,484,588
74-00007-00	5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.	TxDOT	2023-2026	\$6,979,665

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MPO ID	CSJ	Category	Description	Sponsor	FY	Total Cost
74-00008-00	5800-00-915	Intelligent Transportation System 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.	TxDOT	2023-2026	\$0
74-00009-00	5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).	TxDOT, Local Sponsors	2023-2026	\$11,755,634
74-00010-00	5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.	TxDOT	2023-2026	\$0
74-00011-00	5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor	TxDOT, Local Sponsors	2023-2026	\$0
74-00012-00	5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.	TxDOT	2023-2026	\$0

Local Projects

Projects that have been requested for inclusion in the Transportation Improvement Program but are funded with local sources only are included here. These projects are listed for representative purposes only and are not subject to federal authorization requirements.

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MPO ID	CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor(s)	FY	Total Cost
51-00350-00	0000-00-000	Travis	Redbud Trail Bridge	Lake Austin Blvd	Stratford Dr.	Build a single long-span bridge to replace the two bridges on Redbud Trail with 10-foot sidewalk and bike path.	City of Austin	2023	\$56,550,000
51-00367-01	1376-02-043	Travis	Burnet Road (FM 1325)	Bright Verde Way	Loop 1	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$6,110,000
51-00367-02	1376-02-044	Travis	Burnet Road (FM 1325)	US 183	Bright Verde Way	nstallation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$7,000,000
51-00372-00	0015-11-070	Travis	N. Lamar Boulevard (SL 275)	Rundberg Ln	Parmer Ln	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$47,900,000
51-00373-00	0015-11-068	Travis	N. Lamar Boulevard (SL 275)	Parmer Ln.	Howard Ln	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$7,075,000
51-00374-00	0113-12-002	Travis	S. Lamar Boulevard	Riverside Drive	Barton Springs Rd	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$5,650,000
51-00375-00	0113-09-072	Travis	S. Lamar Boulevard	Barton Springs Rd	US 290	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2023	\$37,600,000
51-00900-00	0000-00-001	Travis	South Pleasant Valley	Trail Head	Burleson Rd.	Extend South Pleasant Valley Rd. from it's current end at the trail head north of Burleson Rd. to Burleson Rd.	City of Austin	2023	\$5,920,000
51-00366-00	0151-06-148	Travis	Airport Boulevard (SL 111)	FM 969 (MLK Jr. Blvd.)	US 183	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2024	\$37,200,000
51-00369-00	1186-01-099	Travis	E. MLK Jr. Blvd./FM 969	US 183	FM 3177 (Decker Lane)	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2024	\$9,300,000
51-00371-00	0015-11-069	Travis	N. Lamar Boulevard (SL 275)	US 183	Rundberg Ln	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	2024	\$4,370,000

Project Development List

Transportation projects that have moved beyond the conceptual stage and are moving through the early stages of the development process are listed here including those projects undergoing preliminary engineering, design, and the environmental review process.

Draft for Public Hearing

CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor	Estimated Cost
0807-05-024	Bastrop	FM 535	Travis County Line	Wolf Lane	Widen existing 2-lane roadway to 4-lane divided arterial with 5' bike lanes and 6' sidewalks on both sides	TxDOT	\$1,120,700
1149-01-023	Bastrop	FM 812	Travis County Line	SH 21	Realign and widen existing 2 lane roadway to 4 lane divided roadway	TxDOT	\$18,300,000
0265-03-041	Bastrop	SH 71	CR 206 (Colorado Circle)	SH 21	Construct 4-lane overpass with 2-lane eastbound and westbound frontage roads	TXDOT	\$65,565,269
0252-02-060	Burnet	US 281	SH 71	Blanco County Line	Reconstruct from 4-lane to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	Burnet County	\$6,032,000
0252-02-058	Burnet	US 281	AT SH 71	.	Reconstruct interchange	TxDOT	\$55,000,000
0573-02-009	Caldwell	SH 304	3.2 Miles South of Bastrop County Line	Gonzales County Line	Provide Additional Paved Surface Width	TxDOT	\$7,149,401
0914-22-078	Caldwell	Various	at SH 130	.	Construct new interchange and make connection from FM 2720 to SH 130	TxDOT	\$67,163,470
0914-22-077	Caldwell	Various	FM 2720	CR 229	Construct new 2 lane divided roadway with center left turn lane	TxDOT	\$20,149,041
0384-01-025	Caldwell	SH 142	SH 80	SH 130	Widen from 2 lane undivided to 4 lane divided with shoulders, add cable barrier	TxDOT	\$59,327,732
0805-02-008	Caldwell	FM 2720	Old Spanish Trail	SH 142	Widen from 2 lane undivided to 4 lane divided with shoulders, add cable barrier	TxDOT	\$48,366,117
1776-03-012	Caldwell	FM 2001	FM 2720	US 183	Widen from 2 lane undivided to 4 lane divided with shoulders, add cable barrier	TxDOT	\$32,462,344
0914-33-089	Hays	Kohlers Crossing	0.13 MI west of UPRR ROW	0.26 MI east of UPRR ROW	Construct overpass over UPRR ROW on Kohler's Crossing	Hays Co	\$19,744,000
0805-04-027	Hays	RM 150	RM 3237	FM 2770	Realign and improve 2-lane to 4-lane roadway	Hays County	\$82,867,452
0805-04-028	Hays	RM 150	FM 2770	Burleson St.	Realign and improve 2-lane to 4-lane roadway	Hays County	\$20,345,515
1197-01-019	Hays	RM 150	RM 12	RM 3237	Realign and improve 2-lane to 4-lane	Hays County	\$121,790,160
1197-01-023	Hays	RM 150	At Onion Creek Double Crossings	.	Culvert and Drainage Improvements	TxDOT	\$1,881,203
0805-05-004	Hays	FM 2720	SH 21	Old Spanish Trail	Widen from 2 lane undivided to 4 lane divided with shoulders, add cable barrier	TxDOT	\$2,006,485
0113-07-070	Hays	US 290	RM 12	Travis County Line	Reconstruct existing 4-lane roadway to 6-lane divided roadway	TxDOT	\$47,000,000

CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor	Estimated Cost
0016-02-150	Hays	IH 35	Blanco River	River Ridge Parkway	Operational improvements ramp reversals	TxDOT	\$8,200,000
0016-03-113	Hays	IH 35	North of SH 123	South of Posey Road	Operational, intersection, main-lane & frontage road improvements	TxDOT	\$219,600,000
0914-33-068	Hays	Robert S. Light	FM 1626	RM 967	Construct a four-lane roadway and a grade-separated crossing with the Union Pacific Railroad	TxDOT, Hays County	\$31,900,000
0914-04-314	Travis	West Rundberg Lane	Burnet Road	Metric Blvd.	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection	City of Austin	\$16,790,668
0000-00-000	Travis	South Pleasant Valley Rd.	Oltorf	Slaughter Lane	Enhance mobility, connectivity and safety for all users in alignment with ASMP. Includes upgrades to the existing roadway as well as closing of gaps.	City of Austin	\$409,000,000
1376-02-042	Travis	Burnet Road	US 183	SL 1 (MoPac)	Installation of operational improvements including medians, left-turn bays, and bicycle and pedestrian facilities	City of Austin	\$31,544,353
1754-01-024	Travis	RM 1826	Hays County Line	US 290	Reconstruct existing 2-ln roadway to a 4-ln divided roadway with bike and pedestrian path	Travis	\$5,400,000
0914-04-316	Travis	Braker Lane N.	Samsung Blvd.	Harris Branch Parkway	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	Travis County	\$22,715,790
0914-04-329	Travis	Pearce Lane	Kellam Road	Wolf Lane	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	Travis County	\$25,520,000
0151-09-148	Travis	US 183	At Colorado River		Construct a bicycle and pedestrian path	TxDOT	\$5,046,860
1200-02-030	Travis	FM 973	Williamson County Line	US 290	Upgrade to 4-lane divided	TxDOT	\$35,923,168
0683-02-072	Travis	RM 620	SH 71	Aria Dr/Cavalier Dr.	Upgrade existing four-lane roadway to a six-lane divided roadway	TXDOT	\$22,653,000
0683-02-073	Travis	RM 620	Aria Dr/Cavalier Dr.	Oak Grove Blvd.	Upgrade existing four-lane roadway to a six-lane divided roadway	TXDOT	\$47,378,500
2100-01-065	Travis	RM 2222	At SL 360		Construct diverging diamond intersection	TXDOT	\$6,023,030
0113-13-169	Travis	SL 360	At Lakewood Drive		Grade separate intersection	TXDOT	\$41,654,600
0114-02-108	Travis	US 290	West of SH 130 Southbound Frontage Road	East of SH 130 Southbound Frontage Road	Add Eastbound Shared Use Path Bridge at SH 130 Interchange	TxDOT	\$1,102,932
0114-02-109	Travis	US 290	West of SH 130 Southbound Frontage Road	East of SH 130 Southbound Frontage Road	Add Westbound Shared Use Path Bridge at SH 130 Interchange	TxDOT	\$1,250,000
0113-13-180	Travis	SL 360	US 183	US 290 [SH 71]	Install its message boards, devices & signs	TxDOT	\$5,599,304

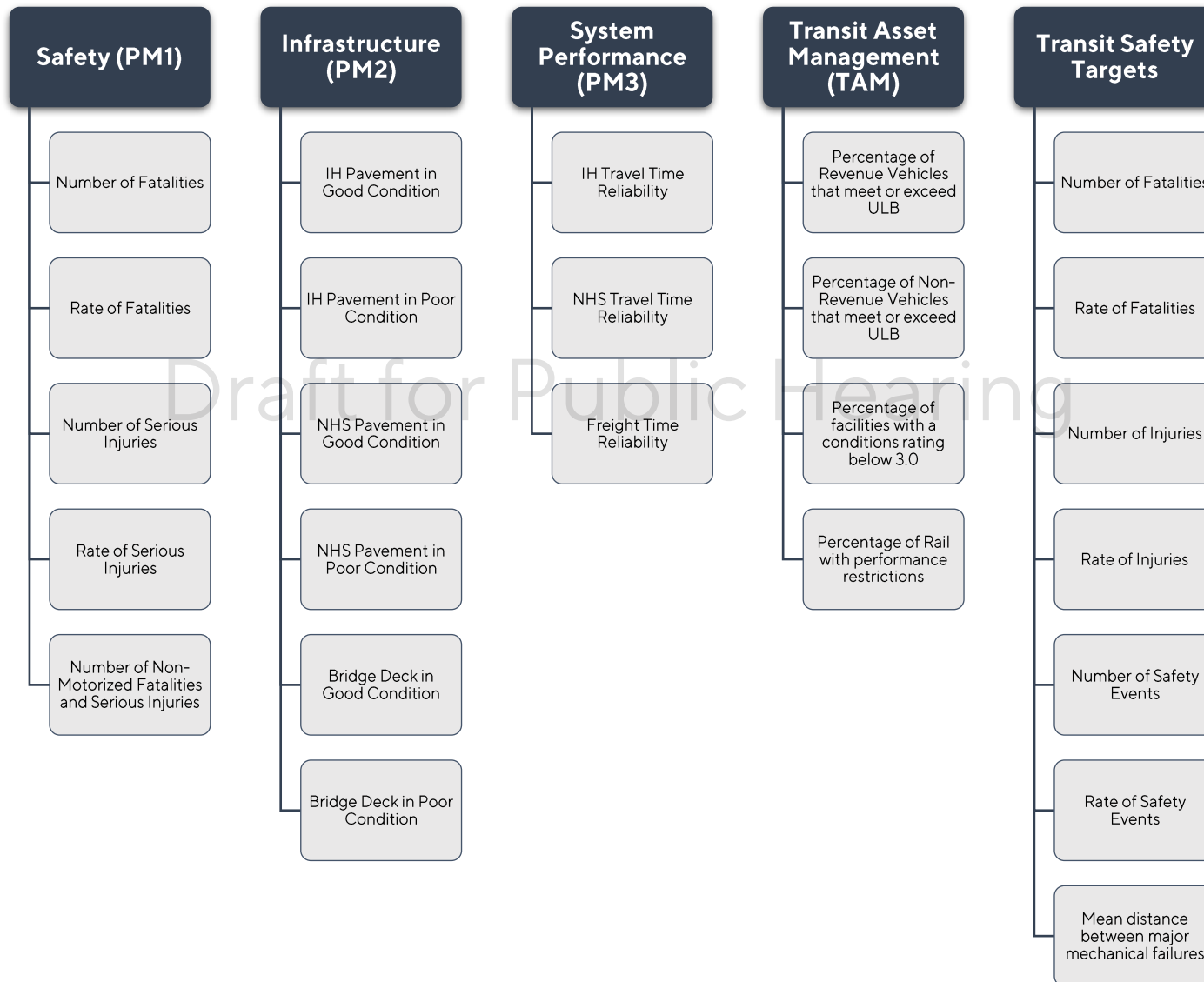
CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor	Estimated Cost
1149-01-023	Travis	FM 812	US 183	Bastrop County Line	Realign and widen existing 2 lane roadway to 4 lane divided roadway	TxDOT	\$63,500,000
0113-08-087	Travis	US 290	Hays County Line	RM 1826	Reconstruct existing 4-ln roadway to 6-ln divided roadway	TxDOT	\$37,000,000
0683-02-067	Travis	RM 620	Williamson/Travis County Line	Colorado River	Widen from 4 to 6-lane divided	TxDOT	\$40,000,000
0113-09-074	Travis	US 290	0.689 Mi. East of Monterrey Oaks Dr	0.864 Mi. East of Brodie Lane	Westbound Auxiliary lane, new pavement markings and signage.	TxDOT	\$574,564
0113-13-172	Travis	SL 360	At Lost Creek Blvd.		Grade separate intersection	TxDOT	\$24,000,000
0113-13-170	Travis	SL 360	At Walsh Tarlton Lane		Grade separate intersection	TxDOT	\$25,000,000
0113-13-171	Travis	SL 360	At Westbank Dr/Scottish Woods Trl		Grade separate intersection	TxDOT	\$25,000,000
0113-13-170	Travis	SL 360	Loop 1	RM 2244	Construct overpasses and add continuous frontage roads	TxDOT	\$99,000,000
2102-01-073	Travis	RM 2244	Walsh Tarlton Lane	Montebello Road	Construct 4-lane roadway with continuous left turn lane and shoulders.	TxDOT	\$9,675,516
1200-03-056	Travis	FM 973	US 290	SH 130	Realign and widen existing 2-lane roadway to 6-lane divided roadway	TxDOT	\$115,000,000
0152-01-086	Travis	US 183	SH 71	SH 130	Reconstruct existing 4-lane roadway to 4-lane divided roadway	TxDOT	\$171,000,000
0440-06-024	Travis	SH 130	0.5 miles N. of E. Howard Lane	E. Howard Lane	Traffic and Revenue Study (T&R) for proposed SB Exit and NB Entrance Ramps along SH 130	TxDOT	\$25,000
0113-13-167	Travis	SL 360	At Spicewood Springs Road		Grade Separate Intersection	TxDOT, City of Austin	\$33,774,000
2690-01-039	Williamson	FM 971	CR 333	CR 334	Rehabilitate pavement, add shoulders and safety treat.	TxDOT	\$2,576,933
2690-01-040	Williamson	FM 971	CR 334	SH 95	Rehabilitate pavement, add shoulders and safety treat.	TxDOT	\$5,036,733
0015-17-029	Williamson	SS 26	FM 1460	SE Inner Loop	Add continuous left turn lane, shoulders, and pedestrian elements.	TxDOT	\$8,466,077
0914-05-197	Williamson	New Hope Drive	Ronald Reagan Blvd.	CR 175/Sam Bass Rd.	Widen existing roadway and extend as a new four-lane divided roadway with bicycle and pedestrian facilities	City of Cedar Park	\$19,699,300
0914-05-187	Williamson	CS	On N. Austin Ave. from 2nd Street	Morrow Street	Reconstruct the North and South Austin Avenue bridges	City of Georgetown	\$7,100,000

CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor	Estimated Cost
0015-09-186	Williamson	IH 35	At Westinghouse Road		Construct intersection improvements & turnaround bridge	TxDOT	\$64,200,000
0015-09-194	Williamson	IH 35	SH 45N	US 79	Add 1 southbound aux lane	TxDOT	\$8,500,000
0015-09-187	Williamson	IH 35	RM 1431	RM 2243	Construct intersection improvements, southbound aux lanes & reverse southbound ramps	TxDOT	\$42,800,000
2103-01-038	Williamson	RM 2243	183A	SW Bypass	Upgrade to 4 lane divided	TxDOT	\$57,100,000
0440-02-016	Williamson	SH 195	Approx 2930' North of Shell Rd	Approx 3720' South of Shell Rd	Construct overpass	TxDOT	\$14,300,000
1200-01-026	Williamson	FM 973	FM 1660	Travis County Line	Upgrade to 4-lane divided	TxDOT	\$8,378,632
0683-01-093	Williamson	RM 620	US 183	Williamson/Travis County Line	Widen from 4 to 6-lane divided	TxDOT	\$40,000,000
0273-04-042	Williamson	US 183	Burnet County Line	SH 29	4-lane divided-rural depressed median	TxDOT	\$72,050,000
1378-02-052	Williamson	RM 1431	Sam Bass Rd.	IH 35	Widen from 4 to 6-lane divided	TxDOT	\$51,600,000
0204-01-063	Williamson	US 79	IH 35	East of FM 1460	Add One Lane in each direction	TXDOT	\$51,080,211
2295-01-015	Williamson	FM 973	FM 1660	US 79	Upgrade to 4-lane divided	TxDOT	\$28,067,263
3417-02-030	Williamson	FM 734	RM 1431	SH 45	Reconstruct Existing 4-Lane Divided Roadway to a 6-Lane Divided Roadway	TxDOT, City of Austin	\$62,473,700

Draft for Public Hearing

Performance Measures

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



Administrative Policies

The Transportation Improvement Program (TIP) is the fiscally constrained program of projects that are funded for implementation. The main body of the TIP consists of the individual listings of projects required to be listed per 23 CFR 450 of the Code of Federal Regulations (CFR) and 49 United States Code (USC) Chapter 53. All projects in the TIP must adhere to the outlined policies regardless of funding source or sponsor. Projects must also be consistent with the Regional Transportation Plan, the Congestion Management Process, and any applicable federal and state requirements.

Project Funding Policy

Project sponsors that have received federal funding for transportation projects, programs or studies through the Transportation Policy Board are required to adhere to the following policies:

- Projects are required to demonstrate continuous progress through the project development process. Projects that do not demonstrate continual progress will be considered for funding de-obligation at the discretion of the Transportation Policy Board.
- Sponsors are required to submit a quarterly project progress report and to coordinate any additional developments and project changes to CAMPO. Projects that do not have progress reports submitted regularly will be considered as not demonstrating continual progress.
- If a project selected for funding by the Transportation Policy Board cannot move forward as approved, the sponsor must notify CAMPO as soon as the determination is made. The funding will then be returned to the general reserve for reallocation to another eligible project at the discretion of the Transportation Policy Board.
- Sponsors are responsible for any and all associated project costs as required on projects selected for funding by the Transportation Policy Board including any cost-over runs, direct and indirect costs, local match and any other costs not specified in the original funding decision.
- In addition to these policies, sponsors must also adhere to any state and federal requirements.

General Amendment Policy

The Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) are amended on a regular basis to ensure the most up-to-date information is approved by the Transportation Policy Board. subject to the process and policies listed below:

- Regular amendment opportunities are held twice a year.
- Requests for out-of-cycle amendments will be considered on a case-by-case basis by the Transportation Policy Board.
- All amendments to the program must be approved by either the Executive Director or the Transportation Policy Board.
- Amendment requests may be submitted at any time using the online application form.

Administrative Amendments

The Transportation Policy Board (TPB) has delegated the authority to approve specifically defined amendment requests, known as Administrative Amendments, to the Executive Director. These amendments are non-substantive in nature and do not materially change the individual projects or overall program and are not subject to public involvement or direct approval by the TPB. The Executive Director has the discretion to elevate any proposed administrative amendments to a full amendment. All approved administrative amendments are provided to the public and the TPB for informational purposes.

The following actions are classified as Administrative Amendments:

- Decreases in federal or state funding amounts
- Changes in non-federal funding amounts
- Changes to project sponsor
- Changes to the Fiscal Year (subject to continual progress review)
- Editorial modifications and corrections
- Requests that do not substantially alter the scope, function, or anticipated impacts
- Actions related to a state or federally designated emergency

Regular Amendments

Amendments to the Transportation Improvement Program that do not qualify as administrative are considered regular amendments that are subject to public involvement as defined in the [Public Participation Plan](#) and must be approved directly by the Transportation Policy Board. Regular amendments are processed during the next regularly scheduled amendment cycles after application submission.

The following actions are classified as regular amendments:

- Changes to the project limits
- Changes to the project scope
- Adding a new project to the program
- Removing a project from the program
- Increases to federal or state funding amounts
- Any other changes that do not qualify as an administrative amendment.

Out-of-Cycle Amendments

Any requested non-administrative amendments that require immediate action outside of the regular amendment cycles are considered out-of-cycle amendments. These amendments are subject to the process outlined in the Quick Action Option detailed in the Public Participation Plan and final approval by the Transportation Policy Board.

Amendment Submission

Sponsors may submit a request for an amendment at any time using the online application. These requests will be processed according to the amendment policies outlined above either through the next regular amendment cycle, administratively, or as an out-of-cycle amendment. The nature of the request will be determined upon review of the submission and additional coordination with the project sponsors as needed. The online applications are available below:

[Transportation Improvement Program \(TIP\) Amendment Application](#)

[Regional Transportation Plan \(RTP\) Amendment Application](#)

Draft for Public Hearing



MPO Self-Certification

In accordance with the 23 Code of Federal Regulations (CFR) 450.336, the Texas Department of Transportation and the Capital Area Metropolitan Planning Organization hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

Mr. Tucker Ferguson, P.E.
Austin District Engineer
Texas Department of Transportation

DocuSigned by:
Tucker Ferguson

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4/12/2021

Date

Commissioner Cynthia Long
Chair
Transportation Policy Board

Cynthia Long

5/3/2021

Date

Additional Resources

[Unified Transportation Program \(UTP\)](#) – Texas Department of Transportation’s 10-year funding plan. This resource includes additional information on funding program categories, project selection, development, and financial information.

[Statewide Transportation Improvement Program \(STIP\)](#) – The Statewide Transportation Improvement Program includes all of the transportation improvement programs from MPOs and rural area of the state.

[Regional Transportation Plan \(RTP\)](#) – The Capital Area Metropolitan Planning Organization (CAMPO)’s long range regional transportation plan. The plan includes the regional vision, goals, and objectives as well as a list of projects planned over the next 20 years.

[Federal Transit Administration Funding Programs](#) – Information on Federal Transit Administration funding programs including formula 5307 funding and the Capital Investments Grant (CIG) programs.

[Federal Highway Administration Funding Programs](#) – Information on Federal Highway Administration funding programs including the National Highway Program, National Highway Safety Program, Surface Transportation Block Grant and Transportation Alternative’s Set Aside.

Draft for Public Hearing



**Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting**
The Junior League of Austin Community Impact Center
5330 Bluffstone Lane Austin, TX 78759
Monday, February 14, 2022 – 2:00 p.m.
Livestream at: www.campotexas.org

1. Certification of Quorum – Quorum requirement is 12 members

.....Commissioner Cynthia Long, Chair

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

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Ann Kitchen, Vice-Chair	City of Austin, District 5	Y	
3	Alison Alter	Mayor Pro Tem, City of Austin, District 10	Y	
4	Clara Beckett	Commissioner, Bastrop County	Y	
5	Andy Brown	Judge, Travis County	N	
6	Paige Ellis	City of Austin, District 8	Y	
7	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
8	Natasha Harper-Madison	City of Austin, District 1	Y	
9	Ann Howard	Commissioner, Travis County	Y	
10	Jane Hughson	Mayor, City of San Marcos	Y	
11	Mark Jones	Commissioner, Hays County	Y	
12	Rudy Metayer	City of Pflugerville, Place 4	Y	
13	Terry Mitchell	Capital Metro Board Member	Y	
14	Travis Mitchell	Mayor, City of Kyle	N	

15	Craig Morgan	Mayor, City of Round Rock	N	Commissioner Cynthia Long
16	James Oakley	Judge, Burnet County	Y	
17	Amy Pattillo	Travis County	Y	
18	Josh Schroeder	Mayor, City of Georgetown	Y	
19	Christine DeLisle	Mayor City of Leander	N	Mayor Corbin Van Arsdale
20	Edward Theriot	Commissioner, Caldwell County	N	
21	Jeffrey Travillion	Commissioner, Travis County	Y	
22	Corbin Van Arsdale	Mayor, City of Cedar Park	Y	

2. Public Comments

There were no public comments.

Video of this item can be viewed <https://austintx.new.swagit.com/videos/152806>. Start Video at 00:00:29

3. Executive Session

An Executive Session was not convened.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 00:00:33

4. Report from Technical Advisory Committee (TAC) Chair

The Chair recognized Ms. Laurie Moyer, P.E. who provided a report of the discussion and action items from the January 24, 2022 TAC Meeting.

Ms. Moyer reported that the Committee discussed the federal performance measure target updates and regional transportation statistics and metrics dashboard. Ms. Moyer added that these items are also included as information items on the February 14, 2022 Transportation Policy Board's meeting agenda.

Ms. Moyer also reported that the Committee discussed the automatic rollover of projects into the 2023-2026 Transportation Improvement Program (TIP), Infrastructure and Investment Jobs Act funding, a proposed project call in the fall, and planning activities calendar for the remainder of the year.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 00:00:36

5. Presentation and Public Hearing on Amendments to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP)

The Chair opened the public hearing and recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager as presenter. Mr. Collins provided an overview of the RTP, TIP, and their functions. Mr. Collins also discussed the amendment process and highlighted specific out of cycle amendment requests for the TIP and RTP, as received. The presentation and public hearing were concluded with a request for approval of amendments to the TIP and RTP as presented.

Commissioner Jeffrey Travillion moved for approval of amendments to the TIP and RTP as presented.

Council Member Rudy Metayer seconded the motion.

Ayes: Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Commissioner Clara Beckett, Mr. Tucker Ferguson, P.E., Council Member Natasha Harper-Madison, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Judge James Oakley, Ms. Amy Pattillo, Mayor Josh Schroeder, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale (Proxy for Mayor Christine DeLisle)

Nays: None

Abstain: None

Absent and Not Voting: Judge Andy Brown, Council Member Paige Ellis, Mayor Travis Mitchell, and Commissioner Edward Theriot

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 00:03:51

6. Discussion and Take Appropriate Action on January 10, 2022 Meeting Minutes

The Chair entertained a motion for approval of the January 10, 2022 meeting minutes, as presented.

Council Member Natasha Harper-Madison moved for approval of the January 10, 2022 meeting minutes, as presented.

Council Member Ann Kitchen seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Commissioner Clara Beckett, Mr. Tucker Ferguson, P.E., Council Member Natasha Harper-Madison, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Judge James Oakley, Ms. Amy Pattillo, Mayor Josh Schroeder, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale (Proxy for Mayor Christine DeLisle)

Nays: None

Abstain: None

Absent and Not Voting: Judge Andy Brown, Council Member Paige Ellis, Mayor Travis Mitchell, and Commissioner Edward Theriot

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 00:11:18

7. Discussion and Take Appropriate Action on FY 2022 & 2023 Unified Planning Work Program (UPWP) Amendment #2

The Chair recognized Ms. Theresa Hernandez, CAMPO Finance & Administration Manager who provided an overview of FY 2022 and 2023 UPWP Amendment #2 which includes a request submitted by Capital Metro to add \$750,000 in Federal Transit Administration funding and \$400,000 in local funds for its Pilot Program for Transit-Oriented Development (TOD) Planning. FY 2022-2023 UPWP Amendment #2 also includes the following:

1. Removal of US 290/RM 12 and Mercer District Project and funding (\$360,000 STBG and \$90,000 local funds)
2. Addition of 50,000 Transportation Development Credits (TDCs) for Freight Study
3. Addition of 56,250 TDCs for Bottleneck Study
4. Addition of \$250,000 PL and \$50,000 local funds for SL 150/Chestnut Street Corridor Study (Bastrop, TX)
5. Addition of \$200,000 PL and \$40,000 local funds for Austin Avenue Corridor Study (Georgetown, TX)

The presentation was concluded by a request for approval of FY 2022 and 2023 UPWP Amendment #2 and accompanying Resolution 2022-22-7 and Resolution 2022-22-7a.

The Chair directed the Board to address Agenda Item 8 Discussion and Potential Action on Transportation Development Credits (TDCs) before taking a vote on FY 2022 & 2023 Unified Planning Work Program (UPWP) Amendment #2 and accompanying Resolution 2022-2-7 and Resolution 2022-2-7a.

Following discussion and action on Agenda Item 8 Discussion and Potential Action on TDCs to Support Regional Studies, the Chair entertained a motion for approval of FY 2022 & 2023 UPWP Amendment #2 and accompanying Resolution 2022-2-7 and Resolution 2022-2-7a.

Commissioner Clara Beckett moved for approval of FY 2022 & 2023 UPWP Amendment #2 and accompanying Resolution 2022-2-7 and Resolution 2022-2-7a.

Mayor Josh Schroeder seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Commissioner Clara Beckett, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Council Member Natasha Harper-Madison, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Judge James Oakley, Ms. Amy Pattillo, Mayor Josh Schroeder, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale (Proxy for Mayor Christine DeLisle)

Nays: None

Abstain: None

Absent and Not Voting: Judge Andy Brown, Mayor Travis Mitchell, and Commissioner Edward Theriot

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 00:11:52

Council Member Paige Ellis joined the meeting following the vote on this item.

8. Discussion and Potential Action on Transportation Development Credits (TDCs) to Support Regional Studies

The Chair recognized Mr. Ryan Collins who continued with an overview on TDCs and how they are used. The Board was informed that CAMPO received TDC requests for the Interchange and Bottleneck Study and Regional Freight Plan which are regional studies. A detailed overview was also provided for each project and its respective request for TDCs. The presentation concluded with a request for approval of TDCs to support Regional Studies.

The Chair entertained a motion for the approval of TDCs to support Regional Studies.

Mayor Josh Schroeder moved for the approval of TDCs to support Regional Studies.

Commissioner Clara Beckett seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Commissioner Clara Beckett, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Council Member Natasha Harper-Madison, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Judge James Oakley, Ms. Amy Pattillo, Mayor Josh Schroeder, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale (Proxy for Mayor Christine DeLisle)

Nays: None

Abstain: None

Absent and Not Voting: Judge Andy Brown, Mayor Travis Mitchell, and Commissioner Edward Theriot

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 00:18:38

9. Discussion on Federal Performance Measure Target Updates

The Chair recognized Mr. Ryan Collins who provided a brief overview of Transportation Performance Management (TPM) and the performance measure process used to set performance measure targets. Mr. Collins presented the performance measure targets and informed the Board that staff is endorsing the State targets, as presented. The Board was informed that this item will be brought back to the TAC for recommendation in March and the Transportation Policy Board for approval in April.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 00:24:00

10. Discussion on Quarterly Project Progress Report

The Chair recognized Mr. Ryan Collins who presented the quarterly project progress report. Mr. Collins informed the Board that an updated quarterly project progress report for the final quarter of 2021 was provided in the meeting materials. Highlights from the 4th quarter progress reports were also provided. The Board was also informed that the report includes project and project sponsor information, financial information regarding award and obligation, and project progress. Mr. Collins noted that project sponsors are required to submit progress reports for the purpose of project tracking.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 00:43:01

11. Update on Regional Transportation Statistics and Metrics Dashboard

The Chair recognized Mr. Nirav Ved, Data and Operations Manager who introduced Mr. Tom Fowler, Kimley-Horn as presenter of the Regional Transportation Statistics and Metrics Dashboard. Mr. Fowler discussed the vision for the dashboard and provided a detailed overview of the data sources and development process for the dashboard. Mr. Fowler also discussed its components and concluded with next steps.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 00:46:51

12. Presentation of 2022 Transportation Planning Activities Calendar

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who informed the Board that CAMPO was contacted by the Federal Highway Administration for the scheduling of its Federal Certification Review and provided a brief overview of the federal certification review process.

Mr. Johnson provided a summary of the discussion by CAMPO staff, the TxDOT-Austin District, and its Transportation Planning & Programming, and Finance Divisions on Category 7 funding.

Mr. Johnson also provided a draft summary of CAMPO's 2022 transportation planning activities which included upcoming action items for the Transportation Policy Board.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 01:05:32

13. Executive Director's Report on Transportation Planning Activities

The Executive Director's Report on Transportation Planning Activities was addressed and included in Agenda Item 12 Presentation of 2022 Transportation Planning Activities Calendar.

14. Announcements

a. Transportation Policy Board Chair Announcements

There were no Chair announcements.

b. The next Technical Advisory Committee Meeting will be held on February 28, 2022 at 2:00 p.m.

c. The next Transportation Policy Board Meeting will be held on March 7, 2022 at 2:00 p.m.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 01:13:07

15. Adjournment

The February 14, 2022 meeting of the Transportation Policy Board was adjourned at 3:16 p.m. by unanimous consent.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/152806>. Start Video at 01:13:21



Date: April 11, 2022
Continued From: February 14, 2022
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 7
Subject: Discussion and Take Appropriate Action on Federal Performance Measure Target Updates

RECOMMENDATION

Staff and the Technical Advisory Committee recommend the Transportation Policy Board (TPB) approve the 2022 Performance Measure Report and target updates.

PURPOSE AND EXECUTIVE SUMMARY

As part of the performance-based transportation planning process the TPB has adopted performance targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) as well as Transit Asset Management (TAM) and Transit Safety. As part of this process, the TPB must adopt Safety (PM1), TAM and Transit Safety on an annual basis. A summary of the annual target updates for 2022 with additional information including regional numbers and upcoming safety-related efforts is provided in the attached 2022 Performance Measure Report.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

Attachment A – 2022 Performance Measure Report (Draft)

Performance Measure Report

2022



Background

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

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

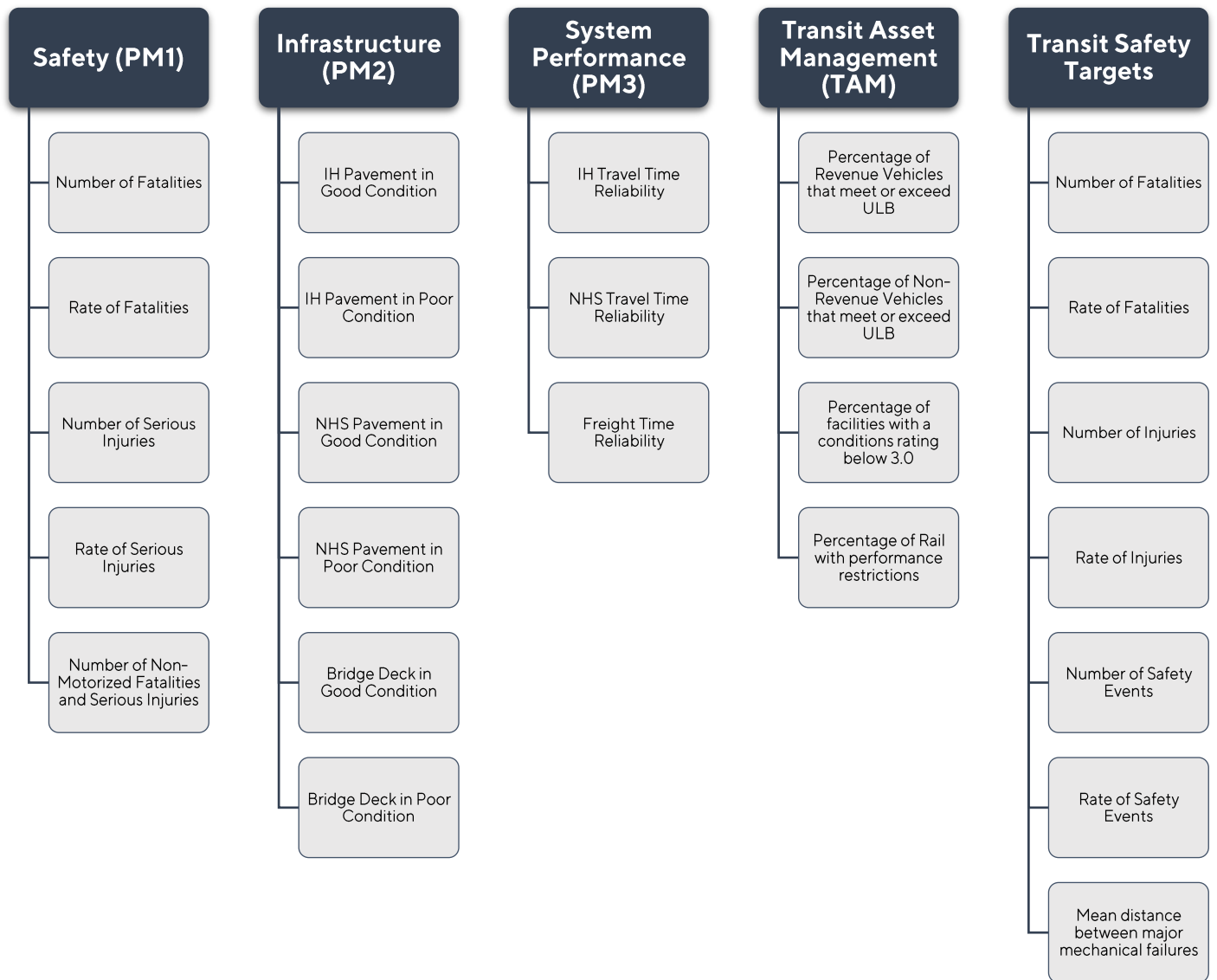


Transportation performance management is an iterative process that helps guide the planning process by providing directional goals for the plans and programs, but also provides a feed-back mechanism in which to measure success. To achieve the federal goals, states and MPOs jointly develop performance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

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

Summary

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



Safety Performance Measures (PM1)

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

Safety (PM1)	Current Target	2022 Target
Number of Fatalities	3,384	3,272
Rate of Fatalities	1.25	1.23
Number of Serious Injuries	18,835	19,065
Rate of Serious Injuries	6.51	6.47
Number of Non-Motorized Fatalities and Serious Injuries	2,560	2,642

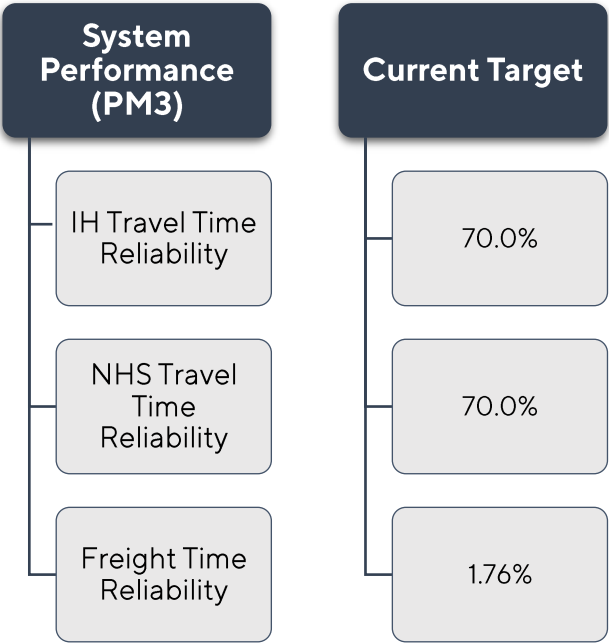
Pavement and Bridge Conditions (PM2)

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

Infrastructure (PM2)	Current Target
IH Pavement in Good Condition	66.5%
IH Pavement in Poor Condition	.2%
NHS Pavement in Good Condition	54.1%
NHS Pavement in Poor Condition	14.2%
Bridge Deck in Good Condition	50.4%
Bridge Deck in Poor Condition	1.5%

System and Freight Performance (PM3)

The Transportation Policy Board has prioritized addressing congestion in the region by establishing system performance measures and setting targets for travel time reliability. The Transportation Policy Board currently supports the state’s efforts and adopted the System and Freight Performance targets set by the Texas Department of Transportation.



Transit Asset Management (TAM)

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

Transit Asset Management (TAM)	Current Target	2022 Target
Percentage of Revenue Vehicles that meet or exceed ULB	<15%	<15%
Percentage of Non- Revenue Vehicles that meet or exceed ULB	<15%	<15%
Percentage of facilities with a conditions rating below 3.0	<15%	<15%
Percentage of Rail with performance restrictions	1%	0%

Transit Safety Targets

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

Transit Safety Targets	Current Targets	2022 Targets
Number of Fatalities	-	-
Rate of Fatalities	-	0
Number of Injuries	-	-
Rate of Injuries	0.35	0.35
Number of Safety Events	-	-
Rate of Safety Events	0.195	0.195
Mean distance between major mechanical failures	26,105.26	17,200

Appendix A – Additional Safety (PM1) Information

Safety is one of the most critical aspects of transportation planning and programming. As the regional transportation planning agency, the Capital Area Metropolitan Planning Organization (CAMPO) has considerable responsibility and agency in addressing transportation safety. In response to the federal target setting requirements that began in 2017, the Transportation Policy Board has routinely supported the safety targets set by the Texas Department of Transportation (TxDOT). By adopting the states targets, the region is directly supporting the state’s Road to Zero initiative that works toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

While target setting provides those critical benchmarks to measure success, it is the actionable investment decisions that most directly impact safety in the region. CAMPO has prioritized safety in its investment strategies and has also developed several tools to help provide real-time information and in-depth analysis regarding safety issues in the region. Understanding that safety is a complex, evolving issue, CAMPO has emphasized the importance of data and practical outcomes in the decision-making process that can lead to better safety outcomes in the region.

Regional Safety Resources	
Project Selection Criteria	Project selection process that included a significant focus on the prioritization of projects that provide significant safety benefits, specifically in a project’s ability to directly reduce fatalities and serious injuries.
Safety Dashboard	Comprehensive digital dashboard that provides the most up-to-date regional crash information. The dashboard provides users with the ability to do in-depth crash and safety analyses from the regional level all the way down to individual crashes.
Regional State of Safety Report	Annual report that provides an overview of traffic safety issues in 16 categories including crashes involving alcohol, distracted driving, pedestrians, speeding and others.
Regional Traffic Safety Plan	Regional Safety Plan that identifies opportunities for improving traffic safety in the region. In conjunction with the Regional State of Safety Report, the plan analyzes what contributes to the region’s traffic safety problems, identifies current safety efforts by local, state and federal partners, and provides project recommendations that can be implemented by CAMPO. (Note: To be made available later this year following updates to include the most recent safety information)

Year	Number of Fatalities		Rate of Fatalities		Number of Serious Injuries		Rate of Serious Injuries		Number of Non-Motorized Fatalities/ Serious Injuries	
	Statewide	CAMPO	Statewide	CAMPO	Statewide	CAMPO	Statewide	CAMPO	Statewide	CAMPO
2018 (Actual)	3,648	235	1.29	1.14	14,975	1,075	5.31	5.61	2,104	160
2019 (Actual)	3,615	239	1.25	1.23	15,855	1,158	5.5	5.87	2,291	208
2020 (Actual)	3,896	261	1.33	1.31	14,656	949	5	5.57	2,238	173
2021 (Current Target)	3,384	N/A	1.24	N/A	18,835	N/A	6.51	N/A	2,560	N/A
2022 (Proposed Target)	3,272	N/A	1.23	N/A	19,065	N/A	6.47	N/A	2,642	N/A
5-Year Average (Rolling)	3,563	N/A	1.27	N/A	16,677	N/A	5.76	N/A	2,367	N/A



Date: April 11, 2022
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Nirav Ved, Data and Operations Manager
Agenda Item: 8
Subject: Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation on Regional Freight Plan Contract

RECOMMENDATION

Staff requests the Transportation Policy Board authorize the CAMPO Executive Director to negotiate and execute a contract with the top ranked consultant firm to develop the Regional Freight Plan.

PURPOSE AND EXECUTIVE SUMMARY

On February 8, 2022, CAMPO issued a Request for Proposals (RFP) to solicit planning services to develop the Regional Freight Plan. The TPB adopted the previous plan in March 2008 and since then numerous freight-related changes have occurred necessitating an update.

CAMPO received three responses to the RFP. The evaluation committee evaluated the submissions according to the criteria above. A summary of the ranks is provided in the table below:

Firm Name	Rank
Cambridge Systematics Inc.	1
CPCS Transcom Inc.	2
RSG Inc.	3

FINANCIAL IMPACT

This contract will approve the use of up to \$200,000 in Surface Transportation Block Grant (STBG) funds.

BACKGROUND AND DISCUSSION

In March 2008, the Transportation Policy Board adopted the Regional Freight Plan. Since then, numerous freight-related changes have occurred on a global, national and regional level that necessitate an update of that plan. Among the changes include the volume of freight moving into, out of, and through the region, the types of freight being moved, freight origins and destinations, and the manner of distribution which includes the rise of home delivery services. An updated plan will evaluate these trends and make recommendations on addressing current and future freight-related challenges for the region.

SUPPORTING DOCUMENTS

Attachment A – *Request for Proposals (RFP) – CD-002*



MEMORANDUM

February 8, 2022

To: Consultants

From: Theresa Hernandez, Finance & Administration Manager

Subject: Request for Proposals

The Capital Area Metropolitan Planning Organization (CAMPO) is seeking the professional services of a consultant to perform the activities outlined in the attached Request for Proposals (RFP) for **Freight Plan**.

Electronic proposals are due to CAMPO by 5:00 p.m. (CT), Friday, March 4, 2022.

Please submit any questions you may have in writing to the attention of Chad McKeown by e-mail to campo.procurement@campotexas.org, no later than 5:00 p.m. (CT), Thursday, February 17, 2022. Responses will be posted on CAMPO's website at www.campotexas.org no later than 5:00 p.m. (CT), Tuesday, February 22, 2022.

It is the proposers' responsibility to visit CAMPO's website for any updated information on this RFP.

Due to the ongoing COVID-19 pandemic, effective immediately, the Capital Area Metropolitan Planning Organization is no longer receiving physical hardcopies of proposals. The Capital Area Metropolitan Planning Organization will only solicit submissions of proposals via electronic means.



Request for Proposals (RFP)

Solicitation No. CM-002

Service Description: Professional Services – Freight Plan

Request for Proposals Issued: Tuesday, February 8, 2022

Proposers are responsible for periodically visiting the Capital Area Metropolitan Planning Organization's website www.campotexas.org for updated information on this RFP.

Pre-Proposal Meeting via In person or WebEx: 11:00 AM (CT), Tuesday, February 15, 2022

WebEx Meeting link:

<https://campo.webex.com/campo/j.php?MTID=m48e5b1e8928f39ef9075a787a38630c3>

Meeting number: 2483 100 9669
Password: FreightPlan
Join by phone: +1-408-418-9388 United States Toll
Access code: 2483 100 9669

In Person

Williamson County Georgetown Annex
100 Wilco Way
Room HR 108
Georgetown, Texas 78626

Deadline for Questions: 5:00 p.m. (CT), Thursday, February 17, 2022

Questions will only be accepted in writing by e-mail to **Chad McKeown** at campo.procurement@campotexas.org. Responses will be posted to the CAMPO website at www.campotexas.org by 5:00 p.m. (CT), Tuesday, February 22, 2022.

Electronic Proposal Due: 5:00 p.m. (CT), Friday, March 4, 2022

Number of Copies: One, electronic document (pdf) less than 10 MB, 8.5"x11" paper, 50 pages maximum, inclusive of everything – title pages, table of contents, content, chapter dividers, resumes, etc. Emailed to campo.procurement@campotexas.org

Interview Date(s): Tentative March 29 – March 31, 2022

Due to the ongoing COVID-19 pandemic, effective immediately, the Capital Area Metropolitan Planning Organization is no longer receiving physical hardcopies of proposals. The Capital Area Metropolitan Planning Organization will only solicit submissions of proposals via electronic means.

OFFER SUBMITTED BY

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

Name: _____

Company Name: _____

Address: _____

City, State, Zip Code: _____

Phone No.: (_____) _____

Signature of Person Authorized to Sign Offer

Date

Email address: _____

*****SIGNATURE FOR SUBMITTAL REQUIRED*****

RFP SUBMITTAL

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

I. Proposal Contents and Specifications

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

II. Evaluation of Proposals

This section describes the methodology by which the proposals will be evaluated, and consultants selected for oral presentations, if required.

III. Scope of Services

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

RFP PROCESS INFORMATION

This RFP will be sent to all consultants in CAMPO's consultant database, which satisfies the search criteria of consultants with experience in regional and transportation planning. All requests for this RFP packet will be welcomed. This RFP will be available on CAMPO's website at <https://www.campotexas.org/requests-proposals-qualifications/>.

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

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

At any point in the procurement process, any dispute, protest, or claim may be filed. The dispute, protest, or claim should be directed to the CAMPO Executive Director within seven (7) days after the aggrieved party knows or should have known of the facts or events giving rise to the complaint.

CAMPO is responsible for this contracted consultant. Further inquiries should be directed to Theresa Hernandez, Finance & Administration Manager at theresa.hernandez@campotexas.org.

SECTION I

PROPOSAL CONTENTS AND SPECIFICATIONS

Submissions must include the following:

A. Executive Summary

The executive summary of three (3) pages should include a summary of important points/sections of the proposal, project objectives, brief description of each section of attached proposal, and any special considerations. The letter must include the primary contact name, telephone number, and email address for the responding agency.

B. Project Work Program

The consultant should detail their approach to undertaking the tasks listed in this RFP. A recommended methodology for performance of each task identified in the RFP should be included, along with demonstration of ability to meet specified deadlines from CAMPO management as assigned. This project should be completed within 24 months of contract execution, although CAMPO may extend the contract due to extenuating circumstances.

C. Responsibility and Qualifications

The project manager and other key staff members must be specified, and a clear indication given as to their involvement in the project, the amount of time they will be on-site, and the percent of their time dedicated to this project. The project manager must be a Professional Engineer registered in the State of Texas. Brief resumes of staff members should be included. The successful respondent to this RFP must understand they are expected to provide qualified personnel to accomplish each portion of the work in the scope outlined. Substitutions for essential personnel involved in the tasks will not be allowed without CAMPO's prior approval and resulting delays will be the responsibility of the consultant. CAMPO retains the right to request the removal of any personnel found, in CAMPO's opinion, to be unqualified to perform the work.

D. Prior Experience

Describe only relevant corporate experience and individual experience for personnel who will be actively engaged in the project. Do not include experience prior to 2012. Supply the project title, year, and reference name, title, present address, and phone number of the principal person for whom prior projects were accomplished.

E. References

Please provide three references from Governmental agencies that have solicited similar services. References should include contact name, title, agency, email, and phone number.

F. Disadvantaged Business Enterprise (DBE) Goal

In connection with receiving grants from the U. S. Department of Transportation (DOT), CAMPO has established a goal of 25% Disadvantaged Business Enterprise (DBE) participation in its total annual third-party consulting opportunities. Each proposer is encouraged to take affirmative action and make every effort possible to use DBE consultants in the performance of work under this contract. Nothing in this provision shall be construed to require the utilization of any DBE consultant, which is either unqualified or unavailable.

G. Title VI Requirements

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

H. Conflict of Interests/Debarment

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

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

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

The CIQ must be completed and filed with the bid/proposal response. Vendors and consultants that do not include the form with the response, and fail to timely provide it, may be disqualified from consideration by CAMPO.

I. Special Provisions relating to Local Government Officers*

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

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

If a solicitation indicates that the resulting product of the solicitation shall be presented by CAMPO for the concurrence or approval of a governing body of a political subdivision on which the prospective consultant (or an owner, in whole or in part, officer or employee) serves, any finding of a perceived conflict of interest by the Executive Director of CAMPO may be remedied by the local government officer's certified disclosure of the relationship with the prospective consultant and abstention from the local governing body's participation, consideration or concurrence with the product. Any such certification shall be made in writing and submitted to the Executive Director at the time any response to the solicitation is submitted. The Executive Director shall then transmit the same to the Chair of the Transportation Policy Board. The Chair of the Transportation Policy Board shall present the related solicitation and certification to the Executive Committee of the Transportation Policy Board. The Executive Committee shall review the solicitation and certification, and may (1) take no action or (2) submit the same to the Transportation Policy Board for any action it deems appropriate, in its reasonable discretion, under CAMPO's procurement policies and applicable law. Such action by the Transportation Policy Board may include a finding of a perceived conflict of interest, notwithstanding the consultant's disclosure and certification described above. In the event that the Transportation Policy Board determines that a perceived conflict of interest exists, the Board will notify the prospective consultant in writing of the basis for the conclusion that a perceived conflict of interest exists, without any implied or actual limitation on any legal rights or defenses that might thereafter be asserted.

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

SECTION II

EVALUATION OF PROPOSALS

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

- **Previous Experience** - Submissions will be assessed on prior experience of the consultant in the subject areas covered in Section III of this RFP. (20 points);
- **Understanding of Project Scope** – The responding consultant team must present their team's approach through further clarification and understanding of all tasks involved in this study and the project. Any work on similar type projects may be listed to validate this understanding. The proposal should also include a project timeline/schedule demonstrating completion of tasks within the allotted project timeframe. (25 points);
- **Availability of Consultant** – This project involves many simultaneous tasks; the consultant team must demonstrate its ability to meet the project schedule. The consultant team should indicate other significant projects being worked on by the principals, % of involvement, and probable completion dates. (15 points);
- **Project Management** – The responding consultant team should include individuals that have relevant and effective project management experience. This includes a strong project manager, if applicable, deputy project manager, and strong subconsultants. Strong proposals will demonstrate how each team member, including any subconsultants, will be utilized in relevant tasks. (20 points);
- **Past Performance** – The Consultant must have a demonstrated track record of timely performance, quality, and integrity, as evidenced by a list of client references. (10 points);
- **Additional Services, Ideas, Innovation or Products** - Any additional services, innovative ideas, graphic design, cost-saving measures, safety-measures, products, DBE/WBE/MBE/HUB usage, etc. will be considered for their usefulness to CAMPO or their contribution to the project. (10 points);

The Evaluation Committee will evaluate all submissions according to the criteria described. Based on scores of written submittals, CAMPO reserves the right to invite top ranked teams to participate in oral presentations. The oral presentation can carry a score of up to 25 points that will factor into the final overall scores (written proposal plus oral presentation). Following approval by the Transportation Policy Board, CAMPO staff will begin negotiations with the top ranked consulting consultant. If a contract cannot be negotiated with the top ranked consultant, CAMPO may choose to proceed to negotiate with the next ranked consultant, and so on, until a contract has been successfully negotiated.

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

SECTION III SCOPE OF SERVICES

Description: Freight Plan

1. PURPOSE

The Capital Area Metropolitan Planning Organization (CAMPO) seeks offers in response to this Solicitation from firms qualified and experienced in the development of regional freight transportation studies and plans. This Regional Freight Plan will examine corridors and freight transportation needs throughout the six-county CAMPO region in Central Texas. Qualified firms must demonstrate an understanding of transportation planning practices and requirements in the Central Texas region, along with experience and proficiency in freight, shipping, supply-chain analysis, economic development, and related disciplines.

The purpose of this initiative is to assist CAMPO, the Texas Department of Transportation's (TxDOT) Austin District, and local governments in understanding freight trends and needs in the region. The study will identify potential projects for more detailed analysis and policies for consideration by the Transportation Policy Board and local agencies. Identified projects and policies will guide recommendations for CAMPO's long-range Regional Transportation Plan (RTP) and for future funding consideration in CAMPO's Transportation Improvement Program (TIP).

2. SUMMARY

The most recent regional freight plan was developed by CAMPO in 2008. Since this plan was completed, the economy in Central Texas has changed considerably, necessitating an update to this plan. In particular, the development of heavy manufacturing in the region is causing unprecedented change that is creating new challenges to the current transportation system. In addition to local manufacturing, the growth of multi-national corporate manufacturing, distribution facilities, fulfillment centers, and warehousing, concentrated in certain parts of the region and along certain corridors, is increasing the demand for heavy-freight transportation. Additionally, the Covid-19 pandemic has accelerated e-commerce and home delivery trends, increasing freight shipments via heavy duty vehicles on freeways and major arterials, along with more medium and light-duty trucks on local and residential streets.

CAMPO's Regional Freight Plan will build off the Texas Department of Transportation's (TxDOT) Freight Mobility Plan and focus freight planning specifically on Central Texas. TxDOT's Freight Mobility Plan provides the foundation of the plan development, identifying statewide freight routes

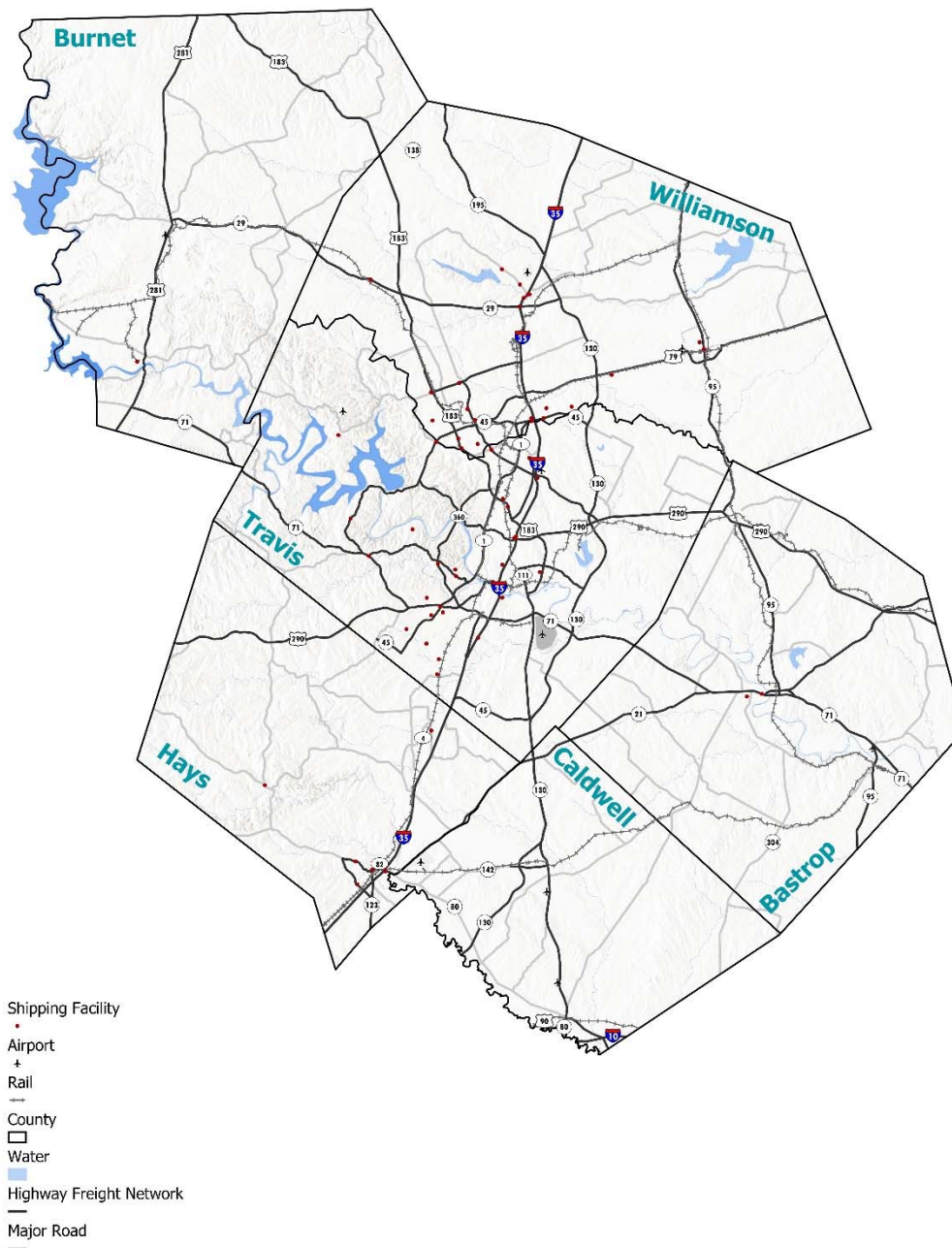
including Urban and Rural Critical Freight Corridors, and providing data and analysis on freight movements by mode, including air, rail, pipeline, and truck. The TxDOT plan also provides analyses by location such as Gulf of Mexico seaports and ports of entry at the United States/Mexico border. While some of these issues primarily impact regions outside Central Texas, they can have a direct impact on freight transportation in this region connecting to these statewide origins and destinations.

As recent supply chain disruptions and transportation challenges have illustrated, the movement of freight is not only critical for macro-economic manufacturing facilitation, but more critically ensuring the local availability of goods and services critical to the local economy and quality of life. This plan will examine changes in the local economy, identify specific challenges to the freight transportation network, provide regional and resilient strategies to support the efficient movement of freight, and enhance the continued economic development of the region.

The Regional Freight Plan will include the development of an Existing Conditions Report, Forecast and Trends Report, and Recommendations Report. These reports, along with a Stakeholder Engagement Summary, will be combined to form the final product.

The map below provides a starting point for the updated Regional Freight Plan analysis, noting freight-related locations and corridors in the six-county CAMPO region.

3. STUDY AREA MAP



4. SCOPE OF SERVICES

Task 1: PROGRAM ADMINISTRATION AND MANGEMENT

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

management activities specified by CAMPO.

Project Management Plan

Outlines project team organization, roles, and responsibilities; program schedule; coordination and communication procedures; document and graphics formatting protocols; QA/QC plan; filing protocols; contract close-out procedures, and other operational information.

Quality Assurance/Quality Control Plan

Documents the quality control program to be implemented by the consultant team. It will outline review processes for all work to assure that the work is conducted and completed in accordance with CAMPO requirements and applicable standards.

Management of Work Activities

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

Program Schedule

A study schedule will be developed, maintained, and actively monitored for major work programs or tasks. Progress will be reviewed during coordination meetings. The Regional Freight Plan is anticipated to take no more than 12 months from the work authorization approval.

Invoice Preparation and Submittal

Monthly invoices prepared in accordance with current CAMPO invoicing procedures.

Progress Report Preparation and Submittal

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

Kick-off and Coordination Meetings

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

Action Tracking Log

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

Document Control

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

Project Files

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

Information Technology

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

Deliverables

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

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

Task 2 – STAKEHOLDER ENGAGEMENT

The consultant will work with CAMPO staff to develop and implement a strategic stakeholder involvement plan. This strategy will focus on engagement with

representatives from manufacturers, hauling and shipping firms, warehouse and distribution facility operators, and related industries. This first-hand knowledge of the freight system from the private sector will be used to supplement origin-destination information and other data to inform a current understanding of the freight system and the identification of regional needs. The stakeholder list should reflect the diversity of the Central Texas region and its freight needs which include not only the manufacturing industry, but also agriculture, mining, energy, military, and local deliveries. Since a significant portion of freight transportation uses Interstate Highways, US Highways, and State Highways, close coordination with federal and state partners including TxDOT will also be critical to the development of the plan.

Stakeholder Identification and Outreach

The consultant shall be responsible for researching, identifying, and conducting outreach to all relevant stakeholders. This targeted outreach will concentrate on stakeholders through focus groups and interviews, and will include but is not limited to: shippers, haulers, manufacturers, suppliers, distributors, and independent operators. The consultant will engage and solicit feedback from stakeholders throughout the process to supplement information on existing conditions, gain a thorough understanding of local trends, and help contribute to the development of potential projects and policies.

Outreach Database

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

Additional Engagement

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

Deliverables

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

- Stakeholder engagement plan (draft and final)
- Stakeholder outreach meeting coordination and materials
- Stakeholder outreach database
- Stakeholder involvement summary report (draft and final)

Task 3 – EXISTING CONDITIONS REPORT

The consultant will develop an analysis of the existing freight system in the Central Texas region. This analysis will include a review of current freight use, impact on the multimodal transportation network, and will identify the current origins and destinations for freight within and through the region, at local, state, and national scales.

The Existing Conditions Report will provide a baseline understanding of freight in Central Texas, including, but not limited to, volumes, mode, crash statistics, value, congestion, and routes. Starting at a high level overview, this report will use origin-destination information and other data to explain how national and international freight arrives in and departs from Central Texas. The Existing Conditions Report will also use the Texas Freight Mobility Plan to understand freight at the state level, including an overview of Central Texas's connections to the United States/Mexico border, Gulf Coast seaports, military bases, and the other large metropolitan areas in the state. To understand the regional freight framework, the report will provide a review and analysis of local jurisdictional documents including, but not limited to, thoroughfare plans, truck route designations, and railway and airport expansion programs, along with local origin-destination analyses. This review shall provide a profile of the existing manufacturing sectors in the region, including an inventory and description of origins and destinations for freight transportation.

The consultant will have access to several data sources through CAMPO for this analysis, including regional origin-destination data, the regional travel demand model, and the Freight Analysis Framework. These data sources shall be used to document the movement of goods by mode and by type of vehicle within mode, for example delineating between light, medium, and heavy-duty trucks. The consultant is encouraged to identify any additional information resources, data platforms and software for potential use in the development of the plan, however, fees for these sources should not account for a significant portion of the project budget unless agreed upon by CAMPO.

Deliverables

The consultant shall produce all materials related to the Existing Conditions Report, including but not limited to narrative, analysis, and mapping of current freight network conditions. This includes:

- Existing freight roadway corridors including Critical Urban Freight Corridors, Rural Freight Corridors, and designated truck routes
- Hazardous materials routes
- Railroads and intermodal hubs
- Cargo airports
- Pipelines

- Warehousing facilities and fulfillment/distribution centers
- Manufacturing facilities, mines and quarries, suppliers, and distributors
- Freight connectivity to bordering Metropolitan Planning Areas and other regions in the state
- Congestion and cost of congestion for truck and railroad traffic
- Freight bottlenecks
- Hot spots for crashes involving freight vehicles
- Origin-destination analyses of freight movements within and through the region by mode and by type of vehicle within mode, delineating between light-, medium-, and heavy-duty trucks
- Total volume and value of goods moved by mode through and within the region

Task 4 – FORECASTS AND TRENDS REPORT

The consultant shall develop a report of freight forecasts and trends for Central Texas that is comprehensive in describing transportation needs, economic impacts, and potential technological advances. This report shall be based upon a number of sources including:

- Stakeholder input
- Existing conditions report focusing on the current freight system and the planned regional transportation network
- Review of significant regional manufacturing and distribution development projects that are proposed, planned, or under construction
- Evaluation of state and national economic trends
- Assessment of technological trends in freight, vehicle, and unmanned aircraft systems (UAS) or drones
- Review of proposed projects included in TxDOT's Freight Mobility Plan

The Forecasts and Trends Report will provide an overview of where, how, and how much freight will be transported in Central Texas to the horizon year of the next Regional Transportation Plan (RTP), 2050. The consultant will have access to the CAMPO regional transportation demand model as needed for baseline forecasts but will be expected to develop independent forecasts of freight volume and value by mode. As with the Existing Conditions Report, the Forecasts and Trends Report shall detail forecasts within mode, including air, rail, pipeline, and light-, medium-, and heavy-duty trucks.

The consultant shall develop a profile and general growth estimates of the region's largest and growing manufacturing sectors, including, but not limited to, computer components and automobiles. The profile shall indicate potential employment levels, value of goods produced and shipped, and other metrics for understanding the impact to the local economy and transportation network.

The Forecasts and Trends Report shall project, as practicably as possible based on current trends, technological advances which may impact freight over near- and long-term periods. Technological advances including, but not limited to, connected, automated, autonomous, and electric vehicles, will be documented, along with a literature review of advancements in vehicle and delivery technology including unmanned aircraft systems. CAMPO understands the complexity in forecasting the introduction and widespread adoption of new technologies and this section of the report is intended to provide an overview of potential technological advancements and guidance for their implementation in general terms.

Deliverables

The consultant shall produce all materials related to the Forecasts and Trends Report, including but not limited to narrative, analysis, and mapping of forecast conditions. This includes:

- Existing, planned, zoned, and proposed freight activity centers such as manufacturing plants, fulfillment/distribution centers, and warehousing districts
- Primary multimodal freight corridors for forecasted transportation
- Air cargo expansion projects or plans and associated landside improvements
- Calculation of freight's future role in the regional economy
- Current, likely, and potential technological advances in transportation, focused on freight
- Guidance in responding to changes in transportation technology

Task 5 – RECOMMENDATIONS REPORT

The consultant shall develop recommended projects and policies to guide future freight planning in Central Texas. The scope of the Regional Freight Plan is not intended to conduct environmental or engineering analyses, but to create a list of projects and policies which CAMPO and other regional transportation agencies and local governments may advance further for potential inclusion in the Regional Transportation Plan.

The Recommendations Report will build on the Existing Conditions and Forecasts and Trends Reports to provide specific recommendations for future studies or policy developments. These may include, but are not limited to projects or policy guidance on:

- Safety
- Bottlenecks
- Intermodal facilities
- Intersection and interchange improvements
- Access management

- Modifications to the Urban or Rural Critical Freight Corridors
- Truck lane designations
- Landside air cargo improvements
- The implementation of new technologies
- Freight-compatible land uses
- Truck parking
- Air quality

Deliverables

The consultant shall produce a report with specific project and policy recommendations. CAMPO, TxDOT, local governments, and other agencies should be able to use this list of projects and policies as a resource for further freight planning in the region. The consultant shall produce all materials related to the Recommendations Report, including but not limited to narrative, analysis, and mapping of recommendations. This includes:

- Recommended projects
- High-level cost estimates for projects
- Type of project (safety, bottleneck, etc.)
- Policies for consideration and applicable agency
- Potential funding sources for freight projects

Task 6 – FINAL REPORT

The consultant shall assemble the component reports described in this document into a final Regional Freight Plan. This document will serve as a synthesis of the component reports and include an executive summary, chapters, appendices, and section summaries as needed.

Deliverables

The consultant shall produce a final report including:

- Executive Summary
- Stakeholder engagement summary
- Existing Conditions Report
- Forecast and Trends Report
- Recommendations Report
- Section/chapter summaries and appendices as needed in document development



ADDENDUM

Solicitation: CM-002

Addendum No: 1

Date of Addendum: 02/10/2022

This addendum is to replace the following information to the above referenced solicitation:

I. Replace current item C, Responsibility and Qualifications, page 6 with:

C. Responsibility and Qualifications

The project manager and other key staff members must be specified, and a clear indication given as to their involvement in the project, the amount of time they will be on-site, and the percent of their time dedicated to this project. Brief resumes of staff members should be included. The successful respondent to this RFP must understand they are expected to provide qualified personnel to accomplish each portion of the work in the scope outlined. Substitutions for essential personnel involved in the tasks will not be allowed without CAMPO's prior approval and resulting delays will be the responsibility of the consultant. CAMPO retains the right to request the removal of any personnel found, in CAMPO's opinion, to be unqualified to perform the work.

II. ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME.

APPROVED BY: Chad McKeown

Chad McKeown, AICP, Deputy Executive Director
CAMPO, (512) 215-8225

RETURN ONE COPY OF THIS ADDENDUM TO CAMPO WITH YOUR RESPONSE OR PRIOR TO THE PROPOSAL CLOSING DATE. FAILURE TO DO SO MAY CONSTITUTE GROUNDS FOR REJECTION.





Date: April 11, 2022
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Commissioner Cynthia Long, Chairperson
Agenda Item: 9
Subject: Discussion and Potential Action on CAMPO Appointment Process for Capital Metro Board Appointees

RECOMMENDATION

Staff recommends the Transportation Policy Board approve the draft appointment process and the appointee qualifications.

PURPOSE AND EXECUTIVE SUMMARY

Transportation Policy Board member Terry Mitchell has announced that he will be retiring from his appointed positions on the CAMPO and Capital Metro boards. Mr. Mitchell has served as a CAMPO appointee since June 2014. Mr. Mitchell occupies the financial slot on the Capital Metro board as spelled out in Senate Bill 1263 and codified into Texas Transportation code 451.5021(b)(6).

The TPB will need to refill the vacant position per the terms no later than June 13, 2022. The process for soliciting qualified applicants can begin April 13, 2022 with TPB direction to CAMPO staff to proceed.

The process would be as follows:

- April 13, 2022 – CAMPO Staff posts the board member description notice on its website and other media outlets
- April 27, 2022 – application period closes
- April 28 – 29, 2022 – CAMPO Legal Counsel screens applicants to confirm they meet the minimum qualifications and compiles a list
- May 9, 2022 – CAMPO Policy Board Chairperson forms a Nominating Committee
- May 23 – 27, 2022 – Nominating Committee interviews qualified applicants
- June 11, 2022 – Nominating Committee makes a recommendation to the full Transportation Policy Board to fill the vacant position.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Senate Bill 1263, effective September 1, 2009, increased the Capital Metro Board members from seven to eight through the addition of a third CAMPO appointee. Senate Bill 1263 also contains specific experience requirements for the appointees. The person filling the position being vacated by Mr. Mitchell must have at least 10 years of experience as a financial or accounting professional per state statute.

Anyone interested in being considered for the CAMPO appointment should submit the following to CAMPO:

- A completed CAMPO Applicant Information Form. Applicants will provide their name, address, employment information, professional certifications and licenses, and affiliations and organizations information;
- A cover letter explaining their interest in being appointed to the Capital Metro Board.
- A copy of their most recent résumé.

This information must be uploaded electronically to the CAMPO website by 5:00 P.M. Central Daylight Saving Time on April 27, 2022.

Anyone needing additional information is asked to contact Executive Director Johnson via e-mail at ashby.johnson@campotexas.org.

SUPPORTING DOCUMENTS

Attachment A – *CAMPO Appointee to Capital Metro Board Position Description – Financial*

Attachment B – *Texas Transportation Code 451.5021*

Financial Board Member
Capital Metropolitan Transit Authority

Section 451.5021 of the State of Texas Transportation Code governs the membership of the Capital Metro Board of Directors. Section 451.5021(b)6 states the CAMPO TPB will appoint "one member, who has at least 10 years of experience as a financial or accounting professional, appointed by the metropolitan planning organization that serves the area in which the authority is located"

The position requirements are further defined by the following:

- Direct budget creation experience where the board member has had the direct authority to prepare financial budgets for a business, non-profit business or association.
- Direct authority and responsibility for implementation of budgets for defined periods of time (such as annual operating budgets, short and long-term capital budgets, reserve budgets, liability reserves). (This is different from "approving budgets prepared by others". It is imperative that this board member understand costs, expenses, cash flows and reserves.)
- Direct experience and authority in managing risk analysis for a business, non-profit business or association.
- Direct experience in projecting cash flows and expenses and impacts of those cash flows and expenses on future operating budgets, capital budgets and reserves.
- Direct experience in making financial and investment decisions for a business, non-profit business or association.
- Direct experience in analyzing data and market trends and their impacts on revenue, expenses, capital expenditures, pricing and reserves.
- Direct experience in producing long-term business plans based on the aforementioned information.
- Experience in real estate planning and policy who understands that the success of a transit system is largely dependent on proper planning around transit stations; experience includes understanding competing interests and balancing interests to achieve the transit agency objectives.

Sec. 451.5021. BOARD COMPOSITION; CERTAIN AUTHORITIES.

(a) This section applies only to the board of an authority created before July 1, 1985, in which the principal municipality has a population of less than 850,000.

(b) Members of the board are appointed as follows:

(1) one member, who is an elected official, appointed by the metropolitan planning organization designated by the governor that serves the area of the authority;

(2) two members, one who must be and one who may be an elected official, appointed by the governing body of the principal municipality;

(3) one member appointed by the commissioners court of the principal county;

(4) one member appointed by the commissioners court of the county, excluding the principal county, that has the largest population of the counties in the authority;

(5) one member, who is an elected official, appointed by a panel composed of the mayors of all municipalities in the authority, excluding the mayor of the principal municipality;

(6) one member, who has at least 10 years of experience as a financial or accounting professional, appointed by the metropolitan planning organization that serves the area in which the authority is located;

(7) one member, who has at least 10 years of experience in an executive-level position in a public or private organization, including a governmental entity, appointed by the metropolitan planning organization that serves the area in which the authority is located; and

(8) two members appointed by the metropolitan planning organization that serves the area in which the authority is located, if according to the most recent federal decennial census more than 35 percent of the population in the territory of the authority resides outside the principal municipality.

(b-1) Notwithstanding Section 451.505, members of the board serve staggered three-year terms, with the terms of two or three members, as applicable, expiring June 1 of each year.

(c) Only a member of a metropolitan planning organization who is an elected officer of a political subdivision in which a tax of the authority is collected is entitled to vote on an appointment under Subsection (b) (1).

(d) A person appointed under Subsection (b) (1), (2), or (5), except as provided by Subsection (b) (2):

(1) must be a member of the governing body:

(A) of the political subdivision that is entitled to make the appointment; or

(B) over which a member of the panel entitled to make an appointment presides;

(2) vacates the office of board member if the person ceases to be a member of the governing body described by Subdivision (1);

(3) serves on the board as an additional duty of the office held on the governing body described by Subdivision (1); and

(4) is not entitled to compensation for serving as a member of the board.

(d-1) At least two members appointed under Subsections (b) (1), (6), and (7) must be qualified voters residing in the principal municipality.

(d-2) A person appointed under Subsection (b) (3) must:

(1) have the person's principal place of occupation or employment in the portion of the authority's service area that is located in the principal county; or

(2) be a qualified voter of the principal county.

(d-3) A person appointed under Subsection (b) (4) must:

(1) have the person's principal place of occupation or employment in the portion of the authority's service area that is located in the county, other than the principal county, that has the largest population of the counties in the authority; or

(2) be a qualified voter of the county, other than the principal county, that has the largest population of the counties in the authority.

(e) A panel appointing a member under Subsection (b)(5) operates in the manner prescribed by Section 451.503.

(f) In this section, "principal county" has the meaning assigned by Section 451.501(f).



Date: April 11, 2022
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: TxDOT - Austin District
Agenda Item: 10
Subject: Presentation of SmartTrack Initiative

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

Texas Department of Transportation (TxDOT) - Austin District staff will provide a presentation to the Transportation Policy Board regarding the SmartTrack initiative.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The TxDOT - Austin District, in partnership with the University of Texas at Austin's Center for Transportation Research, is working to advance transportation technology in the region through the SmartTrack initiative. This initiative will establish a testing track for innovative transportation-related technologies at the Pickle Research Campus, including but not limited to, vehicle automation, connectivity, electrification, and data sharing

SUPPORTING DOCUMENTS

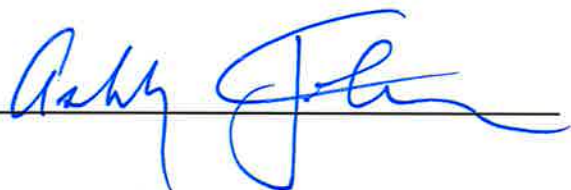
N/A

Transportation Improvement Program and Regional Transportation Plan: Administrative Amendment

The Transportation Policy Board (TPB) has delegated the authority to approve specifically defined amendment requests, known as Administrative Amendments, to the Executive Director. These amendments are non-substantive in nature and do not materially change the individual projects or overall program and are not subject to public involvement or direct approval by the TPB. The Executive Director has the discretion to elevate any proposed administrative amendments to a full amendment. All approved administrative amendments are provided to the public and the TPB for informational purposes.

The following actions are classified as Administrative Amendments:

- Decreases in federal or state funding amounts
- Changes in non-federal funding amounts
- Changes to project sponsor
- Changes to the Fiscal Year (subject to continual progress review)
- Editorial modifications and corrections
- Requests that do not substantially alter the scope, function, or anticipated impacts
- Actions related to a state or federally designated emergency

A handwritten signature in blue ink, appearing to read "Ashly John", is written over a horizontal line.

Executive Director, CAMPO

02.17.2022

Date

Administrative Amendments

MPO ID	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Let Year	Cost	Amendment Requested
51-00096-00	CTRMA	Mopac South	Cesar Chavez	Slaughter Lane	Up to 2 express lanes in each direction.	Construction	2025	\$825,000,000	<ul style="list-style-type: none"> • Modify project description. • Modify estimated cost. • Modify fiscal year.

Transportation Improvement Program (TIP) Amendment*

Regional Transportation Plan (RTP) Amendment

*All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
51-00365-00	TRAVIS	CTRMA	LOOP 1	DESIGN AND CONSTRUCT AN AUXILIARY LANE ON SB MOPAC FROM THE BEE CAVE RD. ENTRANCE RAMP TO THE SB LOOP 360 EXIT RAMP INCLUDING ACCELERATION LANE	BARTON SKYWAY	SL 360		2021	\$11,050,000
51-00205-00	TRAVIS	TXDOT	SH 130	WIDEN FROM 4 TO 6-LANES (3 LANES IN EACH DIRECTION)	SH 71	SH 45 SE		2030	\$15,394,541
61-00086-00	WILLIAMSON	TXDOT	SH 130	WIDEN FROM 4 TO 6-LANES (3 LANES IN EACH DIRECTION)	IH 35	SH 45 N		2030	\$126,235,233
61-00175-00	WILLIAMSON	WILLIAMSON COUNTY	SH 130	CONSTRUCT NEW 2-LANE FRONTAGE ROAD IN EACH DIRECTION	US 79	LIMMER LOOP		2023	\$6,760,000
51-00001-01	TRAVIS	CTRMA	SL1	ADD DIRECT CONNECTORS WITH TRANSITIONS	US 183	RM 2222		2021	\$158,601,000
51-00096-00	TRAVIS	CTRMA	MOPAC	2 EXPRESS LANES IN EACH DIRECTION	CESAR CHAVEZ	SLAUGHTER LANE		2022	\$540,000,000
61-00091-00	WILLIAMSON	TXDOT	US 79	WIDEN FROM 4-LANE UNDIVIDED TO 6-LANE DIVIDED	FM 1460	FM 619		2035	\$124,339,733
61-00092-00	WILLIAMSON	TXDOT	US 79	ADD ONE LANE IN EACH DIRECTION	IH 35	E OF FM 1460		2022	\$45,000,000
51-00001-02	TRAVIS	CTRMA/TXDOT	US 183	WIDEN FROM 3 TO 4 GENERAL PURPOSE LANES	WILLIAMSON COUNTY LINE	SL 1		2021	\$65,628,000
61-00114-00	WILLIAMSON	CTRMA/TXDOT	US 183	WIDEN FROM 3 TO 4 GENERAL PURPOSE LANES	RM 620/SH 45	TRAVIS COUNTY LINE		2021	\$65,833,860
21-00013-00*	BURNET	TXDOT	US 183	WIDEN 4-LANE UNDIVIDED TO 4-LANE WITH CONTINUOUS LEFT TURN LANE	0.3 MIS OF CR 218	RJ RANCH RD		2025	\$4,100,000
51-00218-00	TRAVIS	TXDOT	US 183	CONSTRUCT A BICYCLE OR PEDESTRIAN PATH			COLORADO RIVER	2025	\$4,800,000
51-00192-00	TRAVIS	TXDOT	US 183	CONSTRUCT 1-LANE SOUTHBOUND FRONTAGE ROAD ALONG US 183 THAT MERGES WITH US 183S-71W DIRECT CONNECTOR	0.46 MILES SOUTH OF THOMPSON LN	0.07 MILES SW OF AIRPORT COMMERCE DR		2023	\$5,265,375
51-00220-00	TRAVIS	TXDOT	US 183	RECONSTRUCT EXISTING 4-LANE ROADWAY TO 4-LANE DIVIDED	SH 71	SH 130		2031	\$273,776,509
61-00135-00	WILLIAMSON	TXDOT	US 183	CONSTRUCT 2-LANE GRADE SEPARATED NORTHBOUND AND SOUTH BOUND FRONTAGE ROADS	RM 1431	AVERY RANCH BLVD		2023	\$83,098,407
61-00116-00	WILLIAMSON	CITY OF CEDAR PARK	US 183	REALIGNMENT OF EXISTING US 183 TO OLD HWY 183. OLD HWY 183 TO BE WIDENED AND REALIGNED INCLUDE RELOCATION.	CEDAR PARK DRIVE	SOUTH OF BUTTERCUP CREEK BLVD.		2022	\$12,110,087
71-00014-00	WILLIAMSON, BURNET	TXDOT	US 183	RECONSTRUCT EXISTING 4-LANE TO 4-LANE DIVIDED-RURAL DEPRESSED MEDIAN	LAMPASAS COUNTY LINE	SH 29		2035	\$231,313,184

* Grouped Project

Transportation Improvement Program and Regional Transportation Plan: Administrative Amendment

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- Changes to project sponsor
- Changes to the Fiscal Year (subject to continual progress review)
- Editorial modifications and corrections
- Requests that do not substantially alter the scope, function, or anticipated impacts
- Actions related to a state or federally designated emergency



Executive Director, CAMPO



Date

Administrative Amendment									
MPO ID	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Let Year	Cost	Amendment Requested
53-00005-00	Capital Metro	Expo Center Bus Rapid Transit (BRT)	Republic Square	Expo Center	12-mile Bus Rapid Transit (BRT) route with 44 stations	Construction	2022	\$48,516,356	<ul style="list-style-type: none">• Increase Local Funds - \$24,258,178• Increase Federal CIG Funds - \$24,258,178
53-00003-00	Capital Metro	Pleasant Valley Bus Rapid Transit (BRT)	Barbara Jordan/Mueller	Goodnight Ranch	15-mile Bus Rapid Transit (BRT) route with 43 stations.	Construction	2022	\$52,723,726	<ul style="list-style-type: none">• Increase Local Funds - \$26,361,863• Increase Federal CIG Funds - \$26,361,863

Transportation Improvement Program (TIP) Amendment*

Regional Transportation Plan (RTP) Amendment

*All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.