

# 2050 TRANSPORTATION PLAN





PLANNING ORGANIZATION

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### **CHAPTER 1: PURPOSE AND GOALS**

The Capital Area Metropolitan Planning Organization (CAMPO) is the Metropolitan Planning Organization (MPO) for the greater Austin area in Central Texas and includes Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties. The Capital Area is home to over two million people and a robust economy that includes many corporate headquarters, the state capitol complex, and several universities. It also includes countless environmental, recreational, and entertainment amenities that contribute to the region's quality of life. Integral to preserving the high quality of life in the Capital Area is the process of planning for the regional transportation system to better serve current and future demand.

The Regional Transportation Plan (RTP or the Plan) is a federally required document that is adopted by the CAMPO Transportation Policy Board (TPB) every five years and forecasts the region's needs for at least 20 years into the future. The Plan is required to be multimodal, meaning it incorporates a variety of transportation modes - not only roads and highways, but also transit, walking, and biking. The plans and studies that CAMPO regularly undertakes, as well as plans from CAMPO member agencies, inform the RTP's recommendations.

### **PURPOSE OF THE RTP**

The purpose of the RTP is to identify a long-range vision for transportation that coordinates regional transportation planning activities, prioritizes a comprehensive list of projects, activities, and programs, and develops a fiscal constraint analysis that estimates the region's capacity to fund projects in the Plan. The RTP is a blueprint for guiding transportation investments and directing federal, state, and local dollars toward projects that the community needs and values. The effort is a periodic, goals-based, regional discussion of transportation alternatives in the context of growth. The recommended project list shows the potential buildout of the transportation network in 2050 and is used to align project development for regionally significant transportation infrastructure and programs. The 2050 RTP is based on current trends, development patterns, and growth rates.

#### **Legislative Mandates**

The historical framework for metropolitan transportation planning was developed from multiple federal transportation acts beginning in the 1970s. Each act has requirements that advance the formation and adoption of metropolitan transportation plans as primary tools for the improvement and efficiency of regional transportation systems for people and goods. Specifically, the Moving Ahead for Progress in the 21st Century Act, or MAP-21, which was adopted in 2012, outlines requirements for a performance-

#### **CAMPO Goal Areas**



based approach to planning that metropolitan plans can explicitly define. The Fixing America's Surface Transportation Act, or FAST Act, which was adopted in 2015, went further by requiring planning for regional and interurban transportation and development with a focus on multimodal options. The Infrastructure Investment and Jobs Act (IIJA), adopted in 2021, aims to address America's infrastructure needs in the 2020s. It succeeded the FAST Act and provided extensive federal funding for various infrastructure projects. The IIJA includes comprehensive improvements to roads, bridges, public transit systems, railways, airports, ports, and more. The IIJA's comprehensive funding and strategic focus aim to enhance the nation's infrastructure and boost economic growth. Furthermore, the IIJA has reinforced several areas of focus that warrant continued consideration. These include limiting disproportionate burdens on historically marginalized groups and communities and promoting the use of transportation technology in metropolitan transportation planning. At the state level, House Bill 20 (HB 20) requires performance-based transportation planning and programming that is used by the Texas Department of Transportation (TxDOT) to evaluate projects and programs in long-range plans. HB 20 also requires MPOs in the state to develop ten-year plans. The RTP is one of the primary tools for implementing the federal and state transportation planning requirements while also reflecting local goals and priorities.

CAMPO uses a comprehensive methodology that examines transportation, land use, and other planning factors in developing the RTP and the plans and studies which support it. As part of this methodology, CAMPO conducts regional, sub-regional, and corridor plans and studies in partnership with local governments to better understand regional needs at the local level and build bottom-up consensus on regional planning products. Additionally, CAMPO participates as a key stakeholder in many regional and statewide planning initiatives. Chapter 2 – Trends and Needs provides more detail into the studies completed as part of this effort.

#### **CAMPO 2050 Plan Vision, Goals, and Objectives**

The CAMPO RTP Program is built on locally adopted plans, goals, and objectives in the context of federal and state mandates for the regional, performance-based plan. The process for developing the 2050 RTP goals and objectives began with a review of the 2045 RTP. An extensive goals and objectives development process took place for that plan, involving a subcommittee of the TPB, with the intent to create a stable series of goals and objectives to steer the RTP program through multiple iterations of the long-range plan. The 2050 RTP began with these goals and objectives, and made strategic updates to align with:

#### FEDERAL PLANNING FACTORS

#### **2021 PLANNING EMPHASIS AREAS**

#### **IIJA FOCUS AND FUNDING PRIORITY AREAS**

The goals are broadly organized across the six elements of Safety, Mobility, Stewardship, Economy, Equity, and Innovation. The updated goals and objectives are illustrated in **Table 1**.

The Plan addresses the 2050 RTP goals and objectives through this vision, recommended policies, a fiscally constrained list of planned projects developed through a collaborative process, and an illustrative list of alternative projects.

To achieve the goals and objectives of the Plan, the organizing vision of the 2050 RTP is for the Plan to:

**Coordinate** regional infrastructure and operations investments for better safety, connectivity, personal mobility, and access that **balances** economic growth, stewardship of scarce resources, and regional competitiveness.

### **2050 Regional Transportation Plan Goals and Objectives**

GOALS	OBJECTIVES
	A. Crash Reduction – Reduce severity and number of crashes for all modes.
Safety	<b>B. TxDOT Road to Zero</b> - Support local government and transit agencies reaching TxDOT Road to Zero metrics.
	<b>C. Connectivity</b> - Reduce network gaps to add connectivity, eliminate bottlenecks, create system redundancy, and enhance seamless use across all modes.
	<b>D. Reliability</b> - Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM)
Mobility	<b>E. Travel Choices</b> - Offer time-competitive, accessible, and integrated transportation options across the region.
	<b>F. Implementation</b> – Plan and deliver networks for all transportation modes, with reduced project delivery delays.
	<b>G. Regional Coordination</b> – Continue inter-agency collaboration between transportation planning, implementation, and development entities.
	<b>H. System Preservation</b> – Use operations, ITS, and optimization techniques to expand the useful life cycle of the multimodal system elements.
	<b>I. Fiscal Constraint</b> - Strategically prioritize fiscally constrained investments to maximize benefits to the region.
Stewardship	<b>J. Public Health</b> - Improve public health outcomes through air and water quality protection and active mobility.
	<b>K. Natural Environment</b> - Develop transportation designs that promote system resiliency by avoiding, minimizing, and mitigating negative impacts on water and air quality, as well as habitat.
Foonemy	<b>L. Economic Development</b> – Enhance economic development potential by increasing opportunities to live, work, and play in proximity for residents and visitors.
Economy	<b>M. Value of Time</b> - Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
	<b>N. Access to Opportunity</b> – Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, education, and services.
Equity	<b>O. Impact on Human Environment</b> – Promote transportation investments that have positive impacts and avoid, minimize and mitigate negative impacts on vulnerable populations.
	<b>P. Valuing Communities</b> – Align system functionality with evolving character and design that is respectful to the community, housing, and environment for current and future generations.
Innovation	<b>Q. Technology</b> - Leverage technological advances to increase the efficiency of travel across all modes and for users of the network.
mnovation	<b>R. Flexibility</b> – Develop a system that is adaptable and flexible to changing needs, conditions, and emerging technologies.

Table 1. 2050 RTP Goals and Objectives

#### **Consistency with State and Federal Plans**

#### CONNECTING TEXAS 2050 STATEWIDE LONG-RANGE TRANSPORTATION PLAN (LRTP)

The Connecting Texas 2050 Statewide LRTP includes six goals that advance TxDOT's mission and vision for transportation in the state. These goals are divided into performance and strategic goals. Performance goals are focused on specific tasks and include Safety, Preservation, and Mobility. Strategic goals are focused on the overall direction of the transportation network, and include Connectivity, Economic Vitality, and Stewardship. The goals and objectives for the CAMPO 2050 RTP directly incorporate these goals.

#### CORRELATION TO FEDERAL PLANNING FACTORS

Because the CAMPO 2050 RTP is a federally-required plan, a direct link is needed between the plan's goals and federal planning factors carried forward in IIJA, the most recent federal transportation planning legislation. The following table illustrates how each of the 2050 RTP goals addresses one or more of the federal planning factors (presented alphabetically).

		CAMPO 2050 RTP GOALS			S		
<b>Tab</b> Plar	<b>le 2.</b> CAMPO 2050 RTP Goals Coorelation to Federal nning Factors	SAFETY	ΜΟΒΙΓΙΤΥ	STEWARDSHIP	ECONOMY	EQUITY	INNOVATION
	<b>Accessibility:</b> Increase accessibility and mobility of people and freight.		$\checkmark$		$\checkmark$	$\checkmark$	
	<b>Connectivity:</b> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.		~		~	~	~
SS	<b>Economic Vitality:</b> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	~	~	~	~		~
ACTOR	<b>Efficient Management:</b> Promote efficient system management and operation.		<	<	~		$\checkmark$
NG F	Enhance Travel: Enhance travel and tourism.		$\checkmark$		$\checkmark$		$\checkmark$
RAL PLANNI	<b>Environment:</b> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	~		~		~	
FEDE	<b>Preservation:</b> Emphasize the preservation of the existing transportation system.			$\checkmark$			$\checkmark$
	<b>Resiliency:</b> Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.		~	~			~
	<b>Safety:</b> Increase the safety of the transportation system for motorized and non-motorized users.	$\checkmark$	$\checkmark$				$\checkmark$
	<b>Security:</b> Increase the security of the transportation system for motorized and non-motorized users.	~	$\checkmark$				$\checkmark$



### **CHAPTER 2: TRENDS AND NEEDS**

Understanding existing conditions is essential for developing an effective metropolitan transportation plan. By analyzing patterns and trends of population, employment, and land use, planners can establish baselines for future forecasts. Existing conditions analysis also enhances knowledge of how metropolitan activities impact the transportation system and vice versa, including how transportation choices affect important community concerns such as accessibility, economic vitality, safety, public health, air quality, housing affordability, and equity.

In this chapter, we examine the growth dynamics and implications for the Capital Area's transportation system through 2050. The region, which includes six counties, is expected to experience substantial population and employment growth, potentially doubling by mid-century. While Travis County will remain the most populous, significant growth will also occur in other counties, particularly Williamson County and Hays County.

Growth is likely to follow established development patterns that have traditionally favored expansion along major highways into suburban areas with automobile-centric development. To accommodate the region's growth and its increasing complexity of needs while focusing on safety, mobility, stewardship, economic development, equity, and innovation, communities must rethink conventional approaches and explore innovative solutions. This involves enhancing transportation system safety by reducing crashes, improving mobility through better connectivity, reliability, and travel choices, and fostering inter-agency coordination. Additionally, it is essential to prioritize stewardship by preserving systems, fiscal constraint, public health, and the natural environment, while also boosting economic development, promoting access to opportunities for all, and leveraging technology to create a flexible and responsive system.

The chapter is organized into eight sections, each focusing on a different topic:

**POPULATION AND EMPLOYMENT:** This section examines population and employment growth in the Capital Area, both of which are projected to double by 2050. It describes how activity patterns are shifting across the six-county region, with notable changes in Travis, Williamson, and Hays Counties, and considers the impacts on travel demand, remote work, housing supply, and land use patterns.

**REGIONAL ACTIVITY CENTERS:** This section explores the interaction between regional activity centers and the Capital Area's transportation system. It examines how concentrations of employment, population, and urban activity in emerging centers like the Domain and the US 183 North/Parmer Corridor shape travel demand and drive transportation investments.

**MEGACITIES AND MEGAREGIONS:** This section explores the influence of the emerging Texas Triangle megaregion—comprising Austin, Dallas-Fort Worth, Houston, and San Antonio—on the transportation system. It examines how this interconnected region, linked by IH 45, IH 10, IH 35, and potential future multimodal connections, presents both challenges and opportunities.

**EMERGING TECHNOLOGIES AND TRENDS:** This section provides an overview of emerging technologies and trends that might impact – or are already impacting – the region's transportation system. The content divides into seven broad topics: passenger vehicles, public transportation, micromobility, freight trucking, freight rail, urban air mobility, smart infrastructure and big data. Each topic describes the relevant technologies or trends, their potential presence in the CAMPO region, and their possible impact on regional transportation. Additionally, the narrative suggests how transportation advancements could be integrated into the RTP.

**TRANSPORTATION SYSTEM PERFORMANCE:** This section examines the performance of the transportation system in the CAMPO region. The narrative includes insights from the region's travel demand model, including model results for multiple regional performance metrics. It also discusses current challenges with active transportation infrastructure, such as limited sidewalks and bike lanes, and outlines planned improvements to address network gaps and other deficiencies. Additionally, it discusses the region's public transportation system, including planned service expansions, as well as CAMPO's congestion management and travel demand management strategies aimed at reducing congestion and improving overall mobility.

**ENVIRONMENTAL CONSIDERATIONS:** This section explores the state of environmental protection, Title VI analysis, and public health within the CAMPO region. It describes how local communities are working to safeguard air quality, preserve cultural resources, and protect natural habitats. The narrative highlights ongoing compliance with Title VI and the supplemental analysis of social vulnerability, and how these efforts are integrated into regional planning. Additionally, it addresses the region's work in tracking air quality and improving public health by providing multimodal transportation options, particularly for vulnerable and rural communities.

**SAFETY CONSIDERATIONS:** This section highlights CAMPO's focus on safety in planning and programming through a review of resources such as the Regional State of Safety Report.<sup>1</sup>It details how CAMPO supports TxDOT's Road to Zero initiative by identifying safety-focused projects and integrating safety criteria into the TIP and RTP. The narrative also addresses emergency evacuation and response needs, including the importance of accessibility for first responders. It reviews pedestrian and bicyclist safety, emphasizing the need for improved engineering, education, and enforcement due to high crash rates in urban areas (analyzed using CAMPO's Crash Data Dashboards).<sup>2</sup> Additionally, it examines regional crash patterns, highlighting specific safety focus areas and the disproportionate number of pedestrian and alcohol-related crashes.

**UNCONSTRAINED NEEDS:** This section documents findings and results from recent studies and plans to support CAMPO's RTP development process. These documents have provided a detailed analysis of system-wide improvements for multiple modes of transportation, as well as assessed the impact of regional projects at the local level. Additionally, they have identified a range of potential projects that are eligible for federal and state funding and have offered policy tools to help achieve regional mobility goals. It is important to note that these studies were not limited by financial constraints, and were intended to better understand transportation needs in relation to the region's financial capacity. Many of the projects identified in these studies have been submitted as potential candidates for the 2050 RTP, either as constrained or illustrative project listings. This section also includes an analysis of activity centers. This analysis determines the number of people and jobs that would have improved access through development patterns or additional mobility options outlined in CAMPO's unconstrained plans.

<sup>1</sup>CAMPO Regional State of Safety Report, 2019

<sup>2</sup> CAMPO: Crash Data Dashboards



#### **POPULATION AND EMPLOYMENT**

The Capital Area, like other metropolitan regions in Texas, is undergoing rapid growth. Since 1970, the population in the six-county area has roughly doubled every 20 years and is projected to double once more by 2050. Historically, population and employment have been centered in Travis County, but now communities to the north along the IH 35 corridor in Williamson County and to the south in Hays County are also seeing substantial increases **(Figure 1)** This surge in growth carries significant implications for transportation across the region.



**Figure 1.** Historic and Projected Population in the Six-County CAMPO Region (Source: U.S. Census Bureau, Texas Demographic Center)

\*Burnet and Caldwell County have very similar population growth and overlap in the chart.

#### **2050 Population Forecast**

CAMPO's long-range projections of population and employment growth in the Capital Area were updated for the 2050 RTP. These projections are used to project likely growth patterns to inform the transportation planning process. As seen in **Table 3**, the demographic forecast projects that the Capital Area's population will more than double to over 4.7 million residents by 2050. Travis County is expected to remain the most populous county with a projected population of almost 2 million people, with Williamson County not far behind (1.7 million). However, growth in Travis County is slowing compared to Williamson, Hays, and Bastrop Counties, which have long had economically independent communities like Georgetown, San Marcos, and the City of Bastrop. These areas have been increasingly integrated into the economic fabric of the Greater Austin area, further enhancing their development and economic balance.

The regional transportation system plays a key role in where this growth occurs. Both households and businesses choose where to locate based on access to employment, housing, education, affordability, and other services. The real and perceived costs of travel and the accessibility of these opportunities affect the day-to-day transportation choices of each person.

COUNTY	2020	2025	2030	2050	ANNUAL GROWTH RATE
Bastrop	97,216	117,175	167,704	184,520	2.16%
Burnet	49,130	51,990	54,494	62,658	0.81%
Caldwell	45,883	49,772	58,412	69,133	1.38%
Hays	241,067	292,867	356,239	765,751	3.93%
Travis	1,290,188	1,416,887	1,539,244	1,978,903	1.44%
Williamson	609,017	720,688	857,312	1,699,283	3.48%
CAMPO Region	2,332,501	2,649,379	3,033,405	4,760,248	2.41%

**Table 3.** Forecasted Population Change (Source: Texas Demographic Center)

As seen in **Table 4**, the population distribution across the Capital Area is changing. Travis County, which contained two-thirds of the region's population in the 1990s, now represents roughly half of the Capital Area as Williamson County has grown substantially in the past 30 years. By 2050, Hays and Williamson Counties are projected to house over half of the region's population as their combined population will roughly triple. In contrast, Bastrop, Burnet, and Caldwell Counties will lose some of their share of the region's population, despite modest growth. These trends are illustrated in **Figure 2** on the following page, which shows how growth will be spread out along the IH 35 corridor.

COUNTY	1990	2020	2050
Bastrop	4%	4%	4%
Burnet	3%	2%	1%
Caldwell	3%	2%	1%
Hays	8%	10%	16%
Travis	66%	55%	42%
Williamson	16%	26%	36%

**Table 4.** Historic and Forecasted Population Share (Source: U.S. Census Bureau, TexasDemographic Center)

Growth will impact not only the largest cities in the Capital Area, but many of the smaller cities, towns, and rural communities across the six-county region. Regional development pressure and migration patterns will shape not only the transportation system, but housing, land use, and other resources in the communities surrounding Austin. Cities such as Bastrop and Lockhart are already making changes to their infrastructure and codes to accommodate population growth. These decisions will have important implications for the region's transportation systems, since development will guide where people live and work, thereby dictating their transportation needs.



**Figure 2.** Forecasted Population Distribution (Source: Texas Demographic Center)

#### **Population Growth**



**Figure 3.** Population Growth in CAMPO area (Source: U.S. Census Bureau, Texas Demographic Center)

#### Perspective on Growth

The Austin-Round-Rock-San Marcos Metropolitan Statistical Area (MSA) is the 26th largest in the United States in 2023, according to estimates from the U.S. Census. The Capital Area's forecasted 2050 population estimate of around 4.7 million people is comparable to the present-day Phoenix-Mesa-Chandler, AZ Metro Area, which currently ranks 10th.

#### **2050 Employment Forecast**

The Capital Area continues to be an attractive place for businesses to grow. Growth in the regional economy has historically tracked with growth in the population, and this is expected to continue through 2050. As seen in **Table 5**, forecasters anticipate that employment will more than double across the entire region. While a large share of the region's jobs will remain in Travis County, both Hays and Williamson Counties will also see substantial growth.

**Figure 4** shows how forecasted employment growth is distributed among the six counties in the Capital Area. Like the population growth pattern, suburban and exurban areas will experience the largest growth in employment. Growth will largely be concentrated along major highway corridors across the region, such as IH 35, US 183, SH 71, US 290, and US 79, but smaller cities and towns will experience growth as well.

This economic growth is expected to result in a sizable increase in travel demand as more residents need access to jobs and growing industries induce more freight and delivery trips. As the region's economy expands geographically, the number of trips will grow and the distance of trips may lengthen as workers and residents need to travel further to reach jobs, goods, and services.



**Figure 4.** Forecasted Employment Distribution

While employment growth is expected to be concentrated in the urbanized Austin area, changing work practices – particularly the shift toward remote work – may uniquely impact rural communities across the rest of the Capital Area. Many rural communities across the country have experienced an influx of remote workers since the pandemic, as workers seek more space and other amenities that are unavailable within major cities. The Capital Area's rural communities, many of which are well-known for their historic and outdoor settings, will likely continue to see more remote workers move into them.

Furthermore, the rise of work-from-home (WFH) practices has drastically changed travel patterns in larger suburbs. This shift has led to less travel during peak hours, peak spreading, and an increase in non-work trips throughout the day. Suburban communities have thus experienced notable changes in their overall travel dynamics, as the reduced need for commuting has reshaped trip-making behavior. The reduction in home to work trips does not negate the need for road or transit improvements. The home-to-work trips not taken are often replaced by other non-work trips.

COUNTY	2020	2025	2030	2050	ANNUAL GROWTH RATE
Bastrop	18,801	22,010	24,887	39,315	2.49%
Burnet	17,595	18,000	18,900	22,600	0.84%
Caldwell	10,154	10,300	11,700	15,200	1.35%
Hays	66,985	98,242	120,498	264,376	4.68%
Travis	677,874	882,864	971,263	1,287,276	2.16%
Williamson	195,312	233,179	280,727	572,743	3.65%
CAMPO Region	986,721	1,264,595	1,427,975	2,201,510	2.71%

**Table 5.** Forecasted Employment Change (Source: Texas DemographicCenter)

#### **Job Growth**



#### **Remote Workers**

2023 data from the Census Bureau suggests that Austin is the #1 MSA for remote working by percentage of participating workforces, with roughly 25% of all workers working remote or in a hybrid arrangement.

The underlying travel survey for the development of the demand model was administered prior to the pandemic, so data about remote workers does not reflect current conditions. A travel survey for the 2055 model is under development however and will include several auestions to better understand regional work-from-home patterns.

#### **REGIONAL ACTIVITY CENTERS**

The planning process for the 2050 RTP involved evaluating the impact of regional activity centers on the overall transportation system. Centers were identified by overlaying population and employment density with the existing street network to define areas that attract people to live, work, shop, and socialize. Since these centers typically generate higher travel demand than normal, transportation investments in these areas maximize the return on limited funding.

Activity centers were historically developed in a monocentric pattern where dense activity, particularly employment, was concentrated in a downtown core which was surrounded by residential neighborhoods. However, the development of an extensive roadway network, along with natural population growth, has led cities to become more polycentric with multiple activity centers located along major corridors. While downtown Austin still has a plurality of employment in the Capital Area, places such as the Domain, the US 183 North/Parmer Corridor, and other suburban centers have seen a rapid increase in employment and expect to see continued growth. These centers are identified in **Figure 6** below, as well as in Appendix R: Regional Activity Centers Analysis.



**Figure 6.** Activity Centers (Source: CAMPO Analysis)

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#### **Examples of Activity Centers and Corridors**

#### LOW (BLUE)

- Rural towns like Burnet, Wimberley, and Luling
- Ex-urbs transitioning to suburbs like Liberty Hill
- Low-density institutional land used with large footprints, like Camp Swift

#### LOW-MEDIUM (GREEN)

- Smaller towns like Elgin, Marble Falls, and Smithville
- Suburban developments surrounding Manor and Lakeway

#### MEDIUM (YELLOW)

- Residential developments with supporting commercial areas like in parts of Cedar Park, Round Rock, Kyle, and Pflugerville
- Growing towns like Taylor and Bastrop

#### **MEDIUM-HIGH (ORANGE)**

- Neighborhoods outside of the CBD like south Austin and Crestview
- Denser residential development in Round Rock and Cedar Park

#### HIGH (RED)

- Central Austin, including the CBD, the State Complex, and UT-Austin
- Major neighborhood outside of Central Austin like North Burnet-Gateway and Domain
- Downtown San Marcos and Georgetown

Figure 7 illustrates the connection between land use and transportation through a multi-tier stratification of activity centers. CAMPO's analysis identified five classifications of centers and found that higher activity levels are not only located in the urban core, but in suburbs, smaller towns, and along major corridors. It provides a broader perspective of how population, employment, and street connectivity align and where one or more of these elements can be enhanced to improve the efficiency of the regional transportation system.



**Figure 7.** Illustrative Examples of Activity Center Types

#### **MEGACITIES AND MEGAREGIONS**

As Texas continues to experience significant population and employment growth in metropolitan areas across the state, the boundaries between distinct cities and regions are beginning to dissolve as megacities and megaregions begin to form.

Austin is increasingly linked to the San Antonio and Killeen-Temple metropolitan regions, which have populations of 2.7 million and 500,000, respectively<sup>3</sup>, forming a **megacity**, defined as an extensive urban area with interconnected metropolitan regions. IH 35 acts as the primary regional connection and further growth and development is expected to continue along the corridor. While direct commuter trips between the city centers are still limited, a growing number of trips are being made between suburban or satellite communities on the edges of each region, which means that rural communities may experience the greatest impacts of increased regionalization in Central Texas.

Beyond the immediate Austin region is the Texas Triangle **megaregion**, one of 11 megaregions in the nation. Megaregions consist of multiple highly connected metropolitan areas that share infrastructure, economic, and environmental systems. The Texas Triangle includes the Austin, Dallas-Fort Worth, Houston, and San Antonio metropolitan areas and everything in between and is home to 29 million people, nearly 9% of the total population of the United States, as of 2020. It is growing faster than any other megaregion in the United States, and its population is projected to almost double (to approximately 60 million) by 2050.<sup>4</sup>

As the Texas Triangle grows, MPOs within its bounds must collaborate on regional planning and development, including interstates, passenger and freight rail, and air, to support increasing transportation needs. Despite being linked by three major interstates and a strong network of intercity flights, the region lacks reliable intercity transit options. The 2019 Capital-Alamo Connections Study offers recommendations to improve connectivity between the CAMPO and Alamo Area MPO regions, especially along IH 35. Inter-city bus services are currently being offered between Austin and San Antonio. High-speed passenger rail (HSR) is another exploration area, with projects like the Texas Central by Amtrak (Dallas-Houston) and service to the entire Texas Triangle under consideration. HSR could offer a fast, comfortable alternative to driving or flying, easing highway congestion and reducing emissions. Additionally, Travis County is studying the feasibility of conventional inter-city rail service between Austin and San Antonio.



<sup>3</sup> Metropolitan Statistical Area Population Totals. U.S. Census Bureau.

<sup>4</sup> "The Texas Triangle: A Rising Megaregion Unlike All Others." Urban Edge.

#### **EMERGING TECHNOLOGIES AND TRENDS**

#### **Passenger Vehicles**

The automotive industry is evolving with the rise of hybrid and electric vehicles (EVs). Despite the CAMPO

region's high EV adoption rate (highest out of any metropolitan area in the state<sup>5</sup>), limited range and charging infrastructure challenge further growth. To address this, TxDOT will invest \$400 million from the Infrastructure Investment and Jobs Act (IIJA) to expand charging stations, enhancing EV adoption and their benefits of fuel efficiency and lower maintenance costs. Autonomous vehicles (AVs) are also advancing, with significant innovation happening in the CAMPO region, driven by local AV manufacturers and UT Austin's research. Texas supports AV development through statewide authorization and the Texas SMARTTrack project. While AVs promise improved traffic flow and safety, challenges like pedestrian safety, congestion, and security risks need to be addressed. These advancements will significantly impact longrange transportation planning by improving connectivity, reducing emissions, and optimizing traffic management, while also creating challenges for interactions



**Figure 9.** Existing and Proposed Electric Vehicle Charging Infrastructure

between modes of transportation, security countermeasures, and the overall impact to congestion levels.

#### Integration of Innovative and Emerging Technologies in RTP Project Selection

Innovative and emerging technologies are considered for the RTP project selection/prioritization process. Projects are awarded points for the integration of innovative designs, technologies, and strategies that are demonstrated to improve other goals and objectives of the RTP (safety, mobility, stewardship, economy, and equity).

<sup>5</sup> State of Texas Department of Motor Vehicle (DMV) registration data

ASPECT	TRENDS	BENEFITS	CHALLENGES
Hybrid and Electric Vehicles	High EV adoption rate in the CAMPO region	Enhanced fuel efficiency and lower maintenance costs	Addressing limited range and charging infrastructure challenges
(EVs)	Supported by federal and state incentives	EV adoption contributes to reduced emissions	Effective utilization of \$400 million IIJA investment for charging station expansion
	Significant innovation in the CAMPO region	Improved traffic flow and safety	Ensuring pedestrian safety and managing congestion
Autonomous Vehicles (AVs)	Backed by local AV manufacturers and UT Austin's research	AVs contribute to optimizing traffic management	Addressing security and privacy risks
	Supported by Texas statewide authorization and Texas SMARTTrack project	Enhanced connectivity through AV integration	Mitigating challenges in interactions between transportation modes and overall congestion levels

**Table 6.** Passenger Vehicles - Benefits, Impacts, and Considerations



Figure 10. Texas SMARTTrack

#### **Public Transportation**

Public transportation providers and equipment manufacturers in the U.S. are exploring automation and emerging technologies to enhance transit services. These innovations, including driver assistance features and autonomous vehicles, aim to improve safety and efficiency. While automation is easier in restricted areas like dedicated bus lanes, mixed traffic automation presents greater challenges. Microtransit solutions and driverless shuttles, such as those piloted at Austin-Bergstrom International Airport, show promise. CapMetro is also considering automating bus yard operations. Additionally, agencies are adopting clean propulsion technologies to reduce emissions, with CapMetro planning to replace over half its fleet with electric buses. These advancements will impact long-range transportation planning by enhancing service efficiency, safety, and sustainability.



Figure 11. CapMetro Electric Bus. Source: CapMetro.

TRENDS	BENEFITS	CHALLENGES
Enhanced transit services through automation and emerging technologies	Improved safety and efficiency with driver assistance features and autonomous vehicles	Long-range transportation planning will need to integrate new technologies
Shift towards electric buses, impacting fleet management and infrastructure	Cleaner propulsion technologies reducing emissions	Challenges with automation in mixed traffic environments
Promising microtransit solutions and driverless shuttles improving accessibility	Increased efficiency in service delivery	Deployment of safety officers to address concerns about operator elimination
Replacement of a significant portion of the fleet with electric buses	Improved sustainability of transit services	Need for infrastructure adaptation to support electric buses Planning to integrate both automation technologies and clean propulsion systems effectively
		Vehicle range and maintenance of bus schedules.

#### Equity and Title VI Considerations for Emerging Transit Trends

Efforts to maximize efficiency in transit service could impact service to vulnerable communities Tradeoffs are inherent when ridership and revenue are prioritized or compared with system frequency and coverage. In planning and modifying transit service, agencies must ensure that major changes to their existing service do not violate Title VI of the 1964 Civil Rights Act, which prohibits discrimination based on race, ethnicity, and national origin (some agencies consider income as well).

Table 7. Public Transportation - Benefits, Impacts, and Considerations

#### **Electric Rural Microtransit**

In small communities like Bastrop, the U.S. Department of Energy is investing in projects that provide affordable and energy-efficient transportation options for residents. Since 2019, the Lone Star Clean Fuels Alliance and eCab have operated an on-demand shuttle service in downtown Bastrop.



Source: eCab

#### **Micromobility**

Micromobility options like electric bicycles and scooters have become popular in urban centers, addressing the first-mile/last-mile challenge and providing convenient transportation for short trips. Austin's CapMetro Bikeshare system and dockless e-scooter services are notable examples, enhancing mobility and offering alternatives to traditional vehicle ownership. Micromobility advancements require agencies to rethink urban street design and regulations to accommodate and integrate these emerging modes, ensuring safety and accessibility. These efforts will impact long-range transportation planning by improving connectivity, reducing congestion, and promoting sustainable transportation options.

#### What is the firstmile/ last-mile problem?

The first-mile/ last-mile problem highlights the gap between public transit options and a transit user's starting point or final destination. Unlike drivers who can often park close to their destinations, transit users must typically navigate a fixed network that doesn't always offer direct routes. Sometimes, a bus or rail stop might be a mile or more away from where the user needs to go. In these cases, micromobility solutions can bridge the gap, making the "first mile" or "last mile" of the journey more comfortable and efficient.

TRENDS	BENEFITS	CHALLENGES
Integration of micromobility options like electric bicycles and scooters into long-range transportation planning	Enhanced mobility through micromobility options like electric bicycles and scooters	Addressing safety and regulatory concerns with micromobility
Requirement to rethink and redesign urban streets to accommodate emerging micromobility modes	Effective solution for the first- mile/last-mile challenge Convenient transportation for short trips	Ensuring safety and accessibility in street design and regulations
Promotion of alternatives to traditional vehicle ownership	Improved connectivity and reduced congestion	Strategies for effective integration of micromobility into existing transportation infrastructure
	Promotion of sustainable transportation options	

 Table 8. Micromobility - Benefits, Impacts, and Considerations

## DRAFT

#### **Freight Trucking & Rail**

Advancements in trucking technology promise a cleaner, safer, and more efficient freight industry. Innovations like advanced safety systems and driverless technology aim to reduce shipping times, costs, and driver shortages while improving safety. However, increased truck usage could worsen highway congestion and wear. To mitigate this, freight-specific smart roads and alternative fuel trucks are being developed, though challenges remain with costs, infrastructure, and operational efficiency.

Automation and alternative fuels in trucking could impact long-range transportation planning by enhancing safety, reducing emissions, and influencing infrastructure design. Improvements in freight rail, including automated locomotives and autonomous electric railcars, offer potential efficiency gains, though they must navigate regulatory and compatibility issues. Overall, these technologies will shape planning efforts by optimizing freight operations and addressing environmental and safety concerns.

#### SH 130 Smart Freight Corridor

This 21-mile stretch of highway from Georgetown to Mustang Ridge will soon provide real-time data on traffic and road conditions to driverless semitrucks. Since the system uses cameras and sensors on dedicated utility poles in the median, it could potentially become a low-cost way to facilitate the operation of connected and autonomous vehicles while avoiding maintenance issues caused by embedding hardware within the roadway.



Source: Cavnue

TRENDS	BENEFITS	CHALLENGES
Advancements in trucking technology to improve automation and alternative fuels	Cleaner, safer, and more efficient freight industry	Potential increase in highway congestion and wear due to more truck usage
Influence on infrastructure design to accommodate new technologies	Reduction in shipping times and costs	Cost, infrastructure, and operational efficiency challenges with freight-specific smart roads and alternative fuel trucks
Potential efficiency gains with automated locomotives and autonomous electric railcars	Mitigation of driver shortages	Regulatory and compatibility issues for improvements in freight rail
	Improved safety with advanced safety systems and driverless technology	Strategies to mitigate the negative impacts of increased truck usage
	Reduced emissions through alternative fuel trucks	Addressing environmental and safety concerns

**Table 9.** Freight Trucking & Rail - Benefits, Impacts, and Considerations

#### **Urban Air Mobility**

Urban air mobility (UAM) offers alternative transportation solutions with small aircraft like drones, vertical take-off and landing (VTOL) aircrafts, and helicopters for urban passenger and cargo transport. Although not yet tested in the CAMPO region, these technologies could provide faster, eco-friendly delivery options, especially to rural areas. However, concerns include noise pollution, impacts on avian species, privacy issues, and airspace congestion. While immediate planning may not be required, CAMPO should monitor UAM advancements for potential future integration. These developments could significantly impact long-range transportation planning by enhancing delivery efficiency and accessibility while addressing environmental challenges.

#### **Drone Healthcare in Rural Texas**

Texas Tech's Health Sciences Center is currently testing drone delivery of medical supplies in Presidio, which could improve health outcomes for rural Texans. While rural residents in the Capital Area may not be as far removed from healthcare options, the distance can still present challenges for both routine and emergency medical care.



Source: The Daily Yonder

TRENDS	BENEFITS	CHALLENGES
Adoption of alternative transportation solutions with urban air mobility (UAM) technologies	Faster and eco-friendly delivery options, potentially benefiting rural areas	Noise pollution and its effects on urban and rural communities
Changes in infrastructure and regulatory needs to integrate UAM technologies	Enhanced delivery efficiency and accessibility	Potential impacts on avian species and local wildlife
Enhancing accessibility to remote or underserved regions	Reduction in ground traffic congestion	Privacy issues associated with low- flying urban aircraft
	Improved delivery systems for both passenger and cargo transport	Airspace congestion and the need for effective air traffic management
		CAMPO's role in monitoring UAM advancements for potential future integration

**Table 10.** Urban Air Mobility - Benefits, Impacts, and Considerations

### DRAFT

#### **Remote Work**

The COVID-19 pandemic greatly accelerated the adoption of telework and remotely provided services, proving that remote work at a large scale is possible. While many employees continue to work from home, a significant number of jobs still require in-person presence, and many employers prefer hybrid or partial remote work options. This shift has been facilitated by advances in internet access and technology, particularly in rural communities where broadband and satellite internet services have expanded opportunities for telework and telehealth. These changes are expected to continue in the coming decades and will have significant impacts on travel demand and patterns. Commute trip volumes may vary depending on the day of the week as more employees adopt hybrid schedules, and in-person services may be partially replaced by remote options. Remote work may also lead to changes in land use and demographics. The long-term implications of these changes on regional transportation are still uncertain.

#### **Smart Infrastructure and Big Data**

Advancements in information technology, such as big data, machine learning, and artificial intelligence, have the potential to greatly improve transportation efficiency and safety. These technologies can be integrated with traditional methods to create intelligent transportation systems (ITS) or "smart" infrastructure. In Texas, transportation authorities are already utilizing ITS for various purposes, including traffic monitoring, dynamic signage, and signal coordination.

CAMPO is taking steps to expand these capabilities in the region through the implementation of the Central Texas Traffic Management System and the update of the Regional ITS Architecture. Other examples include the City of Austin using monitoring systems to gather traffic data and alert drivers about crosswalk activity in advance, as well as using drones for bridge inspections to prevent traffic disruptions. This data can be further analyzed using computer vision and machine learning to create digital twins of physical structures and simulate real-world conditions.

Additionally, data analysis plays a crucial role in managing parking and transportation demand, with sensors and smart meters being used to monitor and direct parking demand and implement dynamic pricing. These technologies can supplement traditional transportation demand management efforts. The increasing availability of data and advancements in computing enable more accurate modeling of transportation systems, enhancing safety and efficiency. As connected and autonomous vehicles become more prevalent, planners can expect richer and more accurate data on driving behavior and travel demand. However, challenges and concerns accompany these technologies, including the need for substantial resources and investment, coverage gaps in data availability (only a portion of vehicles will be connected and able to share data), as well as vulnerabilities to cyberattacks and infrastructure failures. While these advancements offer great potential, it is important to approach them with caution and address any associated risks.

#### SYSTEM PERFORMANCE – PRESENT AND FUTURE

#### **Travel Demand Model Insights**

CAMPO uses a travel demand model to evaluate current and projected transportation demand in the Capital Area. The regional model is one tool used to evaluate the impacts of changes in transportation investments and is best utilized to compare scenarios at a high level across multiple jurisdictions. The baseline model results show the change from the 2020 base year and the 2050 horizon year. Baseline travel demand is calculated using the current transportation network and demographics for the region. Forecasted travel demand is calculated by incorporating transportation projects that are already programmed and under construction, as well as population and employment projections for 2050. The forecast assumes there are no other roadway improvements beyond those contained in the current Transportation Improvement Program (TIP) and locally funded improvements within the window of the TIP (2025-2028).

Residents of the Capital Area are well aware of the noticeable congestion levels they currently face. With various metrics on the rise, it's expected that congestion will only worsen in the future. As shown in **Table 11**, if the population doubles and no additional improvements are made other than those that are currently funded, the region can expect more than double the distances (VMT). Additional model scenario results for the constrained and illustrative scenarios are detailed in Chapter 5's model results and Chapter 7's performance measures.

METRIC	2020	2050 "NO-BUILD"
Population	2,332,501	4,760,248
Employment	986,721	2,201,510
Network Centerline Mileage	5,494	5,589
Network Lane Mileage	13,342	13,635
Vehicle Miles Traveled (VMT)	64,856,350	160,701,193
VMT Per Person	27.81	33.76
Vehicle-Capacity Traveled (VCT)	196,289,987	207,902,495
Network Volume-to-Capacity	0.33	0.77

**Table 11.** Transportation Demand Model Baseline Forecasts



#### Congestion Management

As the Capital Area grows in population, employment, tourism, and services, so does travel demand. With increased travel demand comes increased congestion, particularly along key corridors that are critical links for residents and visitors. **Figure 12** and **Figure 13** illustrate person-hours of delay per mile for passenger vehicles and trucks, respectively, on corridors across the Capital Area.

Major highways leading into Austin see the greatest passenger delay, particularly on segments of IH 35 in Hays and Williamson Counties leading into Travis County. While these segments have some of the greatest capacity in the region, they are also the most congested. During peak travel periods, drivers should expect their trips to take up to four times longer than in free-flow conditions. The Mopac Expressway exhibits high levels of congestion as well.

Similar findings are seen for truck delay, which is highest on IH 35 in Hays and Williamson Counties, as well as SH 130 which acts as a bypass around Austin. Many of these trips are local in nature, with a significant number of trips using IH 35 to only travel a handful of interchanges. Increased economic growth along the IH 35 corridor will likely exacerbate this by generating business-to-business trips. These patterns indicate a need for more arterial connections at the local level.









#### Active Transportation

Despite the inherently local nature of walking and bicycling trips, active transportation plays a critical role in the region's transportation system for several reasons. These trips often replace vehicle trips, which reduces congestion on local and regional arterials, and they provide a critical connection to transit. Active transportation also promotes healthy lifestyles and provides mobility options for households with low vehicle ownership, which is particularly important for vulnerable populations.

Sidewalks and bicycling infrastructure is generally found within the central, urbanized areas of the CAMPO region with less consistent coverage in suburban and rural areas. Gaps in connectivity are typical across the long distances between jurisdictions, particularly smaller cities in the counties surrounding Travis.

Many agencies and organizations are actively working to improve network connectivity and safety for active transportation. Jurisdictions such as the Cities of Austin, Cedar Park and Georgetown and Travis County have initiated bond programs that emphasize active transportation projects. Additionally, many agencies have updated their road and street design standards to ensure that active transportation facilities are included in all new construction and reconstruction projects as well as new private developments. Non-profit organizations have emerged to advocate for large-scale, cross-jurisdictional active transportation, such as the Great Springs Project which seeks to









'Some municipalities have not provided data on sidewalk or bicycle facilities. However, the Regional Active Transportation Plan has identified significant gaps in the region's existing infrastructure.

help local jurisdictions plan and implement a trail system between Barton Springs in Austin and central San Antonio.

CAMPO and its members are working to actively improve local and regional active transportation connectivity. Their efforts are supported and guided by the Capital Area's Regional Active Transportation Plan, which identified an unconstrained network and programmed local and regional projects.

In particular, the plan considers the distinct needs of different types of users and plans for them accordingly by identifying pedestrian-specific and bicyclist-specific projects. While multi-use facilities can be successful in certain circumstances, there are few one-size-fits-all solutions for active transportation. Pedestrians typically make shorter trips within neighborhood or downtown centers, while bicyclists are more likely to travel longer distances between centers. As a result, sidewalk coverage should be denser than bicycle facility coverage.

Pedestrians are especially vulnerable at intersections, which means that safe and comfortable crossings are critical. While bicyclists are vulnerable at intersections as well, they face the added challenge of navigating vehicle traffic along the entirety of the route, which means that protected facilities are preferred, where possible. Further, the increased popularity of electric bicycles and other electric micromobility options mean that bicyclists are traveling significantly faster than pedestrians, which increases conflicts on shared-use facilities.

ТҮРЕ	MILES
Existing Sidewalks	4,155
Locally Planned Sidewalks	2,459
Existing Bike Facilities	227
Locally Planned Bike Facilities	1,148

**Table 12.** Existing Active Transportation Infrastructure

#### **Public Transportation**

Transit plays an important role in both urban and rural parts of the Capital Area. The region's transit users are primarily concentrated in downtown Austin and the immediate surrounding areas, as seen in **Figure 16**. However, many residents outside of Austin use transit as well, including pockets of Williamson and Hays Counties near Leander and San Marcos. Many residents in rural communities across the region are considered transit dependent and utilize services such as Capital Area Rural Transportation System (CARTS) NOW, which provides on-demand in several communities.

The Capital Metropolitan Transportation Authority, or CapMetro, provides extensive transit service throughout the greater Austin area, including local buses, express buses, bus rapid transit, commuter rail, microtransit, and a bikeshare program within central Austin to facilitate short trips and first-last mile connections. CapMetro serves the Cities of Austin, Leander, Manor, and other portions of Travis County. Outside of CapMetro's service area, CARTS is the primary transit provider, operating both regional fixedroute and on-demand service. Additionally, the City of San Marcos operates a fixed-route network within its city limits. Providers utilize technology to enhance connections between services, gather real time data on trip times, enhance demand strategies, and to reduce miles traveled throughout the region.

Municipalities in the region have taken a variety of approaches toward providing on-demand service for places where fixed-route buses are not feasible. As previously mentioned, CARTS provides their NOW

on-demand service to several rural communities, including Bastrop, Elgin, Lockhart, Marble Falls, and Taylor. In and around Austin, CapMetro operates their Pickup on-demand service in almost a dozen different zones. Other cities have taken alternative approaches. Since 2020, Kyle has partnered with Uber to provide low-cost, subsidized trips through their ride-hailing app.

Looking forward, both CapMetro and CARTS are planning significant service improvements. In 2020, voters approved CapMetro's Project Connect, which would add two light rail lines, three bus rapid transit lines, and one commuter rail line as well as further investments in the existing bus routes and fleet. Project Connect will reshape transportation accessibility within the urbanized Austin area once completed. The Austin Transit Partnership (ATP) has been created to help implement Project Connect over the coming years. Outside of Austin, CARTS updated their Transportation Development Plan in 2023 and plans to expand their on-demand NOW service to capitalize on its post-pandemic success.



Figure 16. Share of Commuters Using Transit

#### **Transportation Demand Management (TDM)**

TDM seeks to shift travel patterns to improve traffic congestion, safety, mobility, and travel time reliability. A variety of strategies are used to reduce automobile trip demand by redirecting travel to other modes, times, and/or routes. While replacing driving with transit or active transportation is a clear way to address congestion, taking a trip by car at an off-peak time or via a different route can reduce the number of vehicles on the most congested roadways in the Capital Area.

Campo is implementing seven key strategies as part of its TDM Regional Implementation Strategy Plan:

- 1. Schoolpool
- 2. Essential Worker Outreach
- 3. Congested Corridors
- 4. Regional Guaranteed Ride Home Program
- 5. Park-and-Ride Campaigns
- **6.** Construction Mitigation
- 7. Large-Event Carpools

Along with CAMPO's efforts, which are detailed in the Regional Transportation Demand Management Plan and TDM Regional Implementation Strategy, several local organizations are working to improve how individuals travel across the region. Movability works with employers to create mobility plans for their employees, while Commute Solutions and Get There ATX help individuals explore alternative travel options and plan trips using sustainable modes.

#### **ENVIRONMENTAL CONSIDERATIONS**

CAMPO considers vulnerable communities to include minorities or low-income households while also considering air quality. CAMPO works to protect air quality, cultural resources, forests, waterways, and other natural habitats within the region by considering sensitive and/or limited environmental resources. CAMPO's work products, including the Regional Active Transportation Plan, the Regional Arterials Concept Inventory, and special studies conducted by CAMPO, emphasize best practices associated with environmentally- and context-sensitive design to ensure that adverse impacts are minimized, and any other impacts are beneficial. Local and regional transportation projects of all sizes go through an environmental analysis to identify and address any adverse impacts. The environmental impacts of potential projects included in the 2050 RTP are considered in the plan's goals and objectives, performance measures, and evaluation of projects.

#### **Vulnerable Communities**

Title VI of the Civil Rights Act of 1964 forbids discrimination based on race, color, and national origin. In keeping with Title VI, CAMPO considers vulnerable communities during the regional transportation planning process. These communities often do not have access to standard, conventional, or affordable transportation options and may require special consideration in the planning process. In addition to the communities outlined in Title VI, CAMPO uses seven demographic factors in identification and consideration of vulnerable populations. These factors are: low-income populations; minority populations; senior populations; school-aged populations; disabled populations; limited English proficiency populations; and zero-car households.

For the 2050 RTP, CAMPO used and analysis tool, which encompassed a wide range of public data, including census data and data from other federal agencies, to comprehensively analyze beyond traditional assessments based solely on race and income. The evaluation creates an index composed of five key components, providing a normalized score for each census tract in the United States. Each component of the index receives a score based on a set of subcomponents and indicators, including transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability. These tracts are referred to as Vulnerable Tracts in **Figure 17**.

The Capital Area's vulnerable communities are largely found east and south of Austin (though these communities can be found within all of the counties in CAMPO's planning area). While much of Austin itself is not considered vulnerable, many of the suburbs to its east are considered vulnerable, along with large swaths of rural Caldwell and Bastrop Counties.

Shifting socioeconomic patterns at the neighborhood level will influence where vulnerable communities are found across the region since their location depends not only on historic disinvestment but also on the impacts of new investment. In East Austin, for example, the increase in housing demand by wealthier households has transformed the community and pushed vulnerable communities further north and south to more affordable neighborhoods. These types of socioeconomic and demographic shifts are everpresent in metropolitan regions, and planners should be cognizant of changing spatial patterns for vulnerable communities.

It is important to remember that this definition may not capture every aspect of what makes a community vulnerable. While CAMPO considers this status





when programming transportation projects and funding, other measures remain important to consider when evaluating transportation needs across the region. For instance, many residents in rural communities in the Capital Area are considered transit-dependent, which could indicate a need for greater on-demand transit service in Bastrop, Burnet, and Caldwell Counties.

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#### **Air Quality**

CAMPO and other metropolitan planning organizations are responsible for protecting local air quality by reaching targets set by the Environmental Protection Agency (EPA). These targets, known as National Ambient Air Quality Standards (NAAQS), cover pollutants like ozone and particulate matter. The Capital Area has continued to improve its air quality as the EPA has tightened its standards in recent decades, as shown in **Figure 18**. This progress is attributed to cleaner automobiles, relatively clean industries, voluntary local programs, vehicle emissions inspections, and other changes in the region's transportation system.

While CAMPO currently meets every air quality standard, the EPA recently initiated a review of the ozone NAAQS and might further lower the standard. Additionally, a new particulate matter (PM2.5) standard introduced by the EPA may lead to a redesignation for part of the CAMPO region to non-attainment for this pollutant. If the region is designated as non-attainment in the future, it will need to take extensive additional planning process steps to determine how to demonstrate attainment, a process that could take many years to complete. CAMPO will continue to evaluate land use and transportation coordination, enhancements to the transit and active transportation networks, transportation demand management, and other programs as ways to keep improving the region's air quality.



Figure 18. Historical Ozone Design Values and NAAQS for Austin (Source: CAMPO Analysis)

## DRAFT

#### **Public Health**

In recent years, CAMPO has begun to place a greater emphasis on the public health impacts of transportation. While public health is implicit in planning around air quality and user safety, CAMPO has expanded its focus beyond these two traditional areas to look at health outcomes more holistically. The Public Health objective in the 2050 RTP incorporates water quality and active mobility, while other goals are more broadly concerned with avoiding negative impacts on human environments. Creating more walkable places, from small town centers like Georgetown, Lockhart, Taylor, and Elgin to dense economic centers like downtown Austin, is one way of promoting healthier lifestyles.

During the lead-up to the previous RTP, CAMPO participated in the Walkability Action Institute for MPOs and adopted a Walkability Action Plan. This plan guided the creation of the Capital Area's first Regional Active Transportation Plan, which centered public health as a key consideration when planning for walking, bicycling, and other active modes. Since then, CAMPO has conducted several corridor studies that have prioritized active transportation and public health benefits.

The transportation system can facilitate access to healthcare as well, which is particularly important for vulnerable populations. Previous plans have identified healthcare access as a critical service gap, and CAMPO is closely involved in the Capital Area Regional Transportation Coordination Committee's efforts to improve health services transportation resources across the region. This is especially true in rural communities, including those in the Capital Area; both Bastrop and Caldwell Counties are classified as experiencing a health professional shortage for primary care.



Walking in Downtown Bastrop (Source: Visit Bastrop)

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#### **SAFETY CONSIDERATIONS**

CAMPO prioritizes transportation safety through its planning and programming by defining goals, objectives, selection criteria, and evaluation metrics related to safety. CAMPO also assists local governments and TxDOT with their Road to Zero initiatives. This includes identifying projects that increase safety, as well as incorporating language that prioritizes safety into the project selection and evaluation criteria for the TIP and RTP. Safety factors account for 20-30% of the project prioritization score for the RTP, depending on project type. CAMPO is also in the process of developing a Regional Safety Action plan that will identify projects, programs, and strategies to help significantly reduce fatal and serious injury crashes on regional roadways.

**PRIMARY CRASH FACTORS:** CAMPO has identified safety focus areas by identifying the top primary crash factors (see **Figure 21**). In addressing primary crash factors, CAMPO can analyze crash data to identify common causes and locations of accidents. Agencies should develop targeted strategies to mitigate these factors, such as implementing engineering improvements at high-crash locations, conducting public awareness campaigns, and enforcing traffic laws more rigorously.

**EMERGENCY RESPONSE:** CAMPO proactively plans for emergency evacuation and response, ensuring the safety and resilience of the Capital Area. By identifying areas susceptible to floods, wildfires, and other hazards, CAMPO enhances the region's readiness for quick evacuations. The region's highways also serve as hurricane evacuation routes from the Texas coast to inland areas. Additionally, CAMPO collaborates with local first responders as well as state and federal resources to ensure they have reliable access to communities during emergencies, including rural and hard-to-reach locations. Notably, CAMPO supports the strategic importance of Camp Swift in Bastrop County, the primary emergency staging area for central Texas.

#### **Pedestrian Safety**

In the last five years, there were almost 6,000 crashes involving pedestrians. <sup>6</sup> As seen in Figure 19, the vast majority of pedestrian-involved crashes were located in central Austin, as well as communities along IH 35 and US 183 such as Cedar Park and Round Rock. There were few pedestrian-involved crashes in Bastrop, Burnet, Caldwell, and Hays Counties, which is indicative of their lower population. Additionally, the lack of sidewalk coverage in more rural parts of the Capital Area may contribute to less pedestrian activity in general.



Figure 19. Pedestrian Crash Locations and Heatmap (Source: CRIS)

<sup>6</sup> The crash data in the following sections was obtained from the Texas Department of Transportation's Crash Records Information System. CRIS is a statewide database for reportable traffic crashes received by TxDOT.

#### **Bicyclist Safety**

In the last five years, there have been over 3,500 crashes involving bicyclists in the Capital Area. Patterns for bicyclistinvolved crashes were similar to pedestrian-involved crashes, as seen in Figure 20. Crashes were more concentrated in central Austin, with greater densities along the US 183 corridor and in San Marcos. Bicyclist-involved crashes were more distributed across the regional roadway network, while pedestrian crashes were more concentrated along major corridors.

A major contributing circumstance to vehicle crashes that involve a pedestrian or bicyclist is that one part fails to yield the right-of way, which may be caused by a lack of adequate crossing infrastructure. As more



Figure 20. Bicyclist Crash Locations and Heatmap (Source: CRIS)

active transportation facilities are constructed to accommodate an increase in those who decide to walk or bike instead of drive, agencies should focus on features that protect pedestrians and bicyclists. The Regional Active Transportation Plan includes a pattern book that outlines best practices for designing and constructing safe and comfortable active transportation facilities.



percent of fatalities. Similarly, pedestrian-involved crashes make up less than two percent of all crashes but result in 20 percent of fatalities.

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#### **Motorist Safety and Crash Rates**

Over the past decade, the region's annual crash rate has remained relatively steady at around 160 crashes per 100 million vehicle miles traveled, which translated to 33,338 crashes in 2022. While the crash rate in 2022 was about 5 percent lower than its peak five years before, fatalities and serious injuries each reached 20-year highs. As seen in **Figure 22**, the region continues to have a lower crash rate than Texas as a whole, but its share of statewide fatalities has increased.









These crashes are not uniformly distributed across the Capital Area but are instead concentrated on specific corridors that form a network of roadways with injury rates higher than the regional average as shown in **Figure 23**. Every county has at least one roadway with an injury rate that is at least five times higher than the regional average. While Data-Driven Insights

CAMPO manages an online dashboard that displays crash data for the Capital Area, including crash locations, types, and causes. The annual State of Safety Report provides a more detailed analysis of this data and recommendations for how to reduce crashes. CAMPO has commissioned these reports, which utilize data from TxDOT's Crash Records Information System, since 2019. The Regional Safety Action Plan, expected to be finalized by the end of 2025, will build on this work by identifying a list of projects, programs, and strategies that could significantly reduce fatal and serious injury crashes.

most of the roadway segments with crash rates exceeding the regional average are found in Austin, higher crash rates also can be found on rural roads in Caldwell and Bastrop Counties. Safety should be an important consideration across the entirety of the CAMPO region, as crashes are present in urban and rural places.
## **UNCONSTRAINED NEEDS**

Numerous plans and studies have been developed at the state, regional, and local levels that directly support the 2050 RTP. Some of these plans were created before or as part of 2045 RTP process. Additionally, new guidance from the federal Infrastructure Investment and Jobs Act (IIJA) was reviewed as it introduces new funding opportunities and requirements that must be incorporated to ensure compliance. These studies provide detailed analysis on system-wide multi-modal improvements, the impact of regional projects at the local level, a range of potential projects eligible for federal and state funding, and policy tools to support regional mobility goals. It's important to note that these studies are not constrained by financial limitations and were conducted to better understand potential transportation needs in relation to regional or jurisdictional financial capacity. Many of the projects identified in these studies were submitted as candidates for the 2050 RTP, either as constrained or illustrative project listings. Regionally-focused plans and studies that define the Capital Area's transportation needs are defined in the following sections.

#### **REGIONAL PLANS:**

REGIONAL TRANSPORTATION DEMAND MANAGEMENT PLAN REGIONAL ARTERIALS CONCEPT INVENTORY REGIONAL ACTIVE TRANSPORTATION PLAN REGIONAL BICYCLE AND PEDESTRIAN INVENTORY UPDATE REGIONAL INCIDENT MANAGEMENT STUDY REGIONAL TRANSIT STUDY REGIONAL COORDINATED TRANSPORTATION PLAN ITS ARCHITECTURE STUDY CONGESTION MANAGEMENT PROCESS (CMP) UPDATE REGIONAL FREIGHT STUDY CAPITAL-ALAMO CONNECTIONS STUDY REGIONAL TRAFFIC SAFETY PLAN STATE OF SAFETY UPDATE

## Regional Transportation Demand Management Plan

The US Census, which measures people's primary mode of travel to work, considers six travel modes: single-occupancy vehicle, carpooling, transit, bicycling, walking, and working at home. The US Census indicates that, across the United States, the largest mode share to work is consistently the single-occupant vehicle (SOV) trip. CAMPO's Transportation Demand Management (TDM) Plan more closely analyzed how commuters in the region travel to and from work. As a measure of travel demand, any mode other than travel by an SOV was considered a non-SOV trip, including those who telecommute to work or work from home. **Figure 24** shows the density of these combined non-SOV trips by area. The graphic illustrates how higher non-SOV can happen even in areas where there are fewer transportation alternatives overall. The tracts in the figure have been aggregated into hexagons for ease of presentation. The TDM Plan also looked at the proportion of



Figure 24. Density of Non-SOV Trips

the Capital Area that used transit as a means of transportation. Transit is typically offered in urbanized areas along fixed routes of travel but also can be demand responsive for routine, scheduled trips in areas of the region not supported by fixed route transit. As a result, transit as a share of work commutes can be a smaller share across a broad region but is critical for providing services to populations that otherwise do not have access to needed services. CapMetro and CARTS currently serve as the main fixed-route transit service providers for the region. Together, they provide over 30 million passenger trips per year and approximately 100,000 average weekday trips. In 2017, Capital Metro operated 751 transit vehicles and CARTS operated 91 transit vehicles.

In June of 2023, CAMPO released the Regional TDM Program: Implementation Strategy. The recommendations of this implementation strategy included school pool, essential workers outreach, targeting congested corridors, expanding the guaranteed ride home program, increased use of the park-and-ride programs through an established campaign, creating a construction mitigation program, partner with large event organizers to establish large-event carpools, and incorporating performance evaluations into each of these programs.

\*It should be noted that the Regional TDM Plan was developed before the COVID-19 pandemic and there have been significant changes to remote work and resultant travel patterns.

## **Regional Arterials Concept Inventory**

## Key Elements of the TDM Plan

While driving alone is the most prevalent mode of travel, residents in the region commute using a broad range of other modes.

The Capital Area's two primary fixed-route transit providers, Capital Metro and CARTS, service over 30 million passenger trips per year.

The TDM plan recommended the continued development and advancement of TDM in the region and establishing cost-benefit analyses based on data from agencies currently implementing TDM.

The Regional Arterial Concept Inventory (RACI) effort facilitated conversations between regional partners to develop concepts for a comprehensive arterial network to support future growth within the Capital Area. This study was not adopted by the Transportation Policy Board in November 2019 and is included for informational purposes only. The RACI:

- Provides concepts for a hierarchy of multimodal corridors that support options for diverse travel needs;
- Establishes connectivity concepts for corridors that work together to support growth and promote flexible movement of people and goods;
- Establishes proper network spacing and provides a menu of street cross sections through a Pattern Book for regional partners; and
- Identifies policy tools to empower local entities working to further regional connectivity goals

Since 2019, Bastrop, Burnet, and Caldwell County have adopted county-wide transportation plans and major thoroughfare plans in alignment with the findings of the RACI.

## Regional Active Transportation Plan

The 2045 Regional Active Transportation Plan (RATP) documented a shared vision for the development of a safe and highly functional active transportation network of pedestrian and bicycle facilities and amenities for the six-county Capital Area. As part of this process CAMPO worked with local governments and partner agencies to develop a comprehensive bicycle and pedestrian facility inventory, a data-driven needs assessment, extensive public outreach and stakeholder engagement, and a thorough review of relevant case studies. In addition, the completion of the RATP was one of the goals outlined in CAMPO's Walkability Action Plan. The Plan culminated in the development of an unconstrained active transportation network and a tiered priority network of over 1,700 miles of new and existing facilities, shown in Figure 25.



#### **VISION NETWORK GRAND TOTAL: 1770 MILES**

Existing: 129 miles New Construction Needed: 1246 miles Potential Upgrade: 395 miles Tier I: 308 total miles Tier II: 720 total miles Vision: 700 total miles



Figure 25. Regional Active Transportation Plan Priority and Vision Network

## **Regional Bicycle and Pedestrian Inventory Update**

This inventory tracks the region's existing and planned active transportation infrastructure and the progress that the region is making toward completion of the Tier I and Tier II priority networks established by the RATP. Since the 2017 adoption of the RATP, approximately 120 additional miles of sidewalks, bicycle facilities, and shared-use facilities have been completed on the regional priority network.

## **Regional Incident Management Study**

To reduce the impact of incidents and improve safety in the Capital Area, a group of state, regional, and local transportation and public safety officials from Central Texas developed the CAMPO Regional

Incident Management Strategic Plan and Performance Assessment. The Plan builds on several successful Traffic Incident Management (TIM) programs that currently exist in the CAMPO region and identifies new programs and strategies to continue improving TIM in Central Texas. The goals of the Regional Incident Management Strategic Plan and Performance Assessment are to:

- Reduce the impacts of incidents to travelers in the region, including reduced roadway clearance time, incident clearance time, and time to return to normal
- Reduce secondary crashes in the region
- Provide accurate and timely traveler information to travelers throughout the region

The CAMPO Regional Incident Management Strategic Plan and Performance Assessment developed a total of 29 recommendations to improve TIM in the Capital Area. To assist in prioritizing the TIM recommendations, a cost-benefit analysis was performed on selected recommendations that were conducive to quantitative analysis. Guidance was also provided on potential funding to implement the recommendations. Recommended performance metrics to track the Region's progress towards improving TIM were developed, which include:

- Roadway Clearance Time
- Incident Clearance Time
- Number and Severity of secondary Crashes
- Survey of Traveler Information Satisfaction
- Incident Influence Time (Time to Return to Normal Flow)
- Percentage of Responders/Operators who have received TIM Training
- Rates of Injury or Fatality of First Responders on Incident Scene

Several high-impact recommendations from this effort are currently in-progress or completed:

- Develop a Regional Open Roads Policy
- Develop a Standardized HAZMAT and Non-HAZMAT Clean-up Policy for the Region
- Develop a Framework for a Regional Rapid Clear Towing Program (TxDOT HERO Program)
- Develop a Framework for a Regional heavy Tow Program
- Develop a Standardized Data Collection and Performance Measures Framework for the Region
- Develop a Regional State of Traffic Incident Management Report

Figure 26. 2045 Priority Network Status Map



## **Regional Transit Study**

The Regional Transit Study (RTS) gathered information from elected officials, local governments, transportation agencies, and the public to assess current conditions and future needs for public transit. Consistently, stakeholders identified the need for direct transportation from rural and suburban communities to other rural and suburban communities for various purposes including accessing work, medical services, shopping, and leisure activities.

The RTS incorporates the Capital Area Rural Transportation System's (CARTS) future needs and services for the non-urbanized area (shown in **Figure 27**), as well as CapMetro's planned service for the urbanized area, including light rail, rapid bus, and commuter rail projects. CARTS' future plans include operational improvements such as expanding express bus routes and on-demand service. Capital improvements include new or improved park-and-ride and intermodal facilities. These improvements are in line with future needs identified as part of the technical evaluation for this study and align with needs identified by elected officials, local governments, non-profits, and the public.

Better connected regional travel can be achieved using the Transit Toolkit developed as part of the RTS. The toolkit lays out many options that can be deployed by local government project sponsors that meet their community's needs while staying sensitive to its context and character. The toolkit also covers ridesharing and transitsupportive infrastructure such as vanpool programs and park and rides. As the region's employment and activity centers continue to expand throughout the six counties, a comprehensive park-and-ride and vanpool system has the potential to significantly reduce singleoccupancy vehicle travel.



### **THE CARTS 2045**

**PLAN** focuses on expanding Express Routes, Microtransit Service, and upgrading facilities.

### CapMetro's Planned Project Connect Improvements

CapMetro's Project Connect initiatives include the implementation of light rail, rapid buses, and commuter rail to enhance Austin's transit infrastructure. The Austin Transit Partnership will design and construct the light rail, while CapMetro will handle the light rail operations and manage the design, construction, and operation of the rapid bus and commuter rail services.

## Regionally Coordinated Transportation Plan (RCTP)

This plan aims to improve transportation for older adults, individuals with disabilities, veterans, low-income individuals, youth, and those with limited English proficiency. It stresses the need for increased collaboration among stakeholders to address service gaps. The plan identifies access to healthcare and employment as critical concerns. It also calls for more effective education by enhancing the dissemination of transportation information and engaging stakeholders more meaningfully.

The RCTP outlines five goals that directly support two of the 2050 RTP goals: (1) Mobility—such as reducing network gaps and expanding modal choices—and (2) Equity—by addressing the needs of vulnerable populations. Additionally, the RCTP emphasizes the importance of educating regional partners and the public.

As part of the RCTP recommendations, CAMPO hosts the Regional Transit Coordination Committee, a forum for transportation organizations, health and human service agencies, and other transit providers to collaborate on commons goals and address regional service gaps.

## **ITS Architecture Study**

This is a long-range plan for the deployment, integration, and operation of intelligent transportation systems (ITS) in the Capital Area, formally known as the Austin Regional Intelligent Transportation Systems – Architecture and Deployment Plan. The latest version publicly available is a 2019 plan; however, an update is currently under development. Regional ITS architecture includes ITS needs, ITS inventory, ITS service packages, ITS deployment plans, and ITS use and maintenance plans. Existing ITS architecture has been deployed in the CAMPO region, and more will be developed. An update of the regional ITS architecture will be completed by late 2024.

The 2019 plan emphasizes regional cooperation among agencies and jurisdictions and outlines six key ITS deployment projects: (1) establishing a regional platform for sharing cameras and dynamic message signs (DMS), (2) creating a regional platform for incident information sharing, (3) adopting an integrated approach to corridor management, (4) developing a regional transit fare system, (5) implementing a data management program, and (6) creating a framework for connected and autonomous vehicle technology. 

## Regionally Coordinated Transportation Plan



APRIL 2022





Figure 28. CAMPO Regional Planning Process and ITS Architecture Involvement

## **Congestion Management Process (CMP) Update**

The Congestion Management Process (CMP) Update, published in late summer of 2023, is a federally mandated document through which CAMPO has established targets, measurements, and strategies for reducing and assessing roadway congestion within its jurisdiction. CAMPO developed its congestion management strategies in part through its Transportation Demand Management Plan. The CMP defines a road network for evaluating congestion and labels many major roads in Austin as "unreliable," advising travelers to plan for at least an additional 50% travel time during peak periods. The document also outlines close to 30 strategies for reducing congestion that support the CMP targets.

The congestion management objectives closely align with RTP goals related to safety, mobility, stewardship, and the economy. Specifically, the CMP objectives explicitly support the RTP's goals of timecompetitive transportation options, multimodality, and system resiliency. Additionally, two CMP objectives focus on empowering travelers by educating them about various transportation options and helping them make informed choices beyond driving. <complex-block><image>

The initial CMP established baseline conditions for comparison in future updates. Due to the disruption caused by the COVID-19 pandemic and significant changes to the CMP's data source methodology, the 2023 CMP update re-established these baseline conditions for future assessments.

## **Regional Freight Study**

Freight and goods movement is critical to all aspects of the regional economy. Demand for freight services in the CAMPO region is rising due to population growth, the surge in e-commerce and last-mile delivery needs, and the expansion of freight-intensive industries such as automobile and semiconductor production. The Regional Freight Plan examined the state of the transportation network regarding freight, identified future trends that can affect the network, and provided 83 recommendations on how to address shortterm (1-3 years), mid-term (3-5 years), and long-term (5-10 years) needs.

In the CAMPO region, almost 96 percent of goods are carried by trucks which utilize the same roads and highways as passenger vehicles. That percentage is expected to grow as the region's population increases as does the appetite for e-commerce. Recommendations on how to manage the growth of freight in the region include identifying locations



Figure 29. Regional Freight Study - Key Freight Corridors

suitable for truck parking, increase use of technology solutions to lessen freight congestion and idling, evaluate freight access standards, and identify freight-related safety improvements.

## **Capital-Alamo Connections Study**

The "Capital-Alamo Connections Study Executive Summary" outlines efforts by CAMPO and AAMPO, in collaboration with TxDOT, to develop strategies to enhance mobility between Austin and San Antonio. The study identifies inter-regional travel patterns, assesses current market conditions, and defines future transportation needs, culminating in an implementation plan with short-, mid-, and long-term strategies through 2045. These efforts align with 2050 RTP by addressing anticipated population growth and congestion, promoting regional coordination, enhancing multimodal options, and ensuring integrated corridor management.

## **Regional Traffic Safety Plan**

This plan documents regional traffic safety data and explains the role of CAMPO and other organizations in reducing traffic-related fatalities and serious injuries. It outlines some activities CAMPO can use to identify, implement, and evaluate safety programs. Fatalities and serious injuries have reached 10-year highs recently, making safety an especially serious issue.

## **State of Safety Update**

This update reports regional safety-related data for the past decade. Traffic fatalities and serious injuries in the region (for all modes) averaged about 1,200 per year from 2017 to 2019. From 2020 to 2022, they averaged around 1,300 per year – a 9 percent increase. Pedestrians and bicyclists have been especially hard hit by higher crash rates. The combined total number of fatalities and injuries for the two modes rose from an average of 256 per year (2015-2019) to an average of 302 per year (2020-2022) – an 18 percent increase.

### **In Progress Regional Plans and Studies**

**CENTRAL TEXAS TRAFFIC MANAGEMENT SYSTEM (CTTMS):** CAMPO is leading the development of a digital twin platform that will serve as a traffic management system for the region. The platform will aggregate and integrate traffic data, allowing the data to be analyzed and shared between jurisdictions. The platform will eventually allow for the coordination of signal timing and ITS operations between adjacent jurisdictions.

CTTMS will promote reliability and safety through more effective traffic management. Additionally, the initiative represents regional coordination and will support system preservation.

**REGIONAL SAFETY ACTION PLAN (RSAP):** CAMPO is developing a Regional Safety Action Plan (RSAP) to enhance its existing Traffic Safety Plan and assess subregional traffic safety needs as part of the Safe Streets for All (SS4A) grant program. This plan will include both a region-wide plan and individual plans for each member county. The overall aim of the effort is to reduce fatal and serious-injury crashes and improve safety for all users, including pedestrians, cyclists, public transportation users, and drivers, with an emphasis on equitable investment in historically underserved communities. The RSAP will include a list of projects, programs, and strategies that could significantly reduce fatal and serious injury crashes and is expected to be finalized by the end of 2025.

**CAMPO PROJECT READINESS PROGRAM:** The CAMPO Project Readiness Program is a partnership between CAMPO and the Texas Department of Transportation (TxDOT) to plan for the future transportation needs on state-owned (on-system) highways throughout the six-county CAMPO region. In 2021, CAMPO's Transportation Policy Board adopted 10 regional corridors to study and prepare for future multimodal transportation improvement projects. These corridors connect significant and growing residential, employment, and activity centers throughout the region, experience higher than average crash rates, and complement existing studies and projects throughout the region. CAMPO and TxDOT are currently conducting feasibility studies for mobility and safety improvements on three corridors - Parmer Lane (FM 734) from MoPac (Loop 1) to RM 1431; FM 973 from US 290 to US 79; and FM 969 from SH 130 to SH 71 near Bastrop.

#### **INTERCHANGE BOTTLENECKS STUDY & REGIONAL TRANSPORTATION EMISSIONS**

**REDUCTION PLAN (TERP):** These are plans and studies that are still in progress and not yet complete at the time of the 2050 RTP. The Interchange Bottlenecks Study will identify bottlenecks at major intersections and interchanges and provide strategies for addressing issues. The Regional Transportation Emissions Reduction Plan (TERP) will focus on mobile source emissions from on-road sources and provide recommendations about which strategies will provide the greatest benefit per cost.

## **Other Studies and Plans**

There are several additional studies and plans that are relevant to CAMPO's 2050 RTP. Subregional plans, developed by CAMPO and local jurisdictions within the CAMPO region, provide more detailed transportation strategies and priorities for specific areas. Transit plans outline improvements and expansions to public transportation systems, while TxDOT plans focus on the state's transportation infrastructure. These documents are listed below and a more detailed review of each document can be found in Appendix M. These documents emphasize several priority areas:

- Enhancing safety by reducing crashes and their severity.
- Alleviating roadway congestion.
- Undertaking roadway improvement projects.
- Addressing network gaps.

- Fostering inter-agency collaboration.
- Improving data collection.
- Promoting a multimodal transportation system.

• Northeast Burnet County Transportation Study

• Western Caldwell County Transportation Study

• Expanding transit services.

Austin Avenue Corridor Study

#### CAMPO-LED SUBREGIONAL STUDIES, PLANS AND PROCESSES:

- Bergstrom Spur Corridor Study
- Luling Transportation Study
- MoKan/Northeast Subregional Plan
- San Marcos Transportation Corridors Study
- Williams Drive Study

#### TRANSIT, AIR, AND RAIL STUDIES AND PLANS:

- Conventional Passenger Rail Service Feasibility Study (Austin to San Antonio) - under study by Travis County
- CARTS Transit Study
- CapMetro Long-Range Plan

#### TXDOT STUDIES, PLANS AND PROCESSES:

- TxDOT Unified Transportation Program
- TxDOT Statewide Long-Range Transportation Plan
- Texas Delivers 2050: The Texas Freight Mobility Plan
- TxDOT I 35 Capital Express Program
- TxDOT Statewide Active Transportation Plan

- Austin Transit Partnership Light Rail Implementation Plan
- Austin Light Rail Phase 1 Project Coordination Plan
- Austin-Bergstrom Airport Expansion & Development Program
- TxDOT Statewide Transit Plan
- TxDOT Resilience Plan
- TxDOT Austin District Studies
- TxDOT Triennial Highway Safety Plan
- Texas Carbon Reduction Strategy
- Transportation Emissions Reduction Plan

## **Chapter Summary**



**Population and Jobs Will Double.** The Capital Area is growing rapidly, with both population and employment expected to double over the next 25 years to 4.7 million and 2.1 million, respectively. This growth will continue to place pressure on the region's transportation system. Connected regions such as megacities and megaregions are also growing rapidly and will continue to be linked with the Capital Area's growth.



**Multimodal Transportation Solutions Are Key to Addressing Congestion.** To address the ongoing challenge of congestion in the CAMPO region, it is crucial for key stakeholders—including government officials, community organizations, and local businesses—to prioritize multimodal enhancements to the transportation network. Essential improvements include expanding public transit, developing better pedestrian and bicycle networks, optimizing traffic management, and integrating advanced vehicle technologies to improve connectivity and efficiency on the roads.



**Roadway segments with crash rates exceeding the regional average in urban and rural areas disproportionately affect pedestrians and bicyclists.** Fatalities from crashes are increasing, with pedestrians and bicyclists remaining particularly vulnerable, and roadway segments with crash rates exceeding the regional average are found in both urban and rural communities. Designing infrastructure that protects vulnerable users and promotes safer driving can reduce the rate of crashes and fatalities.



**CAMPO's planning emphasizes health, safety, and vulnerability analysis.** CAMPO's approach to regional transportation planning is comprehensive, considering not only the different modes themselves, but public health, safety, and vulnerability considerations. As these considerations remain relevant for the region, CAMPO will continue to prioritize them when planning for new infrastructure.



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Addressing Technological Advancements. There is a need for agencies to consider how emerging technologies will impact travel demand models, land use, and demographics. The potential effects of new technologies on travel behavior should be considered as new data becomes available and trends become clearer. Changes in transportation technologies could lead to changes in commuting distances, housing decisions, and land use. It is important for local jurisdictions within the CAMPO region to coordinate their planning efforts to effectively address these technological advancements.

**Transportation Planning shaped by regional and local plans.** This review highlights system-wide improvements that reflect the multimodal transportation impacts of regional projects at the local level, as well as their eligibility for federal and state funding. By drawing on insights from various studies such as the Regional Active Transportation Plan, Regional Incident Management Study, and the Regional Transit Study–all aimed at enhancing mobility, connectivity, and safety–these evolving plans are essential in shaping the transportation infrastructure to support future growth and regional goals. Furthermore, the new guidance from the federal Infrastructure Investment and Jobs Act (IIJA) emphasizes prioritizing these projects without initial financial limitations, allowing for a comprehensive exploration of transportation strategies that are critical for future decision-making and funding allocations.

## **CHAPTER 3: FISCAL CONSTRAINT**

In accordance with state and federal requirements, the 2050 Regional Transportation Plan (RTP) is required to be financially constrained. Fiscal constraint ensures that projected revenues for construction and project implementation are reasonably anticipated over the duration of the Plan. This process demonstrates that the recommended and prioritized projects can realistically be funded throughout the plan's time frame. Given the scarcity of transportation funding, it is imperative to take measures ensuring that appropriate projects and programs are both prioritized and ultimately implemented. To achieve this, the Metropolitan Planning Organization (MPO) must provide evidence of future funding levels, estimate project costs accurately, and forecast the needs of all travel modes. The financially constrained Plan enables the MPO and partnering agencies to focus on near-term opportunities while identifying viable strategies for long-term implementation.

## **FINANCIAL PLAN**

The financial plan underscores how the projects recommended by the Transportation Policy Board adhere to fiscal constraint requirements. According to federal regulations 23 U.S.C. 134(j)(2), the RTP must include:

"A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs."

In addition to the fiscally constrained list of projects, the RTP also identifies projects in an illustrative, or unconstrained, list. These projects are under consideration for planning purposes but lack a reasonable expectation of funding. Over time, projects listed as illustrative may be transitioned to the fiscally constrained list in subsequent RTP updates, contingent upon the completion of further planning work and the identification of potential funding. Furthermore, local jurisdictions may secure additional resources through policy changes, grants, or other methods, enabling these projects to move to the constrained portion of the Plan. The graphic below outlines the approach to develop a fiscallyconstrained project list.



### Figure 30. The Process to a Fiscally-Constrained Project List

### How We Fund Transportation Projects

A financial plan explains how the MPO and member agencies will pay for proposed transportation projects using expected funds from local, state, and federal sources. The plan projects these sources over the entire length of the RTP, forecasting total funding for transportation projects through 2050.

## **Revenue Forecasts**

The fiscally constrained portion of the RTP outlines the anticipated financial resources necessary for the implementation of projects, programs, and services detailed within the Plan. Fiscal constraint is established based on and represents a specific point in time, projecting reasonably expected financial resources over the 25-year planning horizon. Funding for the Plan will be sourced from local, state, and federal entities and is estimated to include approximately \$67.5 billion over the 25-year planning horizon.

Local resources, which are derived from municipalities, counties, and transportation agencies are primarily generated through taxes, registration fees, and user fees. It is projected that the local contribution to the overall total will be approximately \$22.2 billion.

State and federal revenue resources, depicted in the adjacent figure, are projected to total approximately \$19.5 billion over the plan's horizon for new capital projects. These funds include federal grants and collected taxes allocated by TxDOT and the federal government. Projections are categorized into twelve funding categories, such as Preventative Maintenance and Rehabilitation, Metropolitan and Urban Area Corridor Projects, Statewide Connectivity Corridor Projects, Metropolitan Mobility and Rehabilitation, and Strategic Priority, among others.

The financial plan also encompasses anticipated transit revenues, as illustrated in the figure on the lower right. These revenues are distributed among CapMetro, ATP, CARTS, and local Federal Transit Administration (FTA) fund recipients (Round Rock and San Marcos) and are further segmented into capital and operating revenues for each agency. It is assumed that transit revenues for both capital and operating expenses will be fully utilized throughout the life of the RTP.

> The test for what is "reasonably expected to be made available" does not necessitate commitments from policymakers nor an intention to allocate funds to the "Build" scenario outlined in the Plan. Fiscal constraint, in this context, requires demonstrating the capacity of funding sources that have historically been utilized or are anticipated to be available in the future for financing transportation programs and projects.



### Anticipated Capital Revenue By Horizon Band





## Revenue Forecasting Methodology

### **FEDERAL & STATE REVENUE PROJECTIONS**

Federal and state revenue forecasts were projected using a consistent approach with other recent TxDOT revenue estimating procedures, including the following steps:

- Step 1: Sourced federal/state revenues from the FY 2025-2028 Transportation Improvement Program (TIP).
- Step 2: Sourced revenues available during the years of the FAST act legislation (rather than IIJA allows for more conservative revenue assumptions by relying on historical data and funding levels known to be more predictable and consistent)
- Step 3: Calculated the annual average allocation for each category using the historic revenues from the FAST Act as a starting point for all years outside of the TIP.
- Step 4: Applied a 2% revenue inflation value and forecast through 2050.

### **REGIONAL TOLLING AGENCIES**

Regional tolling agencies' projections relied on the assumption that revenues and expenditures for all tolling authorities in the region will be treated as a closed system, meaning all expenditures on tolled facilities are assumed to be funded by revenues generated by the respective tolling authority.

#### **TRANSIT AGENCIES**

Revenue projections for transit agencies operating within the region were generated using historic data for capital, operations, and maintenance expenditures as reported to FTA through the National Transit Database. Revenues for the Austin Transit Partnership (ATP) were allocated based on information available about the bond funding allocated to capital projects anticipated to be administered by ATP.

### LOCAL PROJECTIONS

Local revenue projections were generated using historically available spending and programming plans and were developed as followed:

- Step 1: Held meeting with each jurisdiction of population over 50,000 to discuss their typical and atypical funding sources and assumptions for future transportation improvement projects.
- Step 2: Sourced local jurisdiction budgets, Capital Improvement Plans (CIPs), and/or relevant bond information (historic, current, and future).
- Step 3: Synthesized data and captured historic transportation spending patterns and trends.
- Step 4: Accounted for existing commitments - programmed capital projects, debt service, etc.
- Step 5: Calculated annual averages for each local entity.
- Step 6: Applied 2% revenue inflation value and forecast through 2050.

## FISCAL CONSTRAINT

Scoring projects enabled the creation of a prioritized, fiscally constrained project list based on the project rankings. For inclusion, projects previously approved in the TIP time frame were first included, then projects submitted as locally funded were included under the assumption of having local priority support. Remaining projects were then ranked based on their MPO-reviewed score with the highest ranked projects selected in order, until the total resources available were met. Projects that were not assigned to any of the three time periods are included in the RTP's Illustrative List of Projects. The development of the fiscally constrained and illustrative project lists are discussed further in Chapter 4. The full list of projects can be found in Appendix A.

## **Chapter Summary**



The region anticipates nearly \$67.5B in revenue available to fund transportation projects between 2025 - 2050.



The 2050 RTP's financial plan helps demonstrate how the projects recommended by the Transportation Policy Board, and covered in Chapter 4, meet fiscal constraint.



The fiscally constrained portion of the RTP identifies expected financial resources for projects, programs, and services in the Plan.

## CHAPTER 4: PROJECT LIST DEVELOPMENT

The project listing in the Regional Transportation Plan (RTP) reflects the implementation of the goals and objectives of the Transportation Policy Board (TPB) and guides the expenditure of transportation funds. The listing is comprised of regionally significant projects that are sponsored by state and local transportation agencies and governments. This chapter describes the process used to develop the project list for the 2050 RTP, including the compilation, review, scoring, and fiscal prioritization of CAMPO member-sponsored projects.

## **BACKGROUND ON PROJECT SELECTION**

Per federal regulations, the RTP must include all regionally significant transportation projects expected to be implemented by 2050 with consideration to the financial resources available to implement. Financial resources available for transportation projects are determined through the fiscal constraint process outlined

in Chapter 3. Furthermore, federal regulations require that project selection for the RTP is performance based, with evaluation metrics based on the goals and objectives established by the MPO. The goals and objectives for the CAMPO 2050 RTP are described in Chapter 1 and were developed by a subcommittee of the TPB.

Candidate projects for the 2050 RTP undergo a screening and selection process to ensure both that they are regionally significant and that they benefit regional transportation by advancing the goals and objectives of the Plan. The selection process then proceeds into public comment and culminates with adoption by the CAMPO TPB, through a process outlined in the Public Involvement chapter.

The general process of project compilation and prioritization is summarized in this chapter. More details on selection criteria used, how they relate to the RTP goals and objectives, and the "Build" scenario list of projects are included in the Appendix.

## **Project Submittal**

To nominate projects for the 2050 RTP, project and program sponsors that plan or implement regionally significant transportation projects were invited to submit applications through a project call process. Supporting information and documentation requirements for submittal were robust in order to meet Federal requirements appropriate for performance-based planning and project detail at the RTP stage. Over 1000 project applications were submitted from 29 local jurisdictions and transportation agencies, including TxDOT. These submissions included projects for roadway, transit, active transportation, transportation demand management (TDM), intelligent transportation system (ITS) and operations



### Figure 32. Projects submitted by type

\*Nearly half of all roadway projects submitted to CAMPO also specify the inclusion of active transportation improvements in the provided project description. While some project descriptions as submitted do not necessarily call out these sort of improvements, local standards will require active transportation accommodations as part of the design process. It is important to note that the omission of language about pedestrian or bike facilities in the project description does not imply these facilities will not be included.

projects, and "other" transportation projects that do not necessarily fit into another category. Note that while projects are categorized into one mode of transportation that is the focus of each project, they often include multi-modal elements such as bicycle and pedestrian facilities along roadways and around transit facilities. Any jurisdiction or agency anticipating use of federal funding for any portion of a project between years 2025 and 2050 participates in the project submittal process in order to enable regional discussion of needs, financial means, and priorities.

## **Regional Significance**

Determining regional significance is a vital step for the 2050 plan. Projects must show regional significance to be included in the RTP. Similarly, projects receiving federal funding administered by CAMPO are also required to meet the regional significance threshold. Projects can qualify as regionally significant based on multiple, mode-specific characteristics as identified by CAMPO. The CAMPO definition of regional significance expands upon the more general FHWA description, as defined at right. CAMPO defines regional significance for each project category as follows:

### **ROADWAY REGIONAL SIGNIFICANCE**

- Roadways and intermodal connectors included in the federally adopted National Highway System (NHS)
- Roadways identified as minor arterials or higher in the Federal Regional Functional Classification System or are expected to be re- classified as an arterial or higher when open for public use.
- Grade-separated interchange projects on regionally significant roadways
- Frontage and backage roads (up to ¼ mile from the primary corridor)
- Roadways that serve as a connection to or between existing or planned regional activity centers and corridors

### TRANSIT REGIONAL SIGNIFICANCE

- Rail Transit
- Commuter routes
- Bus rapid transit
- Other limited or skip stop routes
- Park and ride infrastructure
- Vanpool and demand response programs

### ACTIVE TRANSPORTATION REGIONAL SIGNIFICANCE

- Connections illustrated in the Tier I, Tier II, or Vision Network of the 2045 Regional Active Transportation Plan
- Projects that connect or serve regional activity centers and corridors
- Long-distance corridors that connect multiple communities and jurisdictions
- Safe Routes to School
- Safety and operations projects for active transportation
- Other projects that allow active transportation connectivity to other regional modes

TDM, ITS and operations projects, and projects submitted in the Other category are evaluated for regional significance on a case-by-case basis.

All transportation improvements submitted by project sponsors were evaluated for regional significance. Most projects submitted for review

### REGIONAL SIGNIFICANCE: FHWA Definition

A regionally significant project is a transportation project that is on a facility serving regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network. At minimum, this includes all principal arterial highways and all fixed quideway transit facilities that offer an alternative to regional highway travel.

were determined to be regionally significant. In addition to regional significance, projects submitted on behalf of another agency or through its jurisdiction, were required to obtain written concurrence from the primary authority of that facility or area. Concurrence is needed when improvements are being requested by a sponsor/jurisdiction that doesn't own or operate the transportation facility and would impose a financial cost to the facility owner or impose a significant change in the way the current facility operates.

## **Project Prioritization**

Applicants submitted projects with self- assessments of the evaluation and scoring criteria aligned with the 2050 goals and objectives (Safety, Mobility, Stewardship, Economy, Equity, Innovation). Upon screening for regional significance, self-assessed projects and project specific data were reviewed for consistency.

Scoring projects enabled the creation of a prioritized, fiscally constrained project list based on the project rankings. In developing this list, projects previously approved in the TIP time frame were first included, then projects submitted as locally funded were included under the assumption of having local priority support. Remaining projects were then ranked based on their MPO-reviewed score with the highest ranked projects selected in order, until the total resources available were met.

Using this method, CAMPO reviewed over 300 projects, concurring with or adjusting scores by considering the appropriate criteria for each mode, with CAMPO-revised scores reviewed with applicants at their request. Projects that are 100% locally funded (i.e. not seeking federal or state funding assistance) or considered illustrative (projects not included within the plan timeline or needing other funding to be considered under fiscal constraint) were not scored. Scoring criteria broken out by mode can be found in Appendix B: 2050 RTP Project Call Submittal Instructions and Evaluation Criteria.

The first part of the appendix includes the fiscally- constrained project list which includes 599 projects with a value of roughly \$49.8 billion. All locally- funded, TIP window, and projects prioritized for state/federal funding are included in the fiscally constrained project list.

Maintenance costs for implementing entities at the local level are considered outside of the total figure and assumed to continue at current funding levels plus growth for inflation. Expected funds for maintenance from TxDOT over the next 25 years are expected to be about \$1.6 Billion. The following pages include maps of the projects by type that are included in the fiscally constrained project list. The full list of fiscally constrained and illustrative projects is found in Appendix A and can also be viewed interactively by webmap, provided on the CAMPO website.

PROJECT CATEGORY	SAFETY POINTS AVAILABLE
Roadway	30
Transit	20
ITS/Operations	30
Active Transportation	25

**Table 13.** Safety Points Available in Project Scoring

### Safety in Project Selection

CAMPO evaluate the 2050 RTP projects based on safety features such as access to evacuation routes, illumination enhancements, access management, safe transit connections, enhanced pedestrian and bicyclist safety, and improvements in incident management. Each project category can earn safety points ranging from 20 to 30 out of the total 100 points, as shown in Table 13.



**Pedestrian Hybrid Beacon.** City of Austin.



Figure 33. 2050 RTP Constrained Roadway Projects

# DRAFT



Figure 34. 2050 RTP Constrained Transit Projects



Figure 35. 2050 RTP Constrained Active Transportation Projects

# DRAFT



Figure 36. 2050 RTP Constrained ITS, Other, and Study Projects

## **Chapter Summary**



As mandated through Federal guidelines, the RTP includes all regionally significant active, transit, and roadway projects expected to be implemented by 2050.



A Transportation Policy Board subcommittee developed the goals and objectives of CAMPO's Regional Transportation Plan program. This framed the project application process developed in the summer and fall of 2024 by CAMPO staff and the Technical Advisory Committee.



To be included in the RTP, projects must be determined to be regionally significant based on multiple, mode-specific characteristics.



The RTP includes a list of fiscally constrained projects which local sponsors have demonstrated an ability to fund within the time frame of the plan or have been prioritized for federal funding by satisfying criteria tied to the 2050 RTP goals and objectives.



The 2050 RTP includes an illustrative project list which consists of planned transportation projects for which funding cannot reasonably be expected or which are expected to be implemented outside the time horizon of the RTP.



## CHAPTER 5: TRAVEL DEMAND MODEL RESULTS

CAMPO uses a travel demand model to evaluate current and projected transportation demand in the Capital Area. The regional model is one tool used to evaluate the impacts of changes in transportation investments and is best utilized to compare scenarios at a high level across multiple jurisdictions. The baseline model results show the change from the 2020 base year and the 2050 horizon year. Baseline travel demand is calculated using the current transportation network and demographics for the region. Forecasted travel demand is calculated by incorporating transportation projects that are already programmed and under construction, as well as population and employment projections for 2050, referred to below as the 2050 "No-Build". The forecast assumes there are no other roadway improvements beyond those contained in the current Transportation Improvement Program (TIP) and locally funded improvements within the window of the TIP (2025-2028).

Residents of the Capital Area are well aware of the noticeable congestion levels they currently face. With various metrics on the rise, it's expected that congestion will only worsen in the future. As shown in **Table 14**, if the population doubles and no additional improvements are made as planned, the region can expect more than double the distance traveled per day (vehicle miles traveled). However, the 2050 Build scenario shows several improvements including:

- Total network lane mileage increases by 26% between 2020 and the 2050 Build scenario, indicating a significant investment in infrastructure
- HOV lane mileage increases from 23 miles to 200 miles, causing a decrease in drive alone work trips
- Even though VMT increases between 2020 and 2050, the 2050 Build scenario is 18% lower than the VMT in the No Build scenario, indicating shorter, less circuitous trips
- VMT per capita remains the same between 2020 and the 2050 Build scenario
- Network volume-to-capacity is reduced by 34% between the 2050 No Build and 2050 Build conditions
- While the percent of congestion in the AM/PM peak is higher in 2050 than 2020, the 2050 Build scenario is approximately 50% less congested than the 2050 No Build scenario.
- Average trip length is 7% shorter in the 2050 Build scenario than the 2050 No Build scenario.

METRIC	2020	2050 "NO-BUILD"	2050 "BUILD"
Population	2,332,501	4,760,248	4,760,248
Employment	986,721	2,201,510	2,201,510
Network Centerline Mileage	5,494	5,589	6,202
Network Lane Mileage	13,342	13,635	16,834
HOV Mileage	23	83	200
Vehicle Miles Traveled (VMT)	64,856,350	160,701,193	132,157,553
HOV VMT	180,574	3,253,415	4,020,853
VMT Per Person	27.8	33.76	27.8
Percentage of Drive Alone Work Trips	88.6%	89.3%	87.8%
Average Trip Length (miles)	14.8	16.4	15.2
Vehicle-Capacity Traveled (VCT)	196,289,987	207,902,495	261,164,671
Network Volume-to-Capacity	0.33	0.77	0.51
Average Percent Congested Network Links (AM/PM Peak)	9.3%	67.9%	36%

**Table 14.** Transportation Demand Model Baseline Forecasts



## **Network Lane Miles**

**Daily Person Trips** 

Title VI and Vulnerable Populations Accessibility Analysis

21.9 MILLION MILLION 2020 2050 "BUILD"





## **Transit Accessibility**

Title VI and Vulnerable Populations within 1/2-mile of Transit Stop (CAMPO Model)

## **Title VI and Vulnerable Populations**

CAMPO looks at disproportionate impacts on low-income and minority populations on the proposed program as part of a vulnerable populations analysis. CAMPO includes populations defined in Title VI as well as the seven demographic factors discussed earlier; low income; minorities; seniors; school-aged; disabled; limited English proficiency; and zero-car households. The Transportation Analysis Zones that meet one or more of those definitions are shown in **Figure 38**.

The analysis in this section provides an understanding of impacts on these vulnerable populations as compared to non-vulnerable areas.

Overall, from model results of the "Build" scenario when compared to conditions today, it appears that zones that are Vulnerable would not see more negative impacts by population growth and constrained network capacity than their counterparts. The results are shown in **Table 15**.



Daily Trip Characteristics	2020				2050 "BUILD"			
By Vehicle	AVG. Len	Trip gth	AVG. <sup>-</sup> Tir	Travel ne	AVG. Leng	Trip Jth	AVG. Tra	vel Time
Originating and/or Ending in Vulnerable	8.4		13.7		8.7		18.8	
Originating and/or Ending in Non- Vulnerable	9.8		15.9		9.9		19.9	
By Transit	AVG. Walk Length	AVG. Walk Time	AVG. Transit Length	AVG. Transit Time	AVG. Walk Length	AVG. Walk Time	AVG. Transit Length	AVG. Transit Time
Produced in Vulnerable	4.6	55.0	8.9	46.7	4.8	58.6	8.1	47.1
Produced in Non-Vulnerable	5.0	57.9	10.2	51.3	4.8	62.6	7.7	44.5
Daily Trip Characteristics to       2020       2050 "BUILD"         Regional Activity Centers (RAC)       2020       2050 "BUILD"								
Regional Activity Centers (RAC)		20	20			2050	'BUILD"	
Regional Activity Centers (RAC) By Vehicle	AVG. Len	ZU Trip gth	20 AVG. <sup>-</sup> Tir	Travel ne	AVG. Leng	2050 Trip Jth	AVG. Tra	vel Time
Regional Activity Centers (RAC)By VehicleOriginating in Vulnerable to RAC	AVG. Len 5.	Trip gth 4	<b>AVG.</b> <sup>-</sup> Tir 9.	<b>Travel</b> ne	AVG. Leng 5.5	Trip Jth	AVG. Tra	<b>vel Time</b>
Regional Activity Centers (RAC)By VehicleOriginating in Vulnerable to RACOriginating in Non-Vulnerable to RAC	<b>AVG.</b> Len 5. 8.	20 Trip gth 4 2	<b>AVG. <sup>-</sup></b> Tir 9. 14	<b>Travel</b> me 9 .3	AVG. Leng 5.5	<b>Trip</b> <b>Jth</b>	<b>AVG. Tra</b> 13	vel Time .1 .2
Regional Activity Centers (RAC)By VehicleOriginating in Vulnerable to RACOriginating in Non-Vulnerable to RACBy Transit	AVG. Len 5. 8. AVG. Walk Length	20 Trip gth 4 2 AVG. Walk Time	AVG. Tir 9. 14 AVG. Transit Length	<b>Travel</b> 9 .3 <b>AVG.</b> Transit Time	AVG. Leng 5.5 8.2 AVG. Walk Length	2050 Trip Jth AVG. Walk Time	AVG. Tra 13 18 AVG. Transit Length	vel Time .1 .2 AVG. Transit Time
Regional Activity Centers (RAC)By VehicleOriginating in Vulnerable to RACOriginating in Non-Vulnerable to RACBy TransitProduced in Vulnerable to RAC	AVG. Len 5. 8. AVG. Walk Length 4.5	20 Trip gth 4 2 AVG. Walk Time 54.0	AVG. Tir 9. 14 AVG. Transit Length 8.1	Travel ne 9 .3 AVG. Transit Time 44.7	AVG. Leng 5.5 8.4 AVG. Walk Length	2050 Trip Jth 5 4 AVG. Walk Time 56.1	AVG. Tra 13 18 AVG. Transit Length 7.8	vel Time .1 .2 AVG. Transit Time 47.0

 Table 15.
 Vulnerable Populations Analysis

## **Chapter Summary**



With projected growth, travel demand is expected to more than double, to 22 Million person-trips per day by 2050.

Reduced investment in transportation services would result in worsening travel congestion to more than twice the current levels.

Identified improvements represent a reduction of more than 28 million vehicle miles of travel per day compared to "No Build."

CAMPO found no disproportionate effects to travel times for Vulnerable communities from the "Build" scenario.

Vulnerable Population areas would be disproportionately negatively impacted by population growth and the constrained network capacity than their non-vulnerable counterparts.

## CHAPTER 6: PUBLIC INVOLVEMENT

CAMPO has a responsibility to serve the community and stakeholders of the six-county CAMPO region and provide equitable access to participate and provide input in the decision-making process. CAMPO's planning activities, including the 2050 RTP, are subject to the Public Participation Plan (PPP), which ensures that CAMPO both meets and exceeds federal and state requirements related to public involvement.

Community and stakeholder outreach for the 2050 RTP included two rounds, as required by the PPP. The first round of community outreach introduced the concept of long-range planning as is done in the RTP and asked the public for input on their transportation needs and preferences today and how they anticipate those needs and preferences changing in the next 25 years. The second round of public outreach and input included the draft RTP and project list. Because the 2050 RTP incorporates the findings of previous local and regional planning efforts and studies, such as the Regional Active Transportation Plan and the Regional Transportation Demand Management Plan, the outreach conducted for those planning efforts is also used to inform the 2050 RTP.

Many of the project sponsors, such as local governments and regional transportation agencies, that submitted projects for the RTP, played an integral role throughout the planning process. Project sponsors and CAMPO member agencies helped inform the development of demographic forecasts, growth patterns, existing transportation issues, and multi-modal infrastructure needs. Input from the public, local governments, school districts, regional agencies, and other stakeholders was used to create various recommendations and ideas for the projects submitted for consideration in the RTP.



## **ROUND 1 - FALL 2024**

Community outreach for the 2050 RTP began in fall 2024 and included online and in-person participation opportunities. This first round introduced the Plan, including the purpose and the underlying trends impacting transportation in the region. A survey asked participants about current and future transportation needs and preferences throughout the region. Six in-person pop-up events were held throughout the six-county region from October-November 2024 to meet community members where they were already gathered and make providing input easier. The events were held in partnership with local governments and other fall festival sponsors in areas with high foot traffic to capture input from a wide range of community members across the CAMPO region. The same materials as the in-person events were also available online, including the survey so online public input could be captured. Through the first round of community outreach, CAMPO received 211 survey responses collected online or at in-person events.

### **KEY FINDINGS FROM THE SURVEY INCLUDE:**

- The primary mode of transportation respondents reported was a personal vehicle (94.5%) followed by walking (20.9%), and then biking (17.2%)
- The majority of survey respondents reported that they think they will use personal vehicles less often (51.6%) and public transit more often (40.8%) by the year 2050
- Survey respondents reported that more public transit options need to be available (53.4%), and current roads need to improve (49.1%) for them to use personal vehicles less and public transit more by 2050
- The survey asked respondents how transportation needs to be addressed in the next 25 years and the key themes from the responses were:
  - Improving/expanding Austin's rail system
  - Less focus on expanding highways and more focus on public transit
  - Improve current roadways and highways
  - Add more bike lanes and sidewalks to existing roads
  - Increase overall connectivity in Central Austin and the surrounding areas

## **ROUND 2 - 2025**

An online open house and pop-up events for the second round of community engagement will be held throughout the six-county region and are scheduled for early 2025. Round 2 will gather feedback on the Draft 2050 RTP and project list. This section will be updated upon the conclusion and summary of Round 2 feedback.

2050 Regional Transportation Plan

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## CHAPTER 7: PERFORMANCE MEASURES AND 2050 POLICES

MPOs are federally mandated to incorporate performance measures into their planning process, which represents a significant shift towards data-driven, outcome-based transportation planning. This initiative, rooted in the federal surface transportation authorization acts such as the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act (IIJA), seeks to enhance accountability, transparency, and efficiency in transportation investments. Through the integration of performance measures, MPOs are required to establish quantifiable targets related to areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. This approach ensures that transportation planning aligns with broader federal objectives for improving the overall quality and effectiveness of the nation's transportation network, ultimately leading to smarter investment decisions and better outcomes for the public.

This chapter aims to systematically analyze the metrics used in the CAMPO planning process, assess their outcomes, and gather insights to inform and refine the performance measures for the 2050 RTP.

This review ensures that the RTP performance measures accurately reflect the transportation needs and priorities of the region and any new state or federal directives. By doing so, CAMPO can enhance its ability to create transportation strategies that improve safety, efficiency, and sustainability. The insights gained from this review will help in setting more precise and attainable goals, devising effective strategies, and implementing robust monitoring mechanisms. This will ultimately lead to better decision-making and resource allocation, thus improving the overall transportation network for all users, including motorists, transit riders, bicyclists, and pedestrians.

## NATIONAL HIGHWAY PERFORMANCE PROGRAM

The NHPP was established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act (IIJA) to improve the nation's mobility challenges. The NHPP is a performance-based transportation planning process that requires MPOs to adopt performance measures and metrics set by the Federal government and the State (TxDOT) in order to provide more transparency in the selection and prioritization of transportation projects. These measures include specific metrics like five-year rolling averages for fatalities and serious injuries, the condition of pavement and bridge assets, reliability and predictability of the transportation system, freight efficiency, congestion mitigation, regular maintenance and inspections of transit assets, and transit safety. Each of these metrics aims to provide a comprehensive overview of the transportation network's effectiveness, identify performance gaps, and guide investment strategies to enhance safety, reliability, and sustainability across the region's transportation infrastructure.

The exact performance measures and the associated metrics are detailed in Table 16.

## Texas House Bill 20 and Unified Transportation Program (UTP)

At the state level, Texas House Bill 20 requires the Texas Department of Transportation (TxDOT) to use performance-based transportation planning to evaluate projects that are candidates to be included in the Unified Transportation Program (UTP), TxDOT's ten-year programming document that guides transportation projects through development and construction stages. All transportation projects must go through the UTP process and Texas House Bill 20's performance metrics to be able to utilize state funding.

PERFOR	MANCE MEASURE	METRIC
PM 1	Highway Safety Improvements	Five-year rolling averages for the number of fatalities
		The rate of fatalities per 100 million vehicle miles traveled
		Number of serious injuries
		Rate of serious injuries per 100 million vehicle miles traveled
		Number of non-motorized fatalities and non-motorized serious injuries
		IH pavement percentage in good condition
	Pavement and	IH pavement percentage in poor condition
DM 2		NHS pavement percentage in good condition
PM 2	Bridge Conditions	NHS pavement percentage in poor condition
		Percentage of bridge deck in good condition
		Percentage of bridge deck in poor condition
	System Parformance	IH travel time reliability
	System Performance	NHS travel time reliability
PM 3	Freight	Freight reliability
	CMAQ <sup>1</sup>	Annual hours peak hour excessive delay (PHED)
		% Non-Single Occupancy Vehicle travel
		Total emissions reductions (applicable air pollutants)
		Percentage of revenue vehicles that meet or exceed useful life benchmark (ULB)
ТАМ	Transit Asset	Percentage of non-revenue vehicles that meet or exceed ULB
	Management	Percentage of facilities with a conditions rating below 3.0
		Percentage of rail with performance restrictions
	Public Transportation Agency Safety Plan	Number of fatalities
		Rate of fatalities
		Number of injuries
PTASP		Rate of injuries
		Number of safety events
		Rate of safety events
		Mean distance between major mechanical failures

**Table 16.** National Highway Performance Program: Performance Measurement Areas

<sup>1</sup>CAMPO is not required to track CMAQ performance measures because the CAMPO planning area is currently in attainment for all criteria air pollutants.

## **RTP Goals and Performance Measures**

The RTP seeks to align its goals (safety, mobility, stewardship, economy, equity, and innovation) with Federal Performance Measures to ensure a comprehensive and cohesive approach to transportation planning. This alignment ensures that local objectives are met while adhering to federal standards, promoting a safer, more efficient, and equitable transportation system.

**Safety** is prioritized through the reduction of crashes and support for TxDOT's Road to Zero initiative, directly aligning with federal performance measures of crash rates and fatalities. **Mobility** is enhanced by improving connectivity, reliability, and travel choices, ensuring projects are delivered efficiently and through regional coordination. This aligns with federal measures of travel time reliability, congestion, and public transit usage.

**Stewardship** focuses on system preservation, fiscal constraint, public health, and the natural environment, matching federal measures of pavement and bridge conditions, air quality, and environmental impact mitigation. **Economy** and **Equity** are driven by enhancing economic development, valuing time, and promoting access to opportunity, aligning with federal measures of economic productivity and equitable access.

**Innovation** underscores the importance of technology and flexibility in the transportation system, aligning with federal measures of system performance and adaptation to emerging technologies.

**Table 17** demonstrates the direct linkage between RTP goals and Federal Performance Measures, illustrating how each goal and objective supports specific federal metrics to enhance the overall efficiency, safety, and sustainability of the transportation system.

GOALS	OBJECTIVES	LINKAGE TO PERFORMANCE MEASURES	PERFORMANCE MEASURES
Safety	A. Crash Reduction - Reduce the severity and number of crashes	Crash rates, number of fatalities and serious injuries per VMT (Vehicle Miles Traveled)	
	B. Vision Zero - Support local government reaching Vision Zero metrics	Number of fatalities and serious injuries, safety enhancements at high-risk locations	PMTand PTASP
Mobility	C. Connectivity - Reduce network gaps, eliminate bottlenecks	Travel time reliability, congestion reduction metrics	PM 3
	D. Reliability - Improve network reliability	Travel time reliability, incident management effectiveness	PM 3
	E. Travel Choices - Offer competitive, accessible options	-	_
	F. Implementation - Plan and deliver networks with reduced delays	Project delivery time frames and budget adherence	PM 3
	G. Regional Coordination - Enhance inter-agency collaboration	Coordination metrics, successful joint initiatives	_

**Table 17.** Linkage Between RTP Goals and Objectives and Federal Performance Measures

GOALS	OBJECTIVES	LINKAGE TO PERFORMANCE MEASURES	PERFORMANCE MEASURES
Stewardship	H. System Preservation - Expand useful life cycle through ITS	Pavement and bridge life cycle extension	PM 2 and TAM
	I. Fiscal Constraint - Prioritize fiscally constrained investments	Budget allocation effectiveness, cost-benefit metrics	-
	J. Public Health - Improve air and water quality	Air quality indices, water quality standards compliance	PM 3 & CMAQ PM*
	K. Natural Environment - Promote resiliency in transport designs	Environmental impact metrics, habitat preservation initiatives	PM 3 & CMAQ PM*
Economy	L. Economic Development - Increase living, working, playing opportunities	Job accessibility, economic impact studies	-
	M. Value of Time - Keep people and goods moving efficiently	Freight movement efficiency, reduction in travel delays	PM 3 and PTASP
Equity	N. Access to Opportunity - Multimodal access for all including vulnerable populations	Access to transit for low- income and minority populations, employment access metrics	PM 3
	O. Impact on Human Environment - No disparate impacts on vulnerable populations	Title VI adherence, community impact assessments	PM 3
	P. Valuing Communities - Respect community character and environment	Community satisfaction surveys, alignment with local plans	PM 3
Innovation	Q. Technology - Leverage advances for efficiency	Adoption rate of new technologies, system efficiency improvement	PM3
	R. Flexibility - Adaptable and flexible system to emerging needs	System adaptability metrics, resilience planning	-

**Table 17.** (Continued) Linkage Between RTP Goals and Objectives and Federal Performance Measures

\* CAMPO is in attainment for air quality, and is, thus, proactively working to improve conditions through these linkages.

### Integration of Performance Measures

Every year, CAMPO publishes a Performance Measure Report (PM Report), which outlines how CAMPO integrates performance measures into transportation planning to enhance transparency, inform decision-making, and improve regional transportation outcomes. The report discusses the PMs noted above mandated by federal legislation and adopted by the Texas Department of Transportation (TxDOT). These measures include Safety (PM1), Pavement and Bridge Conditions (PM2), and System and Freight Performance (PM3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (PTASP). They are incorporated into key planning documents, such as the RTP and the Transportation Improvement Program (TIP), through the Transportation Policy Board's annual updates and adoption. Additionally, CAMPO uses performance measure dashboards to provide real-time data and in-depth analysis.

#### **HIGHWAY SAFETY IMPROVEMENTS - PM 1**

The PM 1 - Highway Safety Improvements - performance metric includes five-year rolling averages for the number of fatalities and serious injuries, along with their respective rates per 100 million vehicle miles traveled, which allows for a more stable and reliable analysis by smoothing out annual fluctuations and capturing long-term trends. This ensures a balanced understanding of safety performance over time, pinpointing consistent issues and progress areas. Additionally, the emphasis on non-motorized fatalities and serious injuries underscores the importance of inclusivity in safety measures, ensuring that vulnerable road users such as pedestrians and bicyclists are adequately considered in safety evaluations and interventions.

### **Example Projects Addressing PM 1**

Because safety improvement is a major component of project prioritization for both the TIP and RTP, many CAMPO-funded projects address the Highway Safety Improvement performance metric (PM 1). For example, the recently completed FM 621 project in Hays County added a center turn lane and shoulder enhancements between De Zavala Drive and CR 266/Old Bastrop Hwy, reducing driver exposure to several crash types including head-on and rear end crashes and providing more space for incident management. As another example, a project on S West Drive in Leander added sidewalks where none previously existed between Horseshoe Drive and Lion Drive, adding a safe walking connection to Leander Middle School.



FM 621 Before. Source: Google Street View.



FM 621 After. Source: Google Street View.

**REGIONAL SAFETY ACTION PLAN:** CAMPO's Regional Safety Action Plan (RSAP) aims to enhance traffic safety across the region, reduce fatal and serious-injury crashes, and improve the transportation system for all users, emphasizing equitable investment in historically underserved communities. Incorporating county-specific strategies and focusing on road design revisions, policy changes, improved enforcement, educational programs, and public engagement, the final RSAP, reflecting community feedback, will be completed in the summer of 2025.

**STATE OF SAFETY UPDATE, 2014 - 2023:** CAMPO's State of Safety Update shows a concerted effort to align with PM1 by analyzing key areas such as fatalities and serious injuries, with a focus on improving safety across the region. Notably, in 2023, traffic fatalities in the CAMPO region declined by 11.6 percent from 2022, demonstrating progress towards the federal goal of reducing roadway deaths and injuries.

#### **PAVEMENT AND BRIDGE CONDITIONS - PM 2**

The PM 2 - Pavement and Bridge Conditions - performance metric includes the condition, management, and financial planning of transportation assets. These metrics thoroughly assess the state of pavement and bridge infrastructure by providing detailed summaries of asset conditions, identifying management objectives, and outlining performance gaps. Additionally, they incorporate life cycle cost and risk management analysis, ensuring that financial resources are strategically allocated to maintain and improve infrastructure over time. By integrating these elements, the metrics not only track the physical state of assets but also facilitate informed decision-making for long-term investment and sustainability. This holistic approach ensures that the region's transportation infrastructure remains safe, reliable, and financially viable, thereby supporting the overall effectiveness and resilience of the transportation network.

**CENTRAL TEXAS TRAFFIC MANAGEMENT SYSTEM:** The Central Texas Traffic Management System (CTTMS) is a significant example of how CAMPO is leveraging innovative technology to enhance data collection, system performance analysis, and regional collaboration. By developing a digital twin platform that aggregates and integrates traffic data across jurisdictions, CTTMS will enable better traffic management through coordinated signal timing and Intelligent Transportation Systems (ITS) operations. This initiative not only promotes reliability and safety but also exemplifies regional coordination and supports the preservation of the transportation system, providing a robust source of data for understanding and improving traffic dynamics.

#### **SYSTEM PERFORMANCE - PM 3**

The PM 3 - System Performance – performance metric includes measures related to network reliability, freight efficiency, and congestion mitigation. These metrics ensure that the transportation system is evaluated holistically, addressing the crucial elements that impact overall performance and user experience. The emphasis on freight efficiency is particularly noteworthy, aligning with national priorities to enhance the movement of goods and support economic growth. Additionally, the focus on emissions reduction reflects a commitment to sustainability, ensuring that transportation strategies contribute to environmental goals by reducing the carbon footprint and improving air quality. By encompassing these vital aspects, the system performance metrics not only guide efforts to improve the current transportation framework but also support broader economic and environmental objectives, making the region's transportation network more efficient, reliable, and sustainable.

## Example Projects Addressing PM 3

The System Performance metric (PM 3) is addressed by numerous projects funded through CAMPO. A recently constructed example includes the addition of left turn lanes and shoulders on SH 80 between SH 21 and FM 1984, spanning Hays and Caldwell Counties. This project improves traffic operations on an important roadway that ranked 14th in the region for congestion in the 2022 Congestion Management Process Update and links San Marcos to Luling and IH 10. Similarly, the currently under construction SL



Westlake Drive/Cedar Street. Source: TxDOT

360 (Capital of Texas Highway) underpass at Westlake Drive will improve network operations by providing better traffic flow on a major access route for western Travis County and auxiliary route for SL 1/MoPac (ranked 8th in the region for congestion).
# **CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM:** For areas in non-attainment or maintenance status for the National Ambient Air Quality Standards, a series of Congestion Mitigation and Air Quality (CMAQ) performance measures are also required to be reported and monitored. Although CAMPO is in attainment and not required to report on the CMAQ Improvement Program, efforts to maintain and improve air quality are embedded in the RTP. Despite the lack of a formal requirement, CAMPO continues to prioritize projects and strategies that contribute to reducing emissions and managing congestion, reflecting a proactive approach to ensuring the region's environmental and transportation goals are met.

CAMPO's currently under-development regional Transportation Emissions Reduction Plan (TERP) will target mobile source emissions from on-road sources, offering strategic recommendations to achieve the greatest air quality benefit per cost. This plan will support PM3 federal performance measures by promoting strategies that aim to reduce congestion and improve system performance, thus enhancing both air quality and reliability. By addressing mobile source emissions, the TERP complements PM3 objectives of ensuring predictability in travel times and improving overall transportation system efficiency.

**CONGESTION MANAGEMENT PROCESS UPDATE:** CAMPO's Congestion Management Process (CMP) Update aligns closely with the PM 3 federal performance measures by systematically monitoring and reporting on congestion management strategies that improve system performance, ensuring reliability and predictability. The CMP utilizes key performance measures such as travel speeds, congestion indices, and planning time indices to assess roadway performance and evaluate the effectiveness of implemented strategies, mirroring the PM 3 focus on system reliability and congestion reduction. For example, the CMP's use of delay per mile as a primary ranking measure provides a clear indicator of congestion severity, directly supporting PM 3 objectives of enhancing mobility, reliability, and reducing travel time.

The 100 most congested road segments were identified in the CMP Update, with the top 10 segments listed in **Table 18**.

CONGESTION RANK (BASED ON DELAY PER MILE)	FACILITY NAME	SEGMENT LIMITS	HOURS DELAY PER MILE	FREE FLOW SPEED (MPH)	AVERAGE SPEED (MPH)	AM SPEED (MPH)	PM SPEED (MPH)	<b>CONGESTION</b> INDEX	PLANNING TIME INDEX
1	IH 35	MLK to Airport	1,466,431	61	36	53	22	2.46	4.32
2	IH 35	MLK to Cesar Chavez	1,253,496	60	34	50	21	2.31	3.69
3	IH 35	Cesar Chavez to Ben White	832,795	62	45	46	44	1.69	2.34
4	IH 35	Airport to US 183	427,920	63	46	50	43	1.51	2.17
5	IH 35	SH 45 to University/RM 1431	417,531	65	50	56	45	1.46	1.96
6	US 290	McCarty Lane to RM 1826	313,002	37	28	30	26	1.50	2.00
7	IH 35	Ben White to Slaughter	282,674	65	50	52	47	1.49	2.23
8	MoPac	Lake Austin Blvd to Northland/2222	220,816	65	51	64	42	1.44	2.23
9	Parmer	IH 35 to MoPac	218,225	34	28	33	25	1.32	1.65
10	Cesar Chavez	S. 1st to IH 35	205,132	22	17	21	16	1.31	1.59

**Table 18.** Top 10 Most Congested Road Segments (Based on Delay per Mile)

**CONGESTION INDEX (CI):** a measure of vehicle travel density on major roadways. A CI exceeding 1.0 typically indicates an undesirable congestion level.

**PLANNING TIME INDEX (PTI):** measures travel time reliability, representing the ratio of the 95th percentile travel time during peak periods to the free-flow travel time, essentially indicating how much extra time a traveler should plan to ensure on-time arrival with a 95% probability. A PTI value higher than 1.5 typically indicates a significant travel time variability and less reliability.

#### **TRANSIT ASSET MANAGEMENT (TAM)**

The Transit Asset Management (TAM) performance metric prioritizes the essential aspects of asset management by regular maintenance and inspections, which help maintain the operational efficiency and safety of transit vehicles and infrastructure. Additionally, planning for maintenance and replacement costs ensures that assets are not only kept in good condition but are also replaced at the appropriate time, preventing unexpected breakdowns and service disruptions. This proactive approach mitigates risks associated with aging infrastructure and equipment, thereby promoting a reliable and safe transit system for users. By emphasizing these core elements, the TAM performance metric effectively supports the goal of a consistent and dependable public transportation experience, ultimately enhancing user confidence and satisfaction.

CAMPO incorporates the extent to which a transit project includes preventative maintenance or advances the state of good repair into the evaluation criteria for both the Transportation Improvement Program and RTP project calls.

#### **TRANSIT SAFETY & PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)**

Transit safety is a critical focus for CAMPO, ensuring that the transit systems in the region are both reliable and secure for all users. In alignment with national safety standards, the transit agencies within the CAMPO region have developed Public Transportation Agency Safety Plans (PTASPs), which include a set of specific safety performance measures (PMs). These PMs are designed to systematically monitor and improve transit safety and include criteria such as:

- **Number of Fatalities:** Monitoring and aiming to reduce the number of fatalities within the transit system.
- **Rate of Fatalities:** Tracking fatalities per 100,000 vehicle revenue miles to establish a clear understanding of risk.
- **Number of Injuries:** Documenting and reducing injuries associated with transit operations.
- Rate of Injuries: Calculating injury rates per 100,000 vehicle revenue miles.
- Safety Events: Recording events such as derailments, collisions, and fires, and working to minimize their occurrences.
- **System Reliability:** Measuring the mean distance between major mechanical failures to ensure reliable service.

The performance measures resulting from the PTASP directly inform and support the objectives of the RTP. CAMPO incorporates transit safety advancement into the evaluation criteria for both the Transportation Improvement Program and RTP project calls. By integrating these safety metrics, CAMPO ensures that the RTP not only addresses capacity and mobility but also places a strong emphasis on the safety and reliability of the transit system. This holistic approach aims to provide a secure and dependable transit experience, fostering public trust and encouraging the use of public transportation across the region.

Moreover, the implementation of these PMs contributes to CAMPO's broader goals of enhancing network performance and meeting federal performance measure requirements, particularly those outlined in the PM3 measures. By prioritizing safety, the RTP also supports the development of a resilient and efficient transportation infrastructure that benefits all users, promoting sustainable and equitable growth and access throughout the region.

## **Annual Performance Measures Reports**

CAMPO does not list performance measures and targets directly in the RTP because these metrics are subject to annual changes. Instead, CAMPO provides a web link to the Annual Performance Measures report, ensuring that stakeholders and the public have access to the most up-to-date data. This approach allows CAMPO to deliver timely and accurate information, reflecting the most recent performance trends and progress towards regional transportation goals.

https://www.campotexas.org/resource-category/performance-measures-reports/

## **CAMPO** Data Dashboards

#### **PERFORMANCE METRICS DASHBOARD**

CAMPO has enhanced the tracking and management of RTP performance metrics by utilizing data dashboards. These dashboards provide a dynamic and interactive platform for visualizing and analyzing key performance indicators in real-time. By centralizing data from various sources, dashboards enable efficient monitoring of metrics such as highway safety, pavement and bridge conditions, system performance, and transit asset management. This centralized approach facilitates quick access to up-to-date information, allowing planners and decision-makers to identify trends, respond to emerging issues, and measure the effectiveness of implemented strategies.

CAMPO's performance measurement data dashboard reflects the region's most recently available data pertaining to the PM1, PM2, and PM3 performance targets. Available information pertaining to each performance measurement area is compared against the currently adopted metrics.

#### https://www.campotexas.org/resource-category/data-dashboards/



## **2050 RTP Policies**

CAMPO has strategically established policies that support the RTP and ensure a seamless integration with related planning documents such as the Congestion Management Plan (CMP), Regional Active Transportation Plan (RATP), Regional Incident Management Study (RIMS), Regional Freight Plan (RFP), Regional Traffic Safety Plan (RTSP), Regionally Coordinated Transportation Plan (RCTP), and Transportation Demand Management (TDM) Study. These interconnected policies aim to promote a comprehensive and cohesive approach to regional transportation planning. By aligning strategies across these documents, CAMPO is dedicated to enhancing mobility, reducing congestion, promoting sustainable transportation options, and improving overall regional connectivity. This holistic framework ensures that all initiatives work to achieve the long-term vision of a well-coordinated, efficient, and resilient transportation network by 2050.

**Table 19** lists CAMPO's policies from completed regional planning efforts, including the CMP, RATP, RIMS,RFP, RTSP, RCTP, and TDM, as defined above.

POLICY	RELEVANT PLANNING DOCUMENTS
Encourage implementation of pedestrian facilities with resurfacing, new construction, major rehabilitation, and other maintenance projects of regionally significant roadways at the major arterial functional classification or higher.	RATP, CMP
Encourage implementation of bicycle facilities with resurfacing, new construction, major rehabilitation, and other maintenance projects of regionally significant roadways at the major arterial functional classification or higher.	RATP, CMP
Consider transportation improvements that increase person-carrying capacity, rather than vehicle-carrying capacity of the regional transportation system.	RIMS, TDM, CMP
Use transportation investments to support the continued reduction of per capita vehicle miles traveled.	RATP, CMP
Expand public transportation, and active transportation, and other transportation systems to keep up with the region's mobility needs over time.	RIMS, TDM, CMP, RCTP
Facilitate preservation of right-of-way that is adequate to accommodate the planned functional classification of the roadway as shown in the CAMPO long-range plan. Adequate right of way shall be determined by locally adopted standards or engineering discretion, or along state system rights-of-way, consistent with standards promulgated by TxDOT, and should generally fall within the width ranges shown in the CAMPO Plan.	RIMS, TDM, CMP
Any existing roadway to which additional tolled capacity is added shall continue to be maintained and improved and to provide the same amount or more non-tolled capacity as the roadway currently provides. To the extent that it is within the authority of the toll operator and the CAMPO Transportation Policy Board, the non-tolled capacity should have the same number or fewer traffic control devices as the current roadway except where law and/or safety requires otherwise.	RIMS, TDM, CMP
The initial operation of any Central Texas Regional Mobility Authority (CTRMA) tolled facility should allow non-tolled use by public buses and paratransit.	RIMS, TDM, CMP
Develop a transportation system that minimizes impacts on the 100-year flood plain, aquifer recharge, and contributing zones, and other environmentally sensitive areas while providing for regional mobility.	RATP
Reduce vehicle emissions through the implementation of transportation investments, alternative fuel infrastructure, and other activities.	RATP, RIMS, TDM, CMP, RFP
Develop a transportation system that incorporates context-sensitive design principles into the design of transportation projects.	RATP
Target 50 percent of available CAMPO discretionary federal funding (STP-MM) to support the planning and development of activity centers using the metrics outlined in the CAMPO Regional Activity Centers Analysis for well-calibrated/balanced land use and mobility. (The same project may address both the 15 percent bicycle and pedestrian and the 50 percent Centers target policies.)	RATP, CMP
Target 15 percent of available CAMPO discretionary federal funding (STP-MM) to bicycle and pedestrian projects through the CAMPO TIP process. (The same project may address both the 15 percent bicycle and pedestrian and the 50 percent Centers target policies.)	RATP
Consider reducing the cost of moving goods and enhancing the region as an effective freight transportation center as priorities when evaluating projects for funding under the CAMPO Transportation Improvement Program.	RATP, RIMS, TDM, CMP, RFP
Support the development of high-density, mixed-use activity centers in the locations shown on the Regional Activity Centers analysis through multi-modal improvements.	RATP, CMP

POLICY	RELEVANT PLANNING DOCUMENTS
Work with local jurisdictions to encourage clustering of shipping activities near freight transportation termini, modal shifts, freight-focused TDM, and accommodating the safe and efficient flow of heavy-duty vehicles.	RATP, RIMS, TDM, CMP, RFP
Support programmatic, infrastructural, and technology-based Transportation Demand Management solutions to better optimize the multi-modal transportation system, reduce per capital vehicle miles and vehicle hours traveled, and improve travel time reliability.	RATP, RIMS, TDM, CMP
Whenever a roadway or travel lane is closed, partially blocked, or otherwise negatively impacted due to a traffic incident, responders shall re-open the roadway as soon as possible in an urgent manner. Safety of the public and incident responders will remain the highest priority and must be preserved.	RIMS, RTSP
Improve traffic data sharing among agencies to improve accuracy and timeliness of traveler information, incident detection, event planning, and emergency response.	RIMS, CMP
Prioritize transportation strategies that reduce and eliminate vehicle crashes, particularly crashes that result in a fatality or serious injury.	RATP, RTSP, RIMS

**Table 19.** 2050 Regional Transportation Plan Goals, Policies, and Studies Alignment

## Enhancing Performance Management and Data Integration

Performance management is a continuous and fundamental process within CAMPO that not only informs the RTP but permeates all planning efforts. This ongoing commitment ensures that CAMPO remains steadfast in meeting targets and effectively responds to the evolving needs of the region. CAMPO is already making significant strides to improve performance measurement and data integration. This includes enhancements to data dashboards, which provide more intuitive and comprehensive access to key metrics and performance measures. Furthermore, there are ongoing discussions related to the Central Texas Traffic Management System, aimed at fostering better coordination and data sharing across the region. As CAMPO looks toward the future, enhancing the approach to data integration and analysis will be crucial. By improving the integration of data across different metrics and performance measures and leveraging available data to uncover patterns and insights, CAMPO and its member agencies can make more informed strategic decisions that support our region's long-term goals.

## **Chapter Summary**



The National Highway Performance Program requires MPOs to adopt performance measures in accordance with Federal and State guidelines to provide transparency in the selection and prioritization of transportation projects and monitoring of investments over time.



Texas House Bill 20 requires TxDOT to include performance-based planning to evaluate candidate projects for its 10-year horizon Unified Transportation Program (UTP).



Referencing federal and state policies, the CAMPO Transportation Policy Board has defined performance measures as standards for CAMPO functions.



In alignment with USDOT and TxDOT efforts, the 2050 RTP prioritizes regional investments in transportation safety, operations, and reliability and continues to seek ways to track regional performance measures and pursue performance targets.



## **APPENDIX**

**APPENDIX A: REGIONAL TRANSPORTATION PLAN PROJECTS LIST APPENDIX B: 2050 RTP PROJECT CALL SUBMITTAL INSTRUCTIONS AND EVALUATION CRITERIA APPENDIX C: REGIONAL TRANSPORTATION DEMAND MANAGEMENT PLAN APPENDIX D: REGIONAL ACTIVE TRANSPORTATION PLAN APPENDIX E: REGIONAL INCIDENT MANAGEMENT STUDY APPENDIX F: REGIONAL TRANSIT STUDY APPENDIX G: REGIONALLY COORDINATED TRANSPORTATION PLAN APPENDIX H: CONGESTION MANAGEMENT PROCESS UPDATE APPENDIX I: REGIONAL FREIGHT STUDY APPENDIX J: CAPITAL-ALAMO CONNECTIONS STUDY APPENDIX K: REGIONAL TRAFFIC SAFETY PLAN APPENDIX L: STATE OF SAFETY UPDATE APPENDIX M: REVIEW OF SUBREGIONAL AND LOCAL PLANS APPENDIX N: PUBLIC COMMENTS AND SURVEY RESPONSES APPENDIX O: FISCAL CONSTRAINT ANALYSIS MEMORANDUM APPENDIX P: PERFORMANCE MEASURES REPORT AND RESOLUTION APPENDIX Q: REGIONAL ACTIVITY CENTERS** 

## Appendix A Regional Transportation Plan Projects List



MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
52-00040-00	CapMetro		Travis	Various				Bikeshare Infrastructure for Stations	\$ 10,000,000	2025	No
52-00105-00	City of Austin		Travis	51st Street	Berkman Dr	Manor Rd		Construct Complete Street improvements	\$ 4,900,000	2050	Yes
52-00100-00	City of Austin		Travis	5th Street	Морас	I-35		Construct Complete Street improvements	\$ 182,100,000	2040	Yes
52-00101-00	City of Austin		Travis	6th Street	Морас	I-35		Construct Complete Street improvements	\$ 179,000,000	2040	Yes
52-00103-00	City of Austin		Travis	7th Street	Rio Grande Street	I-35		Construct Complete Street improvements	\$ 63,800,000	2030	Yes
52-00104-00	City of Austin		Travis	8th Street	Rio Grande Street	I-35		Construct Complete Street improvements	\$ 117,700,000	2040	Yes
52-00106-00	City of Austin		Travis	Airport Blvd	55th Street	Manor Rd		Construct Complete Street improvements	\$ 47,800,000	2030	Yes
52-00107-00	City of Austin		Travis	Alice Mae Ln	Slaughter Ln	Taft Ln		Construct Complete Street improvements	\$ 1,900,000	2050	Yes
52-00108-00	City of Austin		Travis	Amherst Drive	Parmer Ln (FM 734)	Duval Rd		Construct Complete Street improvements	\$ 1,400,000	2050	Yes
52-00109-00	City of Austin		Travis	Anderson Mill Road	RM 620	Spicewood Pkwy		Construct Complete Street improvements	\$ 11,100,000	2050	Yes
62-00100-00	City of Austin		Williamson	Avery Ranch	City Limits	<b>City Limits</b>		Construct Complete Street improvements	\$ 19,900,000	2050	Yes
52-00110-00	City of Austin		Travis	Balcones Drive	North Hills Dr	FM 2222		Construct Complete Street improvements	\$ 1,100,000	2050	Yes
52-00184-00	City of Austin		Travis	Bartholomew Park Connector	Manor Rd	Shady Brook Ln		Design and construct a Tier 1 urban trail at Bartholomew District Park.	\$ 7,700,000	2050	Yes
52-00003-00	City of Austin		Travis	Barton Corridor	Various	Various		Design and construct a Tier 1 urban trail from the Barton Creek Greenbelt to the MoPac Mobility Bridges and Southwest Parkway. The trail includes connecting branches to destinations and neighborhoods along the way.	\$ 122,200,000	2050	Yes
52-00111-00	City of Austin		Travis	Barton Springs Road	Морас	S Lamar Blvd		Construct Complete Street	\$ 4,600,000	2050	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
52-00185-00	City of Austin		Travis	Bergstrom Spur to McKinley Falls State Park - New Access	Burleson Rd	E Stassney Ln		Design and construct a Tier 1 urban trail along a proposed McKinley Falls State Park connection to the Bergstrom Spur Trail.	\$ 37,200,000	2050	Yes
52-00186-00	City of Austin		Travis	Bergstrom Spur Trail	S Congress Ave	East Riverside Dr		Design and construct a Tier 1 urban trail along a proposed central segment of the Bergstrom Spur Trail between S Congress Ave. and Riverside Dr.	\$ 61,400,000	2030	Yes
52-00187-00	City of Austin		Travis	Blunn Creek Trail	E Oltorf St	St. Edwards Dr		Design and construct a Tier 1 urban trail extending the Blunn Creek Trail between St. Edwards Dr. and E Oltorf St.	\$ 9,300,000	2050	Yes
52-00220-00	City of Austin		Travis	BRANDT RD	IH-35 SVRD NB	BLUFF SPRINGS RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	\$ 26,200,000	2040	Yes
52-00112-00	City of Austin		Travis	Brodie Lane	<b>City Limits</b>	Slaughter Ln		Construct Complete Street improvements	\$ 11,300,000	2050	Yes
52-00222-00	City of Austin		Travis	BRUSH COUNTRY RD/LATTA DR	WILLIAM CANNON DR	DAVIS LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	\$ 8,800,000	2030	Yes
52-00113-00	City of Austin		Travis	Burnet Rd	W Koenig Ln	45th Street		Construct Complete Street improvements	\$ 15,500,000	2050	Yes
52-00114-00	City of Austin		Travis	Cameron Road	Parmer Ln	US 290		Construct Complete Street improvements	\$ 9,100,000	2040	Yes
52-00115-00	City of Austin		Travis	Camino La Costa	I-35	Cameron Rd		Construct Complete Street improvements	\$ 1,200,000	2050	Yes
52-00116-00	City of Austin		Travis	Canyon Ridge	I-35	Tech Ridge Blvd		Construct Complete Street improvements	\$ 700,000	2050	Yes
52-00117-00	City of Austin		Travis	Center Line Pass	Howard Ln	Center Ridge Dr		Construct Complete Street improvements	\$ 700,000	2050	Yes
52-00118-00	City of Austin		Travis	Chestnut	Manor Rd	12 Street		Construct Complete Street improvements	\$ 1,800,000	2040	Yes
52-00226-00	City of Austin		Travis	CIRCLE S RD	FOREMOST DR	EBERHART LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	\$ 7,700,000	2030	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
52-00188-00	City of Austin		Travis	Colorado River Trail	Hergotz Ln	Roy G. Guerrero Metro Park		Design and construct a Tier 1 urban trail extending the Colorado River Trail between Hergtoz Lane and Roy G. Guerrero Metro Park.	\$ 29,000,000	2050	Yes
52-00119-00	City of Austin		Travis	Congress Avenue	11th Street	Riverside Dr		Construct Complete Street improvements	\$ 161,500,000	2050	Yes
52-00229-00	City of Austin		Travis	CONVICT HILL RD	W US 290 HWY	BRODIE LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	\$ 25,900,000	2040	Yes
52-00230-00	City of Austin		Travis	COOPER LN	MATTHEWS LN	W DITTMAR RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	\$ 14,400,000	2030	Yes
52-00189-00	City of Austin		Travis	Country Club Creek Greenbelt to E Ben White Blvd Corridor	Ventura Dr	Todd Ln		Design and construct a Tier 1 urban trail connecting the Country Club Creek Trail to E Ben White Blvd.	\$ 10,500,000	2050	Yes
52-00190-00	City of Austin		Travis	Country Club Creek Trail	Ventura Dr	Mabel Davis Park		Design and construct a Tier 1 urban trail connecting the Country Club Creek Trail to Mabel Davis Park.	\$ 6,500,000	2050	Yes
52-00191-00	City of Austin		Travis	Crystalbrook Dr to Keegans Dr	Crystalbrook Dr	Keegans Dr		Design and construct a Tier 1 urban trail connecting Crystalbrook Dr. to the Southern Walnut Creek Trail.	\$ 9,300,000	2050	Yes
51-00012-00	City of Austin		Travis	DAVIS LN	BRODIE LN	MENCHACA RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	\$ 25,200,000	2030	Yes
52-00120-00	City of Austin		Travis	DavisLn	Escarpment Blvd	Brodie Ln		Construct Complete Street improvements	\$ 12,600,000	2050	Yes
52-00121-00	City of Austin		Travis	Dean Keeton Street	Guadalupe St	Manor Rd		Construct Complete Street improvements	\$ 1,300,000	2040	Yes
52-00122-00	City of Austin		Travis	Dittmar Road	Menchaca Rd	S 1st St		Construct Complete Street improvements	\$ 2,800,000	2050	Yes
52-00123-00	City of Austin		Travis	Duval Road	Jolleyville Rd	Морас		Construct Complete Street improvements	\$ 11,100,000	2050	Yes
52-00242-00	City of Austin		Travis	E ST ELMO RD/NUCKOLS CROSSING RD	S PLEASANT VALLEY RD	S PLEASANT VALLEY RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	\$ 46,100,000	2030	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
52-00124-00	City of Austin		Travis	Escarpment Boulevard	William Cannon Dr	La Crosse Ave		Construct Complete Street improvements	\$ 5,200,000	2050	Yes
52-00192-00	City of Austin		Travis	Ferguson Dr to Walnut Creek Elementary	Ferguson Dr	Walnut Creek Elementary		Design and construct a Tier 1 urban trail between Ferguson Dr and Walnut Creek Elementary.	\$ 4,600,000	2050	Yes
52-00125-00	City of Austin		Travis	Four Points Dr	RM 620	River Place Blvd		Construct Complete Street improvements	\$ 1,100,000	2050	Yes
52-00126-00	City of Austin		Travis	Freidrich Lane	St Elmo	Teri Rd		Construct Complete Street improvements	\$ 800,000	2050	Yes
52-00127-00	City of Austin		Travis	GilesLane	Blue Goose Rd	US 290		Construct Complete Street improvements	\$ 2,900,000	2050	Yes
52-00128-00	City of Austin		Travis	Great Hills Trail	Capital of Texas Hwy	Stonelake Blvd		Construct Complete Street improvements	\$ 2,700,000	2050	Yes
52-00129-00	City of Austin		Travis	Grove Boulevard	Colorado River	Montopolis Dr		Construct Complete Street improvements	\$ 4,000,000	2050	Yes
52-00130-00	City of Austin		Travis	Hancock Drive	North Loop Blvd	Burnet Rd		Construct Complete Street improvements	\$ 500,000	2050	Yes
52-00131-00	City of Austin		Travis	Harris Branch Pkwy	Howard Ln	US 290		Construct Complete Street improvements	\$ 14,200,000	2050	Yes
52-00132-00	City of Austin		Travis	Highland Mall Boulevard	Airport Blvd	Middle Fiskville Rd		Construct Complete Street improvements	\$ 800,000	2050	Yes
52-00133-00	City of Austin		Travis	Huntland Dr	Airport Blvd	Middle Fiskville Rd		Construct Complete Street improvements	\$ 2,300,000	2050	Yes
52-00134-00	City of Austin		Travis	Kramer Lane	Burnet Rd	N Lamar Blvd		Construct Complete Street improvements	\$ 3,700,000	2050	Yes
52-00135-00	City of Austin		Travis	La Crosse Avenue	Escarpment Blvd	Veloway		Construct Complete Street improvements	\$ 1,500,000	2050	Yes
62-00101-00	City of Austin		Williamson	Lake Creek Parkway	Schoolhouse Ln	Lakeline Blvd		Construct Complete Street improvements	\$ 3,100,000	2050	Yes
62-00102-00	City of Austin		Williamson	Lakeline Boulevard	CityLimits	Staked Plains		Construct Complete Street improvements	\$ 2,400,000	2050	Yes
62-00104-00	City of Austin		Williamson	Lakeline Mall Dr	Pecan Park Blvd	Rutledge Spur		Construct Complete Street improvements	\$ 1,800,000	2050	Yes
52-00193-00	City of Austin		Travis	Lance Armstrong Bikeway	Onion St	Concho St		Design and construct a Tier 1 urban trail connecting the Lance Armstrong Bikeway between Onion St. and Concho St.	\$ 3,000,000	2050	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
52-00194-00	City of Austin		Travis	Lance Armstrong Bikeway to W 3rd St	W 3rd St	B.R. Reynolds Dr		Design and construct a Tier 1 urban trail connecting the Lance Armstrong Bikeway between W 3rd St. and B.R. Reynolds Dr	\$ 2,600,000	2050	Yes
52-00195-00	City of Austin		Travis	Little Walnut Creek Trail	51st St	183 Toll Trail		Design and construct a Tier 1 urban trail connecting the Little Walnut Creek Trail with E 51st St. and the US- 183 Toll Trail.	\$ 34,900,000	2050	Yes
52-00137-00	City of Austin		Travis	Loyola Lane	Manor Rd	Decker Ln		Construct Complete Street improvements	\$ 7,800,000	2040	Yes
52-00196-00	City of Austin		Travis	Manor Rd to 183 Toll Trail	Manor Rd	183 Toll Trail		Design and construct a Tier 1 urban trail from Manor Rd. to US-183.	\$ 12,800,000	2050	Yes
52-00138-00	City of Austin		Travis	Manor Road	Dean Keeton St	Springdale Rd		Construct Complete Street improvements	\$ 23,400,000	2040	Yes
52-00145-00	City of Austin		Travis	Martin Luther King Jr. Blvd	N Lamar Blvd	Airport Blvd		Construct Complete Street improvements	\$ 46,800,000	2030	Yes
52-00139-00	City of Austin		Travis	Mc Kinney Falls Pkwy	Thaxton Rd	US 183		Construct Complete Street improvements	\$ 11,600,000	2050	Yes
52-00140-00	City of Austin		Travis	McCallen Pass	Howard Ln	Canyon Ridge		Construct Complete Street improvements	\$ 6,600,000	2050	Yes
52-00141-00	City of Austin		Travis	Menchaca	S Lamar Blvd	Stassney Ln		Construct Complete Street improvements	\$ 19,100,000	2030	Yes
52-00142-00	City of Austin		Travis	Mesa Drive	Jolleyville Rd	FM 2222		Construct Complete Street improvements	\$ 6,600,000	2050	Yes
52-00143-00	City of Austin		Travis	Metric Boulevard	Howard Ln	Research Blvd		Construct Complete Street improvements	\$ 15,200,000	2040	Yes
52-00144-00	City of Austin		Travis	Middle Fiskville	Huntland Dr	US 290		Construct Complete Street improvements	\$ 2,600,000	2050	Yes
52-00197-00	City of Austin		Travis	Mokan Corridor Trail	Pedernales St	Bolm Rd		Design and construct a Tier 1 urban trail extending the Mokan Corridor Trail between Pedernales St. and Bolm Rd.	\$ 4,600,000	2030	Yes
52-00146-00	City of Austin		Travis	Monterey Oaks Boulevard	Ben White Blvd	Морас		Construct Complete Street improvements	\$ 1,300,000	2050	Yes
52-00147-00	City of Austin		Travis	Montopolis Dr	US 183	Burleson Rd		Construct Complete Street improvements	\$ 7,000,000	2040	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
52-00198-00	City of Austin		Travis	Montopolis Tributary Trail	Frontier Valley Dr	Hwy 183		Design and construct a Tier 1 urban trail between US-183 and E Riverside Dr	\$ 27,900,000	2050	Yes
52-00199-00	City of Austin		Travis	Mueller Trail	Broadmoor Dr	Manor Rd		Design and construct a Tier 1 urban trail between Broadmoor Dr. and Manor Rd.	\$ 6,200,000	2030	Yes
52-00148-00	City of Austin		Travis	N Capital of Texas Hwy	US 183	Морас		Construct Complete Street improvements	\$ 9,000,000	2050	Yes
52-00149-00	City of Austin		Travis	North Loop Boulevard / 53 Road Street / Hancock Drive	Valley Oak Dr	Airport Blvd		Construct Complete Street improvements	\$ 17,500,000	2050	Yes
52-00150-00	City of Austin		Travis	Northcross Dr	Anderson Ln	Burnet Rd		Construct Complete Street improvements	\$ 2,100,000	2050	Yes
52-00200-00	City of Austin		Travis	Northgate Blvd to Rutland Dr Connector	Northgate Blvd	Metric Blvd		Design and construct a Tier 1 urban trail between Northgate Blvd. and Metric Blvd.	\$ 9,300,000	2050	Yes
52-00151-00	City of Austin		Travis	Northland Dr/Allandale Rd/KoenigLn	Balcones Dr	Airport Blvd		Construct Complete Street improvements	\$ 37,900,000	2050	Yes
52-00260-00	City of Austin		Travis	NUCKOLS CROSSING RD	BLUFF SPRINGS RD	THAXTON RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	\$ 35,100,000	2030	Yes
52-00152-00	City of Austin		Travis	Oltorf Street	S Lamar Blvd	I-35		Construct Complete Street improvements	\$ 22,400,000	2040	Yes
52-00201-00	City of Austin		Travis	Onion Creek Trail	Various	Various		Design and construct a Tier 1 urban trail extending and connecting trails between Onion Creek Park and surrounding neighborhoods.	\$ 34,400,000	2030	Yes
52-00153-00	City of Austin		Travis	Payton Gin Rd	Research Blvd	N Lamar Blvd		Construct Complete Street improvements	\$ 2,200,000	2050	Yes
62-00103-00	City of Austin		Williamson	Pecan Park Blvd	Lakeline Blvd	Lake Creek Pkwy		Construct Complete Street improvements	\$ 3,000,000	2050	Yes
52-00154-00	City of Austin		Travis	Pleasant Valley Road N.	12th St	Cesar Chavez		Construct Complete Street improvements	\$ 23,500,000	2050	Yes

	Sponsor	Со	County	Roadway/	Limits	Limits To	l imits At	Description	Total Cost	Let	100%
	5001301	Sponsor	obanty	Facility	From	Linits io	Linito At	Description		Year	Local
52-00155-00	City of Austin		Travis	Pleasant Valley S.	Riverside Dr	Oltorf St		Construct Complete Street improvements	\$ 500,000	2040	Yes
62-00106-00	City of Austin		Williamson	Pond Springs Road	US 183	US 183		Construct Complete Street improvements	\$ 2,600,000	2050	Yes
52-00004-00	City of Austin		Travis	Red Line Trail	Clarkson Ave	W Braker Ln		Design and construct a Tier 1 urban trail extending the Red Line Trail from Clarkson Ave. to W. Braker Ln. with various connections along the way.	\$ 70,700,000	2030	Yes
52-00156-00	City of Austin		Travis	Riata Trace Pkwy / Riata Vista Cir	US 183	Parmer Ln		Construct Complete Street improvements	\$ 4,300,000	2050	Yes
62-00105-00	City of Austin		Williamson	Ridgeline Blvd	Lakeline Blvd	RM 620		Construct Complete Street improvements	\$ 2,500,000	2050	Yes
52-00202-00	City of Austin		Travis	Rundberg Ln To Peyton Gin Rd Connector	RundbergLn	Peyton Gin Rd		Design and construct a Tier 1 urban trail between Rundberg Ln. and Peyton Gin Rd.	\$ 11,600,000	2050	Yes
52-00158-00	City of Austin		Travis	Rutherford Lane	I-35	US 183		Construct Complete Street improvements	\$ 3,400,000	2050	Yes
52-00203-00	City of Austin		Travis	Rutland Dr to N Lamar Blvd	Rutland Dr	RundbergLn		Design and construct a Tier 1 urban trail between Rutland Dr. and Rundberg Ln.	\$ 2,600,000	2050	Yes
52-00159-00	City of Austin		Travis	Rutland Drive	Burnet Rd	N Lamar Blvd		Construct Complete Street improvements	\$ 17,300,000	2050	Yes
52-00160-00	City of Austin		Travis	S1st Street	Barton Springs Rd	FM 1626		Construct Complete Street improvements	\$ 23,200,000	2040	Yes
52-00161-00	City of Austin		Travis	S Lamar Blvd	W Riverside Dr	Barton Springs Rd		Construct Complete Street improvements	\$ 23,100,000	2050	Yes
52-00274-00	City of Austin		Travis	SALT SPRINGS DR	RINGSBY RD	THAXTON RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	\$ 2,400,000	2030	Yes
52-00162-00	City of Austin		Travis	San Jacinto Blvd	Martin Luther King Jr. Blvd	4th St		Construct Complete Street improvements	\$ 5,900,000	2050	Yes
52-00163-00	City of Austin		Travis	Scofield Ridge Pkwy / Howard Lane	Морас	I-35		Construct Complete Street improvements	\$ 3,900,000	2040	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
52-00005-00	City of Austin	·	Travis	Shoal Creek Trail	Shoal Creek Trail	Shoal Creek Trail		Design and construct a Tier 1 urban trail connecting a gap along the Shoal Creek Trail.	\$ 5,800,000	2050	Yes
52-00204-00	City of Austin		Travis	Slaughter Creek Trail	Various	Various		Design and construct a Tier 1 urban trail extending and connnecting various points along the Slaughter Creek Trail.	\$ 69,700,000	2050	Yes
52-00164-00	City of Austin		Travis	Slaughter Lane	Barstow Ave	Морас		Construct Complete Street improvements	\$ 21,100,000	2050	Yes
52-00205-00	City of Austin		Travis	South Boggy Creek Trail	S 1st St	Sunny Hills Dr		Design and construct a Tier 1 urban trail extending the South Boggy Creek Trail between S 1st St. and Sunny Hills Dr.	\$ 69,700,000	2050	Yes
52-00165-00	City of Austin		Travis	Southwest Parkway	SH 71	Mission Oaks Blvd		Construct Complete Street improvements	\$ 17,300,000	2050	Yes
52-00166-00	City of Austin		Travis	Spicewood Springs Road	West of Mesa Dr	Shoal Creek Blvd		Construct Complete Street improvements	\$ 4,300,000	2050	Yes
52-00167-00	City of Austin		Travis	Springdale Road	Manor Rd	Martin Luther King Jr. Blvd		Construct Complete Street improvements	\$ 8,600,000	2040	Yes
52-00168-00	City of Austin		Travis	St Elmo	I-35	S Pleasant Valley		Construct Complete Street improvements	\$ 2,800,000	2050	Yes
52-00169-00	City of Austin		Williamson	Staked Plains	Avery Ranch Blvd	Lakeline Blvd		Construct Complete Street improvements	\$ 1,300,000	2050	Yes
52-00170-00	City of Austin		Travis	Stassney Lane	West Gate Blvd	Teri Rd		Construct Complete Street improvements	\$ 8,600,000	2040	Yes
52-00171-00	City of Austin		Travis	Stonelake	Braker Ln	US 183		Construct Complete Street improvements	\$ 2,100,000	2050	Yes
52-00206-00	City of Austin		Travis	SWCT to River Connection	Colorado River	Southern Walnut Creek Trail		Design and construct a Tier 1 urban trail connecting the Colorado River to the Southern Walnut Creek Trail.	\$ 10,200,000	2050	Yes
52-00172-00	City of Austin		Travis	Taft Ln	S 1st St	I-35		Construct Complete Street improvements	\$ 1,000,000	2050	Yes
52-00173-00	City of Austin		Travis	Tamarron Blvd	Walsh Tarlton Ln	Морас		Construct Complete Street improvements	\$ 2,600,000	2050	Yes
52-00174-00	City of Austin		Travis	Tech Ridge Boulevard / Harris Ridge Boulevard	I-35	Parmer Ln		Construct Complete Street improvements	\$ 3,000,000	2050	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
52-00278-00	City of Austin		Travis	THAXTON RD	NUCKOLS CROSSING RD	SALT SPRINGS DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.	\$ 4,400,000	2030	Yes
52-00175-00	City of Austin		Travis	The Lakes Boulevard	I-35	Howard Ln		Construct Complete Street improvements	\$ 1,600,000	2050	Yes
52-00207-00	City of Austin		Travis	Trail To The ABIA Airport	Coriander Dr	Spirit of Texas Dr		Design and construct a Tier 1 urban trail connecting Coriander Dr. to the Spirit of Texas Dr.	\$ 53,400,000	2050	Yes
52-00176-00	City of Austin		Travis	Trinity Street	San Jacinto Blvd	4th St		Construct Complete Street improvements	\$ 4,700,000	2050	Yes
52-00208-00	City of Austin		Travis	Violet Crown Trail	William Cannon Dr	Violet Crown Trail		Design and construct a Tier 1 urban trail extending the Violet Crown Trail to William Cannon Dr.	\$ 7,400,000	2050	Yes
52-00178-00	City of Austin		Travis	W Braker Lane	Jolleyville Rd	N Lamar Blvd		Construct Complete Street improvements	\$ 333,000,000	2050	Yes
52-00002-00	City of Austin		Travis	Walnut Creek Corridor: Northern Walnut Creek Trail	Various	Various		Design and construct a Tier 1 urban trail extending the Northern Walnut Creek Trail to the Copperfield Connector Trail, US-290, the Southern Walnut Creek Trail, and connections along the way.	\$ 66,000,000	2030	Yes
52-00209-00	City of Austin		Travis	Walnut Creek Corridor: Southern Walnut Creek Trail	Pecan Brook Dr	Sara Dr		Design and construct a Tier 1 urban trail connecting Sara Dr. and Pecan Brook Dr. to the Southern Walnut Creek Trail.	\$ 15,100,000	2050	Yes
52-00179-00	City of Austin		Travis	Walsh Tarlton	Bee Cave Rd	Capital of Texas Hwy		Construct Complete Street improvements	\$ 3,500,000	2050	Yes
52-00210-00	City of Austin		Travis	West Bouldin Creek Trail	W Mary St	W Gibson St		Design and construct a Tier 1 urban trail between W Mary St. and W Gibson St.	\$ 10,200,000	2050	Yes
52-00180-00	City of Austin		Travis	West Gate Blvd	Western Trail	Slaughter Ln		Construct Complete Street improvements	\$ 16,200,000	2050	Yes
52-00181-00	City of Austin		Travis	Wickersham Lane	North of Riverside Dr	Oltorf St		Construct Complete Street improvements	\$ 18,600,000	2050	Yes
52-00182-00	City of Austin		Travis	William Cannon Drive	Southwest Pkwy	Running Waters Dr		Construct Complete Street improvements	\$ 75,000,000	2030	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
52-00211-00	City of Austin		Travis	Williamson Creek Trail	S Congress Ave	Smith School Rd		Design and construct a Tier 1 urban trail extending the Williamson Creek Trail between S Congress Ave. and Smith School Rd.	\$ 63,100,000	2030	Yes
52-00183-00	City of Austin		Travis	Woodward	Ben White Blvd	St Elmo		Construct Complete Street improvements	\$ 1,000,000	2050	Yes
52-00009-00	City of Austin		Travis	Woodward St to E Ben White Blvd Corridor	Woodward St	E Ben White Blvd		Design and construct a Tier 1 urban trail between Woodward St. and E Ben White Blvd.	\$ 12,800,000	2050	Yes
12-00001-00	City of Bastrop		Bastrop	Old Iron Bridge Rehabilitation			Old Iron Bridge parallel to SH150 across the Colorado River	Rehabilitation of the Old Iron Bridge to provide bike/ped connectivity and a recreation location	\$ 12,350,000	2030	No
42-00007-00	City of Buda		Hays	FM 1626 Shared Use Path	State Highway 45	RM 967		Install new greenway to establish 12' wide concrete trail connectivity along FM 1626 connecting the existing shared use path along SH 45 to the intersection of FM 1626 and RM 967.	\$ 4,000,000	2030	No
62-00002-00	City of Cedar Park		Williamson	Lakeline Boulevard	South City Limit	North City Limit		Construct bicycle facility	\$ 12,000,000	2030	No
62-00006-00	City of Cedar Park		Williamson	Red Line Trail	South city limit	North city limit		Design and construct 10-foot shared- use path within CapMetro right-of- way	\$ 25,000,000	2030	No
62-00001-00	City of Cedar Park		Williamson	US 183 (Bell Blvd)	South City Limit	North City Limit		Construct sidewalks where missing	\$ 5,000,000	2030	No
62-00007-00	City of Georgetown		Williamson	Austin Avenue Pedestrian and Bicyle Bridges	2nd St	Morrow St		Rehabilitate / Reconstruct existing Bridges	\$ 18,000,000	2030	No
52-00041-00	City of Lakeway		Travis	Lakeway Blvd Shared-Use Path	Flamingo Blvd	RM 620		Lakeway Blvd Shared-Use Path Connectivity & Upgrades	\$ 3,800,000	2031	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
72-00001-00	City of Leander		Williamson, Travis	Sidewalks			1/2 mile radius from Leander public schools	Establish a Safe Routes to School Program, which should include strategic placement of crossing guards and crosswalks, community education and outreach, and infrastructure projects. Address critical gaps in sidewalks and shared- use paths on both sides of every roadway within a half-mile of a school (6' minimum for local roads and 10' minimum for arterial roads).	\$ 29,586,800	2032	No
62-00008-00	City of Leander		Williamson	US 183			Broade St	Pedestrian bridge creating an east- west crossing over US 183 at Broade St that creates a grade separation between pedestrians, US 183, and railroad	\$ 4,450,000	2035	No
62-00009-00	City of Leander		Williamson	US 183			Metro Dr	Pedestrian bridge creating an east- west crossing over US 183 at Metro Dr that creates a grade separation between pedestrians, US 183, and railroad	\$ 4,450,000	2035	No
42-00008-00	City of San Marcos		Hays	Purgatory Creek Trail	Wonder World Drive	San Marcos River (within the city of San Marcos) at Children's Park and Bicentennial Park	Purgatory Creek	The project consists of Purgatory Channel improvements including the construction of Trail, Trailheads, and Pedestrian Bridges located along Purgatory Creek from Wonder World Drive to the San Marcos River, within the City of San Marcos.	\$ 65,191,392	2030	No
42-00001-00	City of San Marcos		Hays	SL 82/University Dr	CM Allen Pkwy	Guadalupe St.		Retrofit of 4-lane undivided arterial to 2-lane undivided with continuous left turn lane and off-street shared path	\$ 2,500,000	2030	No
51-00498-00	Travis County		Travis	Howard Ln/McNeil Dr Shared Use Path	McNeil Road	McNeil- Merrilltown Rd		Install a Shared Use Path on the south side of Howard Lane (also known as McNeil Drive)	\$ 11,082,500	2030	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
51-00497-00	Travis County		Travis	Onion Creek Greenway	McKinney Falls State Park	Colorado River Confluence	Onion Creek	Install new greenway to establish 12' wide concrete trail connectivity through Onion Creek corridor.	\$ 37,500,000	2030	No
51-00189-12*	TxDOT		Travis	Various	Along Colorado River from South Congress Ave	South 1st St.		Construct boardwalk extension as mitigation for IH 35 Capital Express Central	\$ 29,382,069	2026	No

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MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
54-00003-00*	City of Austin		Travis	Various	Various	Various		Charging Station Replacement	\$ 337,500	2025	No
54-00002-00	City of Austin		Travis	City of Austin Signals/ ATMS Improvements	Various	Various		This project will design and construct citywide traffic signals and Advance Traffic Management System improvements.	\$ 26,600,000	2030	No
61-00210-00	City of Georgetown		Williamson	Austin Avenue (SS 26)	NE Inner Loop	SE Inner Loop		Installation of traffic detection and traffic signal control pre-emption technology to all legs of the 15 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles.	\$ 2,250,000	2030	Yes
61-00208-00	City of Georgetown		Williamson	SH 29	Old Creek Road	Patriot Way		Installation of traffic detection and traffic signal control pre-emption technology to all legs of the 22 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles.	\$ 3,300,000	2030	Yes
51-00289-00*	TxDOT		Travis	Various	Various	Various		Install 10 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 35).	\$ 729,192	2025	No
51-00289-01*	TxDOT		Travis	Various	Various	Various		Install 8 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors. (IH 10)	\$ 1,891,381	2025	No

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MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total C	ost Le <sup>:</sup> Yea	: 100% r Local
55-00100-00	University of Texas at Austin	TxDOT	Travis	Texas SMARTTrack			UT Austin Pickle Research Campus	Closed and open course testing track for technology assessment, technology advancement, and testing	\$ 18,000,	000 203	) No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
31-00002-00*	Caldwell County		Caldwell	Truck Plaza	SH 130	SH 80		Construction of travel plaza and truck parking facility at SH 130 and SH 80	\$ 30,725,000	2025	No
51-00300-00*	City of Austin	TxDOT	Travis	IH 35	Cesar Chavez	4th Street		Highway cap over reconstructed IH- 35	\$ 167,515,000	2025	No

MPO ID	Sponsor	Со	County	Roadway/	Limits	Limits To	Limits At	Description	Total Cost	Let	100%
51-00299-00*	City of Austin	Sponsor	Travis	Barton Springs	Lou Neff	Azie Morton	Barton	Bridge replacement with pedestrian	\$ 40,000,000	2028	No
51-00225-00*	City of Austin		Williamson	Lakeline Blvd	Parmer Lane (FM 734)	Lyndhurst Blvd.	CICCK	Add two additional travel lanes and upgrade bicycle facilities and sidewalks	\$ 23,725,572	2027	No
51-00227-00*	City of Austin		Travis	Slaughter Lane	Mopac Expressway	Brodie Lane		Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements	\$ 20,505,809	2025	No
51-00222-00*	City of Austin		Travis	WEST RUNDBERG LANE	BURNET ROAD	Metric BLVD.		Extend current roadway as a four- lane divided arterial with sidewalks, bikelanes, and new signalized intersection.	\$ 26,502,401	2028	No
51-00046-00	City of Austin		Travis	AIRPORT BLVD (SL 111)	MANOR RD	LEVANDER LOOP		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 51,700,000	2030	Yes
61-00001-00	City of Austin		Williamson	ANDERSON MILL RD	US 183	W PARMER LN		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 22,000,000	2040	Yes
51-00031-00	City of Austin		Travis	BRAKER LN	n lamar Blvd	DESSAU RD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 43,200,000	2040	Yes
51-00006-01	City of Austin		Travis	BRODIE LN	Slaughter Ln	W FM 1626 RD		Widen roadway to 2-lanes with a raised median or center turn lane and bicycle and pedestrian improvements.	\$ 56,100,000	2030	Yes
51-00008-00	City of Austin		Travis	BURLESON RD	S HWY 183	E BEN WHITE BLVD SVRD		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 38,800,000	2040	Yes
51-00010-00	City of Austin		Travis	BURNET RD	W KOENIG LN (RM 2222)	RESEARCH BLVD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 26,900,000	2030	Yes
51-00009-00	City of Austin		Travis	<b>BURNET RD</b>	MOPAC SVRD	MCNEILRD		Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements.	\$ 75,900,000	2030	No
51-00011-00	City of Austin		Travis	CAMERON RD	E US 290 HWY SVRD	E 51ST ST		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 394,000,000	2040	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
51-00013-00	City of Austin		Travis	DESSAURD	E PARMER LN (FM 734)	FISH LN		Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements.	\$ 82,800,000	2050	Yes
51-00014-00	City of Austin		Travis	E 7TH ST	CONGRESS AVE	LEVANDER LOOP		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 78,400,000	2050	Yes
51-00108-00	City of Austin		Travis	E BRAKER LN	Samsung BLVD	HARRIS BRANCH PKWY		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.	\$ 71,100,000	2040	Yes
51-00015-00	City of Austin		Travis	E CESAR CHAVEZ ST	N PLEASANT VALLEY RD	E 5TH ST		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 38,000,000	2040	Yes
51-00015-01	City of Austin		Travis	E CESAR CHAVEZ ST (1)	SAN MARCOS ST	N PLESANT VALLEY RD		Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements.	\$ 42,100,000	2040	Yes
51-00016-00	City of Austin		Travis	E MARTIN LUTHER KING JR BLVD (FM 969)	Airport Blvd	US 183		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 27,400,000	2030	No
51-00112-00	City of Austin		Travis	E OLTORF ST	IH-35 SVRD	MONTOPOLI S DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 21,900,000	2040	Yes
51-00114-00	City of Austin		Travis	E RIVERSIDE DR	S CONGRESS AVE	BARTON SPRINGS RD EXTENSION		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 3,700,000	2050	Yes
51-00017-00	City of Austin		Travis	E RUNDBERG LN	CAMERON RD	FERGUSON LN		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.	\$ 7,400,000	2030	Yes
51-00018-00	City of Austin		Travis	E WILLIAM CANNON DR	RUNNING WATER DR	MCKINNEY FALLS PKWY		Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements.	\$ 49,200,000	2050	Yes
51-00019-01	City of Austin		Travis	E YAGER LN	TECH RIDGE BLVD	CANYON RIDGE DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 1,400,000	2040	Yes
51-00019-00	City of Austin		Travis	E YAGER LN	350' W OF NATURES BEND	E PARMER LN (FM 734)		Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements.	\$ 33,200,000	2040	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
51-00025-00	City of Austin		Travis	JOHNNY MORRIS RD	E US 290 HWY SVRD	FM 969 RD		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 163,000,000	2050	Yes
51-00212-00	City of Austin		Travis	JOLLYVILLE RD	BARRINGTO N WAY	GREAT HILLS TRL		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 33,100,000	2040	Yes
51-00026-00	City of Austin		Travis	LAKE AUSTIN BLVD	REDBUD TRL	UPSON ST		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 65,900,000	2050	Yes
51-00224-00	City of Austin		Travis	MANOR RD	LOYOLALN	ED BLUESTEIN BLVD SVRD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 6,400,000	2040	Yes
51-00028-00	City of Austin		Travis	MC NEIL DR	N US 183 HWY SVRD	W PARMER LN (FM 734)		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 18,000,000	2040	Yes
51-00223-00	City of Austin		Travis	MENCHACA RD (FM 2304)	STASSNEY LN	RAVENSCRO FT DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 108,100,000	2030	No
51-00236-00	City of Austin		Travis	N LAMAR BLVD	W Guadalupe St	W RIVERSIDE DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 41,700,000	2030	No
51-00250-00	City of Austin		Travis	PEARCE LN	FM 973	KELLAM RD		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 84,900,000	2040	Yes
51-00040-00	City of Austin		Travis	S PLEASANT VALLEY RD	E OLTORF ST	CITY LIMIT		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.	\$ 100,000,000	2050	Yes
51-00033-00	City of Austin		Travis	S PLEASANT VALLEY RD	CANTERBUR Y ST	E RIVERSIDE DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 24,300,000	2050	Yes
51-00271-00	City of Austin		Travis	SPRINGDALE RD	SANSOM RD	E MARTIN LUTHER KING JR BLVD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 13,800,000	2040	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
51-00084-00	City of Austin		Travis	Vision Zero Transportation System Safety & Mobility Improvements	Various	Various		Vision Zero Transportation System Safety & Mobility Improvements	\$ 109,900,000	2040	Yes
51-00077-00	City of Austin		Travis	W 35TH ST/W 38TH ST	JEFFERSON ST	SPEEDWAY		Retrofit roadway to 2- to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 18,900,000	2040	Yes
51-00079-00	City of Austin		Travis	W ANDERSON LN	SHOAL CREEK BLVD	RESEARCH BLVD SVRD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.	\$ 16,600,000	2040	Yes
51-00045-00	City of Austin		Travis	W WILLIAM CANNON DR	BRODIE LN	MENCHACA RD		Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements.	\$ 34,700,000	2050	Yes
51-00085-00	City of Bee Cave		Travis	Hamilton Pool Road Connector	FM 3238 (Hamilton Pool Road) approx. 2,300 ft. S of SH 71	RM 2244	SH 71	New roadway connection between 3238 (HPR) and RM 2244	\$ 7,000,000	2030	No
41-00132-00	City of Buda		Hays	COLE SPRINGS ROAD	FM 1626	DODGEN SOUTH EXTENSION		NEW 2-LANE WITH BIKE LANES AND SIDEWALKS	\$ 18,640,000	2035	Yes
41-00131-00	City of Buda		Hays	DODGEN SOUTH EXTENSION	RM 967	COLE SPRINGS ROAD		NEW 2-LANE WITH BIKE LANES AND SIDEWALKS	\$ 37,840,000	2045	Yes
41-00137-00	City of Buda		Hays	FUTURE E-W ARTERIAL/ RANKIN AVE	MARATHON ROAD	garison Road		NEW 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS	\$ 14,820,000	2030	Yes
41-00135-00	City of Buda		Hays	GARISON ROAD	MAIN STREET	FUTURE E-W ARTERIAL/ RANKIN AVE		RECONSTRUCT 2-LANES WITH BIKE LANES AND SIDEWALKS	\$ 22,230,000	2040	Yes
61-00202-00	City of Cedar Park		Williamson	Bagdad Road	RM1431/Whi testone Blvd	Heritage Park Drive		Install TWLTL where missing	\$ 14,310,000	2032	No
61-00020-00	City of Cedar Park		Williamson	Brushy Creek Road	Arrowhead Trail	East City Limits		Widen from 2 to 4-lane divided at west end - transition to 3 lanes at City Limit	\$ 14,480,000	2030	No

#### Appendix A - Regional Transportation Plan Project List

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
61-00015-00	City of Cedar Park		Williamson	Brushy Creek Road			Parmer Lane	Construct new 2-lane overpass	\$ 20,000,000	2035	No
61-00021-00	City of Cedar Park		Williamson	Cypress Creek Road			US183	Construct 2-lane overpass	\$ 25,000,000	2035	No
61-00016-00	City of Cedar Park		Williamson	Lakeline Boulevard			Cypress Creek Rd	Construct partial continuous flow intersection	\$ 25,000,000	2035	No
61-00013-00	City of Cedar Park		Williamson	Little Elm Trail	US183	183A Frontage Rd		Construct new 2-lane divided with TWLTL with either an SUP on one side, or bike lanes on both sides	\$ 8,000,000	2030	No
61-00012-00	City of Cedar Park		Williamson	New Hope Drive	RM1431	Lakeline Blvd		Widen from 2 to 4-lane divided	\$ 12,000,000	2030	No
61-00201-00	City of Cedar Park		Williamson	New Hope Drive	Bagdad Road	Main Street		Widen to MAD6	\$ 22,400,000	2030	No
61-00014-00	City of Cedar Park		Williamson	Park Street	Anderson Mill Rd	Lakeline Blvd		Construct new 2-lane divided minor arterial with SUP	\$ 8,000,000	2030	No
61-00017-00	City of Cedar Park		Williamson	RM 1431 (Whitestone Blvd)			US 183	Construct continuous flow intersection	\$ 30,000,000	2031	No
61-00184-00	City of Cedar Park	Williamson County	Williamson	RM 1431 (Whitestone Boulevard)	Bagdad Road	Williamson/T ravis County line		Widen 4-lane undivided with continuous left turn lane to 6-lane divided	\$ 19,340,000	2030	No
61-00011-00	City of Cedar Park		Williamson	Ronald Reagan Boulevard	South of RM1431	North Cedar Park City limit		Widen from 4 to 6-lane arterial roadway divided with SUP	\$ 30,000,000	2030	No
61-00019-00	City of Cedar Park		Williamson	US 183 (Bell Blvd)			Cypress Creek Rd	Construct dual left turn lanes	\$ 5,000,000	2030	No
61-00018-00	City of Cedar Park		Williamson	US 183 (Bell Blvd)			New Hope Drive	Construct dual left turn lanes on Bell Blvd	\$ 5,000,000	2030	No
61-00191-00*	City of Georgetown		Williamson	RM 2243	SW Bypass	Norwood Drive		Upgrade from a two-lane to a four- lane divided with Center Turn Lane and new traffic signals and pedestrian improvements	\$ 21,233,426	2026	No
61-00027-00	City of Georgetown		Williamson	Airport Road	SH-195	Aviation Drive		Widen from 2-lane undivided to 4- lane divided	\$ 29,500,000	2030	Yes
61-00029-00	City of Georgetown		Williamson	DB Woods	Williams Drive	Oak Ridge Road		Widen from 2-lane undivided 4-lane divided with pedestrian improvments	\$ 17,300,000	2030	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Vear	100% Local
61-00024-00	City of Georgetown	Williamson County	Williamson	FM 971	Gann St.	SH 130		Widen from 2-lane undivided to 5- lane divided arterial with pedestrian improvements, signal and intersection improvements.	\$ 34,000,000	2030	No
61-00035-00	City of Georgetown		Williamson	SE Inner Loop	FM 1460	SH 29		Widen from 2-lanes to 4-lanes divided. Limited Access	\$ 65,000,000	2030	No
61-00025-00	City of Georgetown	TxDOT	Williamson	SH 29	Haven Lane	Patriot Way		Widen from 4 undivided to 5-lanes divided arterial with pedestrian improvements, signal and intersection improvements.	\$ 45,500,000	2030	No
61-00031-00	City of Georgetown		Williamson	Southwest Bypass	SH 29	Leander Road		Widen from 2-lane undivided 4-lane divided	\$ 56,000,000	2045	No
61-00033-00	City of Georgetown		Williamson	Westinghouse Road	IH 35	FM 1460		Reconstruct from 4-lane undivided to 6-lane divided with pedestrian improvments	\$ 12,500,000	2050	Yes
61-00023-00	City of Georgetown		Williamson	Williams Drive	IH 35	Jim Hogg Drive		Widen from 4 undivided to 5-lanes divided arterial with pedestrian improvements, signal and intersection improvements and safety lighting	\$ 25,576,600	2030	No
41-00155-00	City of Kyle		Hays	FM 150 E	Lehman Rd	SH 21		Reconstruction and widening to 5 lane facility	\$ 143,795,520	2035	Yes
41-00154-00	City of Kyle		Hays	FM 150 W Realignment	Center Street at Veterans Dr	Goforth Road		Construct new 5 lane facility	\$ 124,827,958	2035	Yes
41-00150-00	City of Kyle		Hays	FM 1626			Kohlers Crossing	Construct roundabout	\$ 9,500,000	2035	Yes
41-00152-00	City of Kyle		Hays	FM 1626			Marketplace Ave	Construct roundabout	\$ 9,500,000	2035	Yes
41-00153-00	City of Kyle		Hays	Goforth Road N	FM 150	Bebee Rd		Construct new 5 lane facility	\$ 137,531,200	2035	Yes
41-00151-00	City of Kyle		Hays	Kohlers Crossing			IH 35	Construct underpass between frontage roads	\$ 42,000,000	2035	Yes
41-00015-00	City of Kyle		Hays	Kyle Parkway	IH 35 at FM 1626	SH 21		Construct 4 lane facility & Reconstruction and widen to 4 lane facility	\$ 102,800,000	2035	No
41-00014-00	City of Kyle		Hays	Marketplace Avenue	RM 967 (Kohlers Crossing)	IH 35 at Burleson Rd		Construct 4 lane facility	\$ 11,518,316	2024	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
61-00217-00	City of Leander		Williamson	Bagdad Road	Kettering Drive	CR 281		Section to widen existing four-lane divided with TWLTL to a six-lane divided facility with raised median and shared use paths and section to widen existing two-lane undivided facility to a six-lane divided facility with raised median and shared use paths.	\$ 134,800,000	2030	No
61-00216-00	City of Leander		Williamson	Crystal Falls Parkway	Ronald Reagan Blvd	CR 175		New location six-lane divided facility with raised median and shared use paths. This includes approximately 1030 LF of a new bridge structure.	\$ 49,832,836	2030	No
61-00215-00	City of Leander		Williamson	San Gabriel Parkway East	183A	Ronald Reagan Blvd		Section of new location four-lane divided facility with raised median and shared use paths and section to widen existing two-lane undivided facility to a four-lane divided facility with raised median and shared use paths.	\$ 41,790,000	2030	No
61-00222-00	City of Leander		Williamson	US 183	183A	Osage Dr		This corridor project includes improvements at intersections, in terms of turn lane capacity, crossing improvements, and ADA updates	\$ 30,030,000	2030	No
51-00154-00	City of Pflugerville		Travis	Cameron Rd	SH 130	Weiss Lane bridge		Widen 2-lane divided roadway to 4- lane divided roadway with bike and pedestrian accommodations,	\$ 16,875,000	2030	Yes
61-00042-00	City of Pflugerville		Travis	Central Commerce Dr	Picadilly Dr	Royston Lane		Widen to 3-lane (full depth reconstruction) with pedestrian, bike, and low speed mode facilities	\$ 4,238,400	2030	Yes
61-00036-00	City of Pflugerville		Travis	Colorado Sand Drive	Copper Mine	Weiss Lane		Construct new 2-lane undivided with CTL with pedestrian, bike, and low speed mode facilities	\$ 13,378,800	2030	Yes
51-00550-00	City of Pflugerville		Travis	FM685/Dessau Road	Wells Branch Parkway	SH130		Reconstruct to a 4-6 lane divided roadway with multi modal facilities	\$ 53,382,454	2030	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
61-00037-00	City of Pflugerville		Travis	Immanuel/Old Austin Hutto/Timmerm an	Wells Branch	Pflugerville Parkway		Reconstruct to 2-lane undivided with CTL with pedestrian, bike, and low speed mode facilities	\$ 19,393,200	2030	Yes
61-00038-00	City of Pflugerville		Travis	Pecan Street	SH130	Weiss Lane		Widen from a 2-lane undivided to a 4- lane divided roadway with multi modal facilities	\$ 19,736,400	2030	No
51-00092-00	City of Pflugerville		Travis	Pecan Street / FM 1825	Wells Branch Pkwy	Pfennig Lane (future)		Reconstruct to 4-lane undivided with CTL and pedestrian, bike, and low speed mode facilities	\$ 78,648,000	2030	No
61-00039-00	City of Pflugerville		Travis	Pfennig Lane (East)	FM685	Pecan Street		Construct new 4-lane divided with pedestrian, bike, and low speed mode facilities	\$ 32,502,000	2030	Yes
61-00040-00	City of Pflugerville		Travis	Pflugerville Parkway	SH130	Weiss Lane		Widen from a 2-lane undivided to a 4- lane divided roadway with multi modal facilities	\$ 58,058,400	2030	Yes
61-00044-00	City of Pflugerville		Travis	Picadilly Dr	100′ East of IH 35	Central Commerce Dr		Widen to 3-lane (full depth reconstruction) with pedestrian, bike, and low speed mode facilities	\$ 6,981,600	2030	Yes
51-00549-00	City of Pflugerville		Travis	Rowe Lane	Heatherwild e Blvd	SH130		Build 3-lane divided roadway with multi modal facilities	\$ 43,662,845	2030	Yes
61-00043-00	City of Pflugerville		Travis	Royston Lane	Central Commerce	Grand Avenue		Widen to 3-lane (full depth reconstruction) with pedestrian, bike, and low speed mode facilities	\$ 8,836,800	2030	Yes
71-00016-00	City of Pflugerville		Travis	SH 130 Frontage Road/FM685	Rowe Lane	Southern City Limits		Widen frontage roads from 2 to 3 lanes each direction and ramp reversals	\$ 33,103,200	2026	No
61-00041-00	City of Pflugerville		Travis	Weiss Lane	Pleasanton	Pecan		Widen to 4-Lane divided & bridge widening and include pedestrian, bike and low speed mode facilities	\$ 11,947,200	2030	Yes
61-00049-00	City of Round Rock		Williamson	Gattis School Rd	Lawnmont Dr.	Windy Park Dr.		Upgrade existing 4-lane urban divided to a 6-lane urban divided	\$ 18,750,000	2030	Yes
61-00050-00	City of Round Rock		Williamson	Gattis School Rd	Double Creek Dr.	Kenney Fort Blvd.		Upgrade existing 4-lane urban divided to a 6-lane urban divided	\$ 15,950,000	2030	Yes
61-00051-00	City of Round Rock		Williamson	Gattis School Rd	Rusk Rd.	Via Sonoma Trail		Upgrade existing 4-lane urban divided to a 6-lane urban divided	\$ 8,350,000	2030	Yes
61-00053-00	City of Round Rock		Williamson	Kenney Fort Blvd	Old Settlers Blvd.	CR 112		Construct new location 4-lane divided urban	\$ 35,400,000	2030	Yes

MPO ID	Sponsor	Со	County	Roadway/	Limits	Limits To	Limits At	Description	Total Cost	Let	100%
61-00054-00	City of Round Rock	Sponsor	Williamson	Facility Kenney Fort Blvd	CR 112	University Blvd.		Construct new location 4-lane divided urban	\$ 22,600,000	Year 2030	Yes
61-00055-00	City of Round Rock		Williamson	Kenney Fort Blvd	University Blvd.	Westinghous e Rd.		Construct new location 4-lane divided urban	\$ 24,800,000	2030	Yes
61-00064-00	City of Round Rock		Williamson	University Blvd	Sunrise Rd	Teravista Club Dr		Upgrade existing 4-lane urban divided to a 6-lane urban divided	\$ 19,750,000	2030	Yes
61-00065-00	City of Round Rock		Williamson	University Blvd	Teravista Club Dr	FM 1460 (AW Grimes)		Upgrade existing 4-lane urban divided to a 6-lane urban divided roadway	\$ 26,500,000	2030	Yes
41-00050-00*	City of San Marcos		Hays	Various	IH 35 Northbound Frontage Road	SH 123		Drainage and street improvements within the Sunset Acres Subdivision.	\$ 36,819,780	2026	No
41-00046-00	City of San Marcos		Hays	E River Ridge Pkwy	IH 35	SH 21		Construct new 4-lane divided boulevard with pedestrian/bicycle facilities.	\$ 40,700,000	2035	Yes
41-00037-00	City of San Marcos		Hays	LBJ Drive	University Drive	E Grove St		Retrofit 2-lane/3-lane one-way street with on-street parking including pedestrian/bicycle improvements	\$ 17,800,000	2030	Yes
41-00045-00	City of San Marcos		Hays	Old RR 12 (Moore St)	North Street/Hopki ns Street	Holland St		Reconstruct 2-lane with interminent left turn lane to 2-lane with continuous turn lane and pedestrian/bicycle improvements	\$ 13,000,000	2035	Yes
41-00048-00	City of San Marcos		Hays	Old RR 12 Bike/Ped & Widening	RM 12	Craddock Ave		Reconstruct 2-lane with interminent left turn lane to 2-lane with continuous turn lane and pedestrian/bicycle improvements	\$ 54,000,000	2035	Yes
41-00025-00	City of San Marcos		Hays	Proposed Boulevard 14	SH 80/SH 21	Staples Road		Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.	\$ 98,200,000	2040	Yes
41-00034-00	City of San Marcos		Hays	Proposed Parkway Loop (PH-0)	La Cima Tract Boundary	Proposed Blvd 1		Construct new 4-lane divided with off- street shared paths	\$ 84,000,000	2035	No
41-00047-00	City of San Marcos		Hays	River Ridge Pkwy	Lime Kiln Rd	I-35		Construct new 4-lane divided boulevard with pedestrian/bicycle facilities	\$ 73,700,000	2035	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
41-00022-00	City of San Marcos		Hays	SH 123	Broadway Street	Wonder World Drive/RM 12		Reconstruct 4-lane undivided with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	\$ 56,100,000	2030	No
41-00021-00	City of San Marcos		Hays	SH 123	IH 35	Broadway Street		Reconstruct from 4-lane undivided to 4-lane boulevard with pedestrian/bicycle improvements	\$ 35,900,000	2030	No
41-00039-00	City of San Marcos		Hays	SH 80	Old Bastrop Highway	East of FM 110		Reconstruct 4-lane with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	\$ 79,000,000	2030	No
41-00038-00	City of San Marcos		Hays	SH 80 (Hopkins Street)	Guadalupe Street	CM Allen		Retrofit 4-lane to 4-lane with on- street parking and pedestrian/bicycle improvements	\$ 17,000,000	2030	No
41-00036-00	City of San Marcos		Hays	SL 82 (Guadalupe Street)	University Drive	IH 35		For University to Grove Street segment, retrofit to 2-lane one-way street with on-street parking including pedestrian/bicycle improvements. For section from Grove Street to IH 35 segment, reconstruct 4-lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	\$ 11,600,000	2030	No
41-00044-00	City of San Marcos		Hays	West Hopkins Street	Moore St	SL 82		Reconstruct 2-lane with interminent left turn lane to 4-lane divided with pedestrian/bicycle improvements	\$ 12,000,000	2030	Yes
61-00073-00	CTRMA		Williamson	183A	SH 45	Hero Way		Widen from 3 to 4 toll lanes northbound and southbound into the existing center median.	\$ 250,000,000	2026	Yes
61-00072-00	CTRMA		Williamson	183A	Hero Way	North of SH 29		Construct 6-lane tolled expressway; Phase 1 to include 4-lane tolled expressway	\$ 367,800,000	2031	Yes
51-00548-00	CTRMA		Travis, Bastrop	290E	SH 130	SH 95		Extend the 290E tollway from SH 130 to Elgin (SH 95)	\$ 1,500,000,000	2031	Yes

MPO ID	Sponsor	Со	County	Roadway/	Limits	Limits To	Limits At	Description	Total Cost	Let	100%
	openeer	Sponsor	oounty	Facility	From	Linito ro	Linitorit			Year	Local
51-00096-00	CTRMA		Travis	MoPac (SL 1)	Cesar Chavez	Slaughter Lane		Up to 2 express lanes in each direction	\$ 825,000,000	2027	Yes
41-00196-00*	Hays County		Hays	FM 150	Burleson Street	Kohlers Crossing		Relocation of the UP Rail-Siding in downtown Kyle where it crosses FM 150 to north of FM 1626.	\$ 27,976,809	2026	No
41-00077-00	Hays County	City of Kyle	Hays	Bebee / High Road	IH 35	SH 21		Add shoulders, median and turn lanes to 2-lane divided	\$ 44,700,000	2040	Yes
41-00078-00	Hays County	City of San Marcos	Hays	Centerpoint Rd (CR 234)	IH 35	Old Bastrop Hwy (CR 266)		Widen 4-lane divided to 4-lane divided with bike lanes and sidewalks	\$ 3,500,000	2040	Yes
41-00079-00	Hays County		Hays	Centerpoint Road	FM 2439 (Hunter Road)	I-35		Widen 4-lane divided to 4-lane divided with bike lanes and sidewalks and grade separation with Union Pacific Railroad	\$ 59,924,000	2033	Yes
41-00087-00	Hays County		Hays	Cotton Gin Road	Bonanza Street	SH 21		Construct two lanes and shoulders	\$ 17,860,000	2026	Yes
41-00081-00	Hays County		Hays	Darden Hill Rd	Sawyer Ranch Rd (CR 164)	RM 1826		Widen from 2 to 4-lane divided	\$ 15,000,000	2029	Yes
41-00081-01	Hays County		Hays	Darden Hill Rd (CR 162)	RM 150 W	Sawyer Ranch Rd (CR 164)		Widen from 2 to 4-lane divided	\$ 15,000,000	2032	Yes
41-00119-00	Hays County		Hays	Dripping Springs SW Connection	RM 12	US 290		Construct four lane divided on new alignment	\$ 251,126,000	2032	Yes
41-00058-00	Hays County	TxDOT	Hays	FM 150 W	RM 12	RM 1826		Widen from 2-lane divided to 4-lane divided	\$ 5,700,000	2030	Yes
41-00059-00	Hays County	TxDOT	Hays	FM 150 W	RM 1826	FM 3237		Widen from 2-lane divided to 4-lane divided	\$ 19,000,000	2030	Yes
41-00112-00	Hays County		Hays	FM 165	US 290 W	Blanco County line		Add shoulders and safety improvements to 2-lane undivided	\$ 28,200,000	2030	Yes
41-00093-00	Hays County		Hays	FM 2001 East Interim	GraefRoad	Southeast of SH 21		Construct one lane in each direction with shoulders and turn lanes on new alignment	\$ 41,671,000	2030	No
41-00110-00	Hays County		Hays	FM 2001 Gap Interim	2001 West	Quail Run		Construct one lane in each direction, shoulders, turn lanes on (partial) new alignment	\$ 45,616,000	2033	Yes
41-00113-00	Hays County		Hays	FM 621 (Staples)	Old Bastrop (CR 266)	Caldwell County line		Add shoulders and safety improvements to 2-lane undivided	\$ 4,000,000	2030	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
41-00115-00	Hays County	City of Kyle	Hays	Goforth Road	Bunton Lane	Bebee Road / High Road		Construct new five lane roadway with two roundabouts	\$ 24,742,000	2027	Yes
41-00116-00	Hays County	City of Kyle	Hays	Goforth Road	CR 158	FM 150		Construct new four lane divided roadway with three roundabouts	\$ 15,350,000	2027	Yes
41-00106-00	Hays County		Hays	High Road	East of Goforth Road	SH 21		Reconstruct four lane divided with two-way left turn lane	\$ 85,496,000	2030	Yes
41-00085-00	Hays County		Hays	Hillside Terrace	Old Goforth Rd	FM 2001		Widen from 2 to 4-lane divided	\$ 22,500,000	2026	Yes
41-00084-00	Hays County		Hays	Hillside Terrace	IH 35	Old Goforth Rd		Widen from 2 to 4-lane divided	\$ 25,000,000	2034	Yes
41-00086-00	Hays County	City of Kyle	Hays	Kohlers Crossing	.1 mil east of FM 1626	.6mi east of FM 1626		Construct grade separation with Union Pacific Railroad	\$ 28,633,000	2027	Yes
41-00090-00	Hays County	City of Kyle	Hays	Kyle Loop W	Old Stagecoach Rd	IH 35		Construct new 4-lane divided	\$ 4,100,000	2040	Yes
41-00089-00	Hays County	City of Kyle	Hays	Kyle Loop W (Robert S Light)	NF 17	Old Stagecoach Rd		Construct new 4-lane divided	\$ 15,500,000	2029	Yes
41-00088-00	Hays County	City of Kyle	Hays	Kyle Loop W (Robert S Light)	FM 1626	NF 17		Construct new 4-lane with a continuous turn lane	\$ 10,000,000	2030	Yes
41-00091-00	Hays County	City of Kyle	Hays	Kyle Parkway	IH 35 at FM 1626	SH 21		Construct new 4-lane divided	\$ 15,800,000	2030	Yes
41-00080-00	Hays County		Hays	McCarty Lane	FM 2439 (Hunter Road)	I-35		Add safety improvements to 4-lane divided with grade separation with Union Pacific Railroad	\$ 32,300,000	2036	Yes
41-00095-00	Hays County		Hays	NF 10 (Dripping Springs)	RM 12	US 290 Bypass		Construct new 4-lane divided	\$ 3,700,000	2030	Yes
41-00096-00	Hays County		Hays	NF 18 (Dripping Springs)	RM 12	US 290 W at Holder		Construct new 2-lane divided	\$ 29,300,000	2030	Yes
41-00097-00	Hays County		Hays	Nutty Brown Rd (CR 163)	US 290 W	RM 1826		Add shoulders and safety improvements to 4-lane divided	\$ 10,500,000	2035	Yes
41-00117-00	Hays County		Hays	Old Kyle Road	RM 12	RM 3237		Construct multimodal improvements (bicycle lane, shared use path, boardwalk), roundabout	\$ 4,833,000	2026	Yes
MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
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41-00099-00	Hays County		Hays	Posey Rd (CR 235)	IH 35	Old Bastrop Hwy (CR 266)		Widen from 2 to 4-lane divided	\$ 2,500,000	2039	Yes
41-00100-00	Hays County	City of San Marcos	Hays	Post Rd (CR 140)	IH 35	Aquarena Springs Rd		Widen from 2 to 4-lane undivided	\$ 17,400,000	2035	Yes
41-00065-00	Hays County		Hays	RM 12	Fitzhugh Rd	FM 150 W		Widen from 2-lane divided to 4-lane divided	\$ 7,100,000	2030	Yes
41-00064-00	Hays County		Hays	RM 12	FM 2439 (Hunter Rd)	SH 123		Widen from 4-lane divided to 6-lane divided with median and shoulders	\$ 4,500,000	2030	Yes
41-00126-00	Hays County		Hays	RM 150	N/A	N/A	RM 12	Construct new roundabout	\$ 8,264,000	2026	Yes
41-00083-00	Hays County	TxDOT	Hays	RM 3237	Lone Man Mountain Road	Rolling Oaks Drive		Construct shoulders and turn lanes to 2-lane divided	\$ 3,089,000	2026	Yes
41-00114-00	Hays County	TxDOT	Hays	RM 967	RM 1826	1.5 mile west of Oak Forrest		Widen from 2 to 4-lane undivided	\$ 7,800,000	2025	Yes
41-00101-00	Hays County	City of Buda	Hays	Robert S Light Blvd	RM 967	FM 1626		Widen from 2 to 4-lane divided	\$ 23,000,000	2025	Yes
41-00102-00	Hays County		Hays	Sawyer Ranch Rd (CR 164)	US 290 W	Darden Hill Rd (CR 162)		Widen from 2 to 4-lane divided	\$ 11,500,000	2029	Yes
41-00111-00	Hays County	TxDOT	Hays	SH 80	SH 21	Caldwell County line		Widen from 4 to 6-lane divided	\$ 2,600,000	2040	Yes
41-00094-00	Hays County		Hays	William Pettus Road/CR 238	FM 110	SH 21		Construct one lane in each direction	\$ 12,232,000	2030	Yes
41-00070-00	Hays County		Hays	Windy Hill Road Interim	Purple Martin Avenue	FM 2001		Construction one lane in each direction with a two-way left turn lane, shoulders and turn lanes	\$ 36,874,000	2025	Yes
41-00074-00	Hays County		Hays	Windy Hill Road Roundabout	N/A	N/A	Shadow Creek Boulevard	Construct new roundabout	\$ 3,236,000	2026	Yes
41-00075-00	Hays County		Hays	Windy Hill Road Ultimate	Purple Martin Avenue	FM 2001		Construct additional one lane in each direction	\$ 41,614,000	2030	Yes
41-00107-00	Hays County		Hays	Winters Mill Pkwy	RM 12	RM 3237		Widen from 2 to 4-lane undivided	\$ 3,900,000	2030	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
41-00076-00	Hays County	·	Hays	Yarrington Road Extension	West of Arroyo Ranch	Old Stagecoach Road at RC 16		Construct one lane in each direction on new alignment	\$ 48,825,000	2031	Yes
41-00118-00	Hays County		Hays	Yarrington Road Extension	I-35	Old Stagecoach Road		Construct one lane in each direction on new alignment	\$ 47,236,000	2032	Yes
51-00230-01*	Travis County		Bastrop	FM 535	Travis County Line	E of Stoney Point Dr		Widen existing two-lane facility to a four-lane divided arterial with 5' bike lanes and 6' sidewalks on both sides.	\$ 1,328,942	2028	No
51-00230-00*	Travis County		Travis, Bastrop	Pearce Ln	Kellam Rd	East of Wolf Lane		Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks.	\$ 70,515,000	2028	No
51-00492-00	Travis County		Travis	Blake Manor Rd	Burleson Manor Rd	FM 969		Widen existing 2-lane undivided to 2- lane divided roadway with bike and pedestrian accommodations	\$ 120,540,000	2045	Yes
51-00120-00	Travis County		Travis	Burleson- Manor Rd	FM 969	SH 71 E		Construct new 4-lane divided roadway with bike and pedestrian accommodations	\$ 143,850,000	2038	No
51-00119-00	Travis County		Travis	Burleson- Manor Rd	Blake Manor Rd	FM 969		Upgrade existing 2-lane to a 4-lane divided roadway with bike and pedestrian accommodations	\$ 60,730,000	2038	No
51-00495-00	Travis County		Travis	Cele Rd	WeissLn	FM 973		Construct new and widen existing 2- lane undivided to a 4-lane divided roadway with bike and pedestrian accommodations	\$ 111,820,000	2038	Yes
51-00155-00	Travis County		Travis	Decker Lake Rd	FM 3177	FM 973		Widen 2-lane undivided to 4-lane divided Upgrade existing 2-lane divided and construct new to a 4- lane divided with bike and pedestrian accommodations	\$ 41,670,000	2033	No
51-00141-00	Travis County		Travis	Decker Ln	Rowe Ln	Gregg Manor Rd		Widen 2-lane undivided to a 4-lane divided with bike and pedestrian accommodations	\$ 179,222,000	2043	No
51-00121-00	Travis County		Travis	Dessau Rd	Wells Branch Pkwy	Howard Ln		Widen 4-lane divided to a 6-lane divided with bike and pedestrian accommodation	\$ 17,260,000	2034	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
51-00101-00	Travis County		Travis	Elroy Rd	Circuit of the Americas Blvd	Fagerquist Rd		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	\$ 14,670,000	2041	Yes
51-00144-00	Travis County		Travis	Fagerquist Rd	Elroy Rd	Four Daughters Rd		Upgrade existing 2-lane to a 2-lane divided with bike lanes and sidewalks	\$ 24,110,000	2041	Yes
51-00165-00	Travis County		Travis	Fitzhugh Rd (Ph. 1)	US 290 W	Barton Creek Bridge		Upgrade existing 2-lane to a 2-lane divided with bike and pedestrian accommodations	\$ 59,730,000	2040	Yes
51-00122-00	Travis County		Travis	Four Daughters Rd	SH 71 E	Pearce Ln		Construct new roadway to a 2-lane divided with bike and pedestrian accommodations	\$ 75,320,000	2038	No
51-00157-00	Travis County		Travis	Gregg Manor Rd	SH 130	US 290 E		Widen 2-lane undivided and construct new 4-lane divided with bike lanes and sidewalks	\$ 52,230,000	2031	Yes
51-00124-00	Travis County		Travis	Harold Green Rd / Tesla Rd	Austin Colony Blvd	Burleson Manor Rd		Construct new 2-lane divided with bike lanes and sidewalks	\$ 70,560,000	2033	No
51-00167-00	Travis County		Travis	Immanuel Rd (Ph. 1)	Killingsworth Ln	Crystal Bend Dr		Upgrade existing 2-lane to a 2-lane divided with bike lanes and sidewalks	\$ 12,160,000	2031	Yes
51-00126-00	Travis County	City of Pflugerville	Travis	Jesse Bohls Rd (FM 1100 Connector)	Weiss Ln	FM 973		Upgrade existing 2-lane to a 4-lane divided with bike and pedestrian accommodation	\$ 106,080,000	2036	Yes
51-00127-00	Travis County		Travis	Jesse Bohls Rd (FM 1100 Connector)	FM 973	FM 1100		Upgrade existing 2-lane and construct new to a 2-lane divided with bike and pedestrian accommodation	\$ 105,830,000	2046	Yes
51-00169-00	Travis County		Travis	Lohmans Ford Rd	Boggy Ford Rd	Sylvester Ford Rd		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	\$ 33,960,000	2041	Yes
51-00148-00	Travis County		Travis	Maha Loop Rd	Kellam Rd	FM 812		Upgrade existing 2-lane and construct 2-lane divided with bike lanes and sidewalks	\$ 58,720,000	2038	No
51-00159-00	Travis County		Travis	McNeil Dr/Howard Ln	Parmer Ln (FM 734)	MoPac North		Widen 4-lane undivided to 6-lane divided with bike and pedestrian accommodations	\$ 30,290,000	2032	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
51-00151-00	Travis County		Travis	Melber Ln	Pecan St	Cele Rd		Construct new 4-lane divided with bike and pedestrian accommodations	\$ 123,140,000	2046	Yes
51-00142-00	Travis County		Travis	Old Hwy 20/Littig Rd	FM 973	County Line Rd		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	\$ 138,540,000	2033	No
71-00021-00	Travis County		Travis, Williamson	Rowe Ln	Hodde Ln	FM 973		Construct new and widen existing 2- lane undivided to 2-lane divided roadway with bike and pedestrian accommodations	\$ 87,290,000	2035	Yes
51-00132-00	Travis County		Travis	Slaughter Ln	McKinney Falls Pkwy	US 183		Construct new 4-lane divided with bike and pedestrian accommodations	\$ 56,620,000	2032	Yes
51-00143-00	Travis County		Travis	Taylor Ln	Braker Ln	FM 969		Widen 2-lane undivided to a 4-lane divided with bike and pedestrian accommodations	\$ 135,560,000	2048	No
51-00134-00	Travis County		Travis	Thaxton Rd	Sassman Rd	FM 1327		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	\$ 67,860,000	2033	No
51-00161-00	Travis County		Travis	Turnersville Rd	SH 45	Main Street		Upgrade existing 2-lane divided roadway to a 4-lane divided roadway with bike lanes and sidewalks	\$ 19,720,000	2036	No
51-00496-00	Travis County		Travis, Bastrop	Union Lee Church Rd	Blake Manor Rd	Flint Rock at Dry Creek Rd		Widen existing 2-lane undivided to a 2 lane with center turn lane roadway with bike and pedestrian accommodations	\$ 20,020,000	2045	Yes
51-00493-00	Travis County		Travis	Wells Branch Pkwy	SH 130	FM 973		Construct new and widen existing 2- lane undivided to 4-lane divided roadway with bike and pedestrian accommodations	\$ 73,420,000	2032	Yes
51-00136-00	Travis County		Travis	Wells Branch Pkwy	Cameron Rd	SH 130		Construct new roadway 4-lane divided roadway with bike and pedestrian accommodations	\$ 24,570,000	2031	Yes
51-00189-03*^	TxDOT		Travis	Cesar Chavez	IH 35	Colorado River		Construct Capital Express Central Drainage Tunnel along Cesar Chavez	\$ 332,249,428	2025	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
51-00509-00*^	TxDOT		Travis	FM 812	0.02 Miles West of SH 130 Southbound Frontage Road	0.32 Miles East of Elroy Rd		Upgrade from a 2-Lane roadway to a 4- Lane divided roadway with a continious left turn lane, curb and gutter, signals, striping and bicycle and pedestrian facilities.	\$ 75,395,137	2028	No
51-00189-04*^	TxDOT		Travis	IH 35	Martin Luther King Jr. Blvd.	Holly Street.		Construct Capital Express Central East Drainage Tunnel along IH-35	\$ 274,159,454	2025	No
51-00189-06*^	TxDOT		Travis	IH 35	Airport Blvd.	9th Street		Construct Capital Express Central West Drainage Tunnel along IH-35	\$ 190,392,257	2025	No
51-00189-08*^	TxDOT		Travis	IH 35			4th street	Construct CapMetro railroad and pedestrian bridges.	\$ 60,063,638	2025	No
51-00189-05*^	TxDOT		Travis	IH 35	Airport Blvd.	Martin Luther King Jr. Blvd.		Construct IH-35 SB Upper Deck structural retrofit and IH-35 NB Upper Deck Demolition.	\$ 66,749,348	2025	No
51-00189-02*^	TxDOT		Travis	IH 35	Holly Street	US 290W / SH 71		Reconstruct IH-35 to add 2 northbound and 2 southbound non- tolled managed lanes, construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps and general- purpose lanes and frontage roads.	\$ 927,910,935	2025	No
51-00189-00*^	TxDOT		Travis	IH 35	US 290E	US 290W / SH 71		Reconstruct IH-35 from US 290E to US 290W/SH 71, add 2 northbound (NB) and 2 southbound (SB) non- tolled managed lanes from 51st to US290W/SH71, add 1 NB and 1 SB non-tolled managed lanes from US 290E to 51st St., add 1 NB and SB frontage road (FR) lane between 32nd St. and 15th St., add 1 SB FR Lane between 8th St. and 5th St., construct bypass lanes, rail/ped bridges and structural retrofit, drainage, SUP, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	\$ 218,673,017	2026	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
51-00189-01*^	TxDOT		Travis	IH 35	51st St.	Martin Luther King Jr. Blvd.		Reconstruct IH-35 to add 2 northbound (NB) and 2 soutbbound (SB) non-tolled managed lanes, add 1 NB frontage road lane between 32nd St. and MLK Bvd., construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	\$ 2,231,349,200	2026	No
51-00189-09*^	TxDOT		Travis	IH 35	US 290E	51st St.		Reconstruct IH-35, add 1 northbound and 1 southbound non-tolled managed lanes, construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	\$ 338,918,815	2026	No
51-00189-10*^	TxDOT		Travis	IH 35	Martin Luther King Jr. Blvd.	Holly Street.		Reconstruct IH-35, add 2 northbound and 2 southbound non-toll managed lanes, add 1 northbound frontage road and 1 southbound frontage road between MLK Blvd and 15th St, add 1 southbound frontage road between 8th St. and 5th St., construct bypass lane, structures, drainage, shared use paths, and reconstruct intersection, ramps, general purpose lanes and frontage roads.	\$ 1,904,635,775	2026	No
51-00189-11*^	TxDOT		Travis	IH 35	US 290E	Holly Street.		Relocate Austin Water facilities that are in conflict with IH 35 Cap Ex Central project including water and waste water lines.	\$ 25,000,000	2026	No
51-00233-01*^	TxDOT		Travis	RM 2222			SL 360	Construct diverging diamond intersection.	\$ 5,954,919	2026	No
51-00207-00*^	TxDOT		Bastrop	SH 71	.85 Miles West of Tucker Hill Lane	Travis/Bastro p County Line		Construct overpass and add 2-lane one-way eastbound and westbound frontage roads.	\$ 29,590,121	2025	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
51-00207-01*^	TxDOT		Bastrop	SH 71	Travis/Bastro p County Line	.65 Miles East of Tucker Hill Lane		Construct overpass and add 2-lane one-way eastbound and westbound frontage roads.	\$ 61,648,654	2025	No
11-00010-00*^	TxDOT		Bastrop	SH 71			Pope Bend Rd	Construct 4-lane overpass with 2- lane eastbound and westbound frontage roads.	\$ 80,544,724	2027	No
51-00191-00*^	TxDOT		Travis	SH 71	SH 71/US 183 Interchange	Presidential Blvd.		Construct 3-lane eastbound frontage road, 1-lane direct connector from 183S to 71E, and 1-lane direct connector from 183N to 71E	\$ 78,079,892	2028	No
51-00186-00*^	TxDOT		Travis	SH 71	East of Riverside Dr	US 183		Construct new 3-lane eastbound frontage road.	\$ 19,841,209	2028	No
11-00036-00*^	TxDOT		Bastrop	SH 95	LP 230	South of FM 535		Upgrade from a 2-lane rural to 3-lane urban roadway with continuous left- turn lane.	\$ 16,817,819	2025	No
51-00231-00*^	TxDOT		Travis	SL 360			Courtyard Drive	Grade separate intersection	\$ 77,525,950	2026	No
61-00135-00*	TxDOT	City of Cedar Park	Williamson	US 183	RM 1431	Avery Ranch Blvd.		Construct 2-lane grade separated northbound and southbound frontage roads with shared use path.	\$ 133,589,634	2025	No
74-00007-01*^	TxDOT		Travis, Hays, Williamson	Various	Various	Various		Hero Program continuation in Hays, Williamson, and Travis Counties. Facilities include IH35, US 183, US 290, SH 71 & SL 1.	\$ 18,000,000	2025	No
21-00001-00*	TxDOT		Burnet	Wirtz Dam Road	RM 1431	RM 2147		Construct bridge over Lake LBJ and add 2-lane roadway in each direction.	\$ 47,437,123	2028	No
71-00023-00	TxDOT		Bastrop, Travis	FM 1100	US 290	SH 95 North		RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED ROADWAY WITH CLTL	\$ 149,860,000	2035	No
41-00147-00	TxDOT		Hays	FM 2001	Sun Bright Blvd	SH 21		REALIGN AND WIDEN TO 4-LANE DIVIDED ROADWAY BY ADDING TWO LANES AND SHOULDERS	\$ 156,610,000	2040	No
31-02001-00^	TxDOT		Caldwell	FM 2001	SH 21	US 183		Widen from 2-lane undivided to 4- lane divided	\$ 229,070,000	2040	No
31-02004-00	TxDOT		Caldwell	FM 2720			SH 130	CONSTRUCTINTERCHANGE	\$ 78,000,000	2029	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
31-00200-00^	TxDOT		Caldwell	FM 2720	Old Spanish trail	SH 142		widen from 2-lane undivided to 4- lane undivided with shoulders, add cable barrier	\$ 44,931,658	2029	No
31-00200-01	TxDOT		Caldwell	FM 2720	SH 21	Old Spanish trail		widen from 2-lane undivided to 4- lane undivided with shoulders, add cable barrier	\$ 1,868,342	2029	No
51-00178-00	TxDOT		Travis	FM 734 (Parmer Lane)	IH 35	US 290		Widen 4-lane divided to 6-lane divided	\$ 284,800,000	2030	No
51-00179-00^	TxDOT		Bastrop	FM 812	Travis County Line	SH 21		Realign and widen 2-lane unvided to 4-lane divided	\$ 36,736,000	2029	No
51-00509-01^	TxDOT		Travis	FM 812	US 183	Bastrop County Line		Realign and widen 2-lane unvided to 4-lane divided	\$ 11,456,180	2030	No
11-00008-00	TxDOT		Bastrop	FM 969	SH 71	FM 1209		Widen 2-lane undivided to 6-lane	\$ 207,440,000	2035	No
51-00181-00	TxDOT		Travis	FM 973	FM 969	US 290		Realign and widen 2-lane undivided to 6-lane divided	\$ 539,480,000	2035	No
71-00024-00^	TxDOT		Travis, Williamson	FM 973	US 290	US 79		Widen existing 2-lane roadway to a 4- lane freeway with 2-lane frontage roads	\$ 816,078,703	2033	No
61-00136-00	TxDOT		Williamson	IH 35			Inner Loop	Bridge Replacement and Intersection Improvement	\$ 106,430,000	2028	No
41-00120-00	TxDOT		Hays	IH 35	N SH 123	S of Posey Rd		Operational, intersection, main lane and frontage road improvements	\$ 385,030,000	2034	No
61-00220-00^	TxDOT		Williamson	IH 35	SH 45N	RM 1431		ADD NB & SB NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE RD & FREIGHT MOVEMENTS, AND ADD AUX LANES	\$ 2,325,140,000	2035	No
61-00221-00^	TxDOT		Williamson	IH 35	RM 1431	SH 29		ADD NB & SB NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE RD & FREIGHT MOVEMENTS, AND ADD AUX LANES	\$ 1,694,290,000	2035	No
41-00051-00	TxDOT		Hays	RM 12	Fitzhugh Rd	RM 150 W		WIDEN FROM 2-LANE DIVIDED TO 4- LANE Divided	\$ 99,480,000	2030	No
51-00193-00	TxDOT		Travis	RM 1431	Lohman Ford Rd/Lago Vista	Trails End		Reconstruct 4-lane undivided to 4- lane divided	\$ 151,080,000	2045	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
61-00083-00	TxDOT		Williamson	RM 1431	Anderson Mill Rd	Bagdad Rd		Widen 4-lane to 6-lane divided with raised median	\$ 59,560,000	2045	No
51-00194-00^	TxDOT		Travis	RM 1826	US 290	SH 45		RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED ROADWAY WITH BIKE AND PEDESTRIAN PATH	\$ 70,000,000	2033	No
61-00084-00^	TxDOT		Williamson	RM 2243	E of SW Bypass	Norwood Dr		Widen 2-lane with center turn lane to 4-lane divided with pedestrian improvements	\$ 18,183,160	2026	No
51-00196-00	TxDOT		Travis	RM 2244	Walsh Tarlton	Montebello		Widen 4-lane undivided to 4-lane with continuous left turn lane and shoulders	\$ 20,000,000	2040	No
51-00530-00^	TxDOT		Travis	RM 620	N of Foundation Rd	N of Hatch Rd		Reconstruct intersection to add overpass at Anderson Mill Road	\$ 87,360,000	2029	No
51-00199-00^	TxDOT		Travis	RM 620	SH 71	Aria Dr/Cavalier Dr		Widen from 4 to 6-lane divided	\$ 73,024,000	2029	No
51-00200-00^	TxDOT		Travis	RM 620	Aria Dr/Cavalier Dr	Hudson Bend Rd		Widen from 4 to 6-lane divided	\$ 126,560,000	2029	No
51-00204-00	TxDOT		Travis	RM 620	RM 2222	Hudson Bend Rd		Widen 4-lane undivided to 6-lane divided	\$ 200,130,000	2035	No
41-00052-00	TxDOT		Hays	Robert S. Light	FM 1626	IH 35		Widen a 2 In roadway to a four-lane roadway	\$ 22,380,000	2035	No
41-00123-00	TxDOT		Hays	SH 123	IH 35	De Zavalla Dr		Construct Sidewalks	\$ 875,000	2027	No
51-00205-01	TxDOT		Travis	SH 130	Gattis School Rd	RM 685		Widen from 4 to 6 lanes (3 lanes in each direction)	\$ 48,076,923	2026	No
61-00086-01	TxDOT		Williamson	SH 130	IH 35	Gattis School Rd		Widen from 4 to 6 lanes (3 lanes in each direction)	\$ 231,481,481	2026	No
61-00224-00	TxDOT		Williamson	SH 130			CR 138/GATTIS SCHOOLRD	INTERSECTION IMPROVEMENTS	\$ 25,000,000	2028	No
51-00205-00	TxDOT		Travis	SH 130	SH 71	SH 45 SE		Widen from 4 to 6-lanes (3 lanes in each direction)	\$ 137,500,000	2030	No
21-00012-00	TxDOT		Burnet	SH 29	Summit Ridge Rd	CR 252		Widen from 4-lane undivided to 4- lane with continuous left turn lane	\$ 88,940,000	2030	No

MPO ID	Sponsor	Co	County	Roadway/	Limits	Limits To	Limits At	Description	Total Cost	Let	100%
11-00011-00^	TxDOT	Sponsor	Bastrop	SH 71	CR 206 (Colorado Circle)	SH 21		Construct 4-lane overpass and add 2- lane eastbound and westbound frontage roads	\$ 69,965,910	2030	No
71-00012-00	TxDOT		Burnet	SH 71	FM 2147	US 281		Widen 2-lane undivided to 4-lane with continuous left turn lane	\$ 154,360,000	2030	No
51-00006-00	TxDOT		Travis	SH 71	SH 130	Ross Rd		Complete Frontage Rds, Bridges over Onion Creek	\$ 36,020,000	2035	No
51-00211-00	TxDOT		Travis	SH 71	Patton Ave	Spirit of Texas Dr.		Construct westbound frontage road	\$ 82,890,000	2035	No
51-00209-00	TxDOT		Travis	SH 71	Blanco CL	Silvermine		Widen from 4-lane undivided to 6- lane divided	\$ 942,530,000	2035	No
51-00540-00	TxDOT		Travis	SL 1	Williamson Creek	Davis Rd		EXTEND SB AUX LANE	\$ 5,000,000	2030	No
51-00213-00^	TxDOT		Travis	SL 360			Spicewood Springs Road	Grade separate intersection	\$ 69,440,000	2029	No
51-00217-00^	TxDOT		Travis	SL 360			Lakewood Drive	Grade Separate Intersection	\$ 67,872,000	2029	No
51-00216-00	TxDOT		Travis	SL 360	RM 2244	MoPac Expressway		Add continuous frontage roads and grade separations	\$ 305,560,000	2035	No
51-00220-00	TxDOT		Travis	US 183	SH 71	SH 130		Reconstruct existing 4-lane roadway to a 6-lane divided roadway with 3- lane urban frontage roads	\$ 171,000,000	2031	No
51-00192-00	TxDOT		Travis	US 183	0.46 Miles South of Thompson Ln	0.07 Miles SW of Airport Commerce Dr		Construct 1-Lane southbound frontage road along US 183 that merges with US 183S-71W Direct Connector	\$ 9,550,000	2033	No
71-00028-00	TxDOT		Burnet, Williamson	US 183	Lampasas County Line	SH 29		Reconstruct existing 4-lane to 4-lane divided-rural depressed median	\$ 641,690,000	2035	No
21-00014-00^	TxDOT		Burnet	US 281	1.5 MI N of SH 71	2.00 MI S of SH 71		Reconstruct interchange, Modified Cloverleaf w/DC	\$ 226,240,000	2030	No
21-00016-00	TxDOT		Burnet	US 281	Park Rd 4	RM 1855		Widen 4-lane undivided to 4-lane with continuous left turn lane	\$ 20,000,000	2034	No
71-00015-00	TxDOT		Hays, Travis	US 290	RM 1826	RM 12		Widen from 4-lane to 6-lane divided, add frontage road 4 to 6	\$ 600,000,000	2040	No
61-00092-00^	TxDOT		Williamson	US 79	IH 35	East of FM 1460		ADD ONE LANE IN EACH DIRECTION	\$ 61,308,799	2030	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
61-00109-00*	Williamson County		Williamson	HERO WAY	183A	RM 2243		Reconstruct 2-Lane undivided roadway to 2 travel lanes with continuous left-turn lane, and extend existing Hero Way to RM 2243.	\$ 44,781,508	2026	No
61-00100-00	Williamson County		Williamson	ANDERSON MILL ROAD EXTENSION	PARMER LN(FM 734)/END OF ANDERSON MILL RD	ROBINSON RANCH RD		CONSTRUCT 3 LANES OF A FUTURE 6 LANES	\$ 21,900,000	2032	No
61-00010-00	Williamson County		Williamson	ANDERSON MILL ROAD EXTENSION	ROBINSON RANCH RD	MC NEIL ROAD		CONSTRUCT 3 LANES OF A FUTURE 6 LANES	\$ 48,900,000	2034	No
61-00246-00	Williamson County		Williamson	BAGDAD ROAD / CR 279	LOOP 332	CR 281 / LEANDER CITY LIMITS		Construct 3 lanes of future 6 lanes	\$ 35,700,000	2025	Yes
61-00096-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	EAST WILCO HIGHWAY (CORRIDOR E)	SH 95		WIDEN 2-LANE UNDIVIDED TO 6- LANE DIVIDED	\$ 106,900,000	2036	No
61-00097-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	SH 95	FM 619		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 41,500,000	2035	No
61-00095-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	SH 130	EAST WILCO HIGHWAY (CORRIDOR E)		WIDEN 2-LANE UNDIVIDED TO 6- LANE DIVIDED	\$ 112,500,000	2035	No
61-00097-01	Williamson County		Williamson	CHANDLER ROAD (FM 1660 OVERPASS)			AT FM 1660	CONSTRUCT OVERPASS WITH RAMPS TO FM 1660	\$ 15,100,000	2026	Yes
61-00103-00	Williamson County		Williamson	Corridor A2	FM 973	CR 406		Construct new 2-lane roadway with a continuous left turn lane	\$ 42,052,491	2026	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
61-00146-00	Williamson County		Williamson	CORRIDORI	WILCO / BURNET COUNTY LINE	CR 214		CONSTRUCT NEW 2-LANE ROAD	\$ 180,000,000	2037	No
61-00179-00	Williamson County		Williamson	CORRIDORI	WILCO / BURNET COUNTY	US 183		WIDEN 2-LANE UNDIVIDED TO 4- LANE DIVIDED	\$ 173,700,000	2047	No
61-00147-00	Williamson County		Williamson	CORRIDOR I / FM 3405	US 183	RONALD REAGAN		WIDEN 2-LANE UNDIVIDED TO 4- LANE DIVIDED	\$ 33,900,000	2035	No
61-00164-00	Williamson County		Williamson	CORRIDOR J	SH 195	IH 35		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 200,400,000	2035	No
61-00163-00	Williamson County		Williamson	CORRIDOR J	US 183	SH 195		WIDEN 2-LANE UNDIVIDED TO 6- LANE DIVIDED	\$ 108,700,000	2040	No
51-00185-00	Williamson County		Williamson	CORRIDOR J	SH 195	IH 35		WIDEN 2-LANE UNDIVIDED TO 6- LANE DIVIDED	\$ 224,400,000	2045	No
61-00206-00	Williamson County		Williamson	CR 175	SOUTH OF CREEK	RM 2243		RECONSTRUCT EXISTING 2 LANE ROADWAY TO A 4 LANE ROADWAY	\$ 22,900,000	2027	Yes
61-00063-00	Williamson County		Williamson	CR 200	BOLD SUNDOWN	CR 236		CONSTRUCT FIRST 3 LANES OF ULTIMATE 6 LANE	\$ 71,400,000	2035	No
61-00161-00	Williamson County		Williamson	CR 200	CR 201	BOLD SUNDOWN		CONSTRUCT FIRST 3 LANES OF ULTIMATE 6 LANE	\$ 33,600,000	2035	No
61-00172-00	Williamson County		Williamson	CR 214	END OF CR 214	US 183		NEW 2 LANE ROADWAY INCLUDING BRIDGE AT NORTH FORK SAN	\$ 19,500,000	2026	Yes
61-00273-00	Williamson County		Williamson	CR 233	SH 195	FM 487		Reconstruct and realign 2-lane roadway	\$ 55,000,000	2030	Yes
51-00183-00	Williamson County		Williamson	CR 305	CR 307	IH 35		CONSTRUCT 3 LANE OF FUTURE 6 LANE	\$ 18,600,000	2026	Yes
61-00247-00	Williamson County		Williamson	CR 314 SAFETY IMPROVEMENT S	IH 35	EAST OF CR 3001		Construct 3 lanes of future 6 lanes	\$ 21,200,000	2025	Yes
61-00190-00	Williamson County		Williamson	CR 460			AT FUTURE SCHOOL	RECONSTRUCT EXISTING 2-LANE ROADWAY AND DRAINAGE IMPROVEMENTS	\$ 2,400,000	2025	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
61-00166-00	Williamson County		Williamson	EAST WILCO HIGH (CORRIDOR E)	FM 971	SH 29		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 86,200,000	2028	Yes
61-00165-00	Williamson County		Williamson	EAST WILCO HIGH (CORRIDOR E)	IH 35	FM971		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 272,100,000	2030	No
61-00270-00	Williamson County		Williamson	EAST WILCO HIGH (CORRIDOR E)	IH 35	FM971		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED	\$ 311,700,000	2040	No
61-00099-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	CR 138	CR 404		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 76,000,000	2024	Yes
61-00169-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	SH 29	CHANDLER ROAD (CORRIDOR B2)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 86,700,000	2027	Yes
61-00266-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	SH 130	US 79		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED	\$ 138,400,000	2034	No
61-00170-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	SH 29	CHANDLER ROAD (CORRIDOR B2)		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED	\$ 124,000,000	2040	No
61-00167-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	FM 971	SH29		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED	\$ 118,100,000	2042	No
61-00267-00	Williamson County		Williamson	EAST WILCO HIGHWAY / CR 101 (CORRIDOR E)	CHANDLER ROAD (CORRIDOR B)	US 79		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED	\$ 70,500,000	2035	No
61-00121-00	Williamson County		Williamson	FM 971 (GRANGER)	·		FM 971 AT FUTURE HIGH	CONSTRUCT TURN LANE AND TWO RIGHT TURN LANES	\$ 1,300,000	2025	Yes

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
61-00109-02	Williamson County		Williamson	HERO WAY	183A	GAREY PARK		WIDEN 2-LANE UNDIVIDED TO 6- LANE DIVIDED	\$ 60,890,000	2030	No
61-00108-00	Williamson County		Williamson	HERO WAY	183A	GAREY PARK		WIDEN 4-LANE DIVIDED TO 6-LANE LIMITED ACCESS WITH 3-LANE	\$ 208,010,000	2040	No
61-00119-00	Williamson County		Williamson	LIBERTY HILL BYPASS	CR 279 / BAGDAD	183A		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 35,400,000	2025	Yes
61-00112-00	Williamson County		Williamson	LIBERTY HILL BYPASS	SH 29	RM 1869		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 46,000,000	2026	Yes
61-00234-00	Williamson County		Williamson	PARMER LANE (FM 734) AT SH	PARMER LANE (FM	SH 45		OPERATIONAL IMPROVEMENTS	\$ 5,600,000	2026	Yes
61-00093-00	Williamson County	City of Cedar Park	Williamson	RM 1431 (WHITESTONE	/ RONALD REAGAN	IH 35		WIDEN 4 LANE UNDIVIDED TO 6- LANE DIVIDED	\$ 207,000,000	2040	No
61-00110-00	Williamson County		Williamson	RM 2243	GAREY PARK	Southwest Bypass		WIDEN 2-LANE UNDIVIDED TO 6- LANE DIVIDED	\$ 136,000,000	2027	Yes
61-00109-01	Williamson County		Williamson	RM 2243	WEST OF HERO WAY	0.199 MILES WEST OF ESCALERA PARKWAY		REALIGN AND RECONSTRUCT 2- LANE UNDIVIDED ROADWAY TO 2 TRAVEL LANES AND CONTINUOUS LEFT TURN LANE	\$ 7,783,077	2030	No
61-00155-00	Williamson County		Williamson	ROBINSON RANCH ROAD	SH 45/RM 620	McNeil RD		CONSTRUCT 3 NEW LANES OF FUTURE 6 LANE ROADWAY	\$ 64,500,000	2028	Yes
61-00268-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD	FM 3405	SUN CITY BLVD.		WIDEN 2-LANE UNDIVIDED TO 4- LANE DIVIDED	\$ 92,600,000	2026	Yes
61-00154-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD	SUN CITY BLVD.	IH 35		WIDEN 2-LANE UNDIVIDED TO 4- LANE DIVIDED	\$ 89,000,000	2030	No
61-00245-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD	WHITESTONE BOULEVARD / RM 1431	SH29		WIDEN 4-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 2-LANE FRONTAGE ROADS IN EACH	\$ 974,000,000	2040	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
61-00272-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D)	IH 35	EAST WILCO HIGHWAY (CORRIDOR E)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 76,000,000	2030	No
61-00156-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D)	IH 35	SH 95		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED	\$ 487,000,000	2043	No
61-00233-00	Williamson County		Williamson	SAM BASS (ARTERIAL H)	RM 1431	WYOMING SPRINGS		CONSTRUCT NEW ADDITIONAL 3- LANES	\$ 52,000,000	2037	No
61-00235-00	Williamson County		Williamson	SAMSUNG HIGHWAY (CORRIDOR A)	CR 406	SH 95		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 30,200,000	2030	No
61-00105-00	Williamson County		Williamson	SAMSUNG HIGHWAY (CORRIDOR A)	SH 95	US 79		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 83,000,000	2035	No
61-00236-00	Williamson County		Williamson	SAMSUNG HIGHWAY (CORRIDOR A)	US 79	CHANDLER ROAD (CORRIDOR B)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE	\$ 54,000,000	2035	No
61-00271-00	Williamson County		Williamson	SAMSUNG HIGHWAY (CORRIDOR A)	FM 3349 (CORRIDOR E)	FM 973		WIDEN 4-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED	\$ 48,000,000	2040	No
61-00237-00	Williamson County		Williamson	SAMSUNG HIGHWAY (CORRIDOR A)	FM 973	CHANDLER ROAD (CORRDIOR B)		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED	\$ 270,000,000	2045	No
61-00175-00	Williamson County		Williamson	SH 130	US 79	LIMMER		CONSTRUCT NEW 2-LANE FRONTAGE ROAD IN EACH DIRECTION	\$ 22,700,000	2030	No
61-00244-00	Williamson County		Williamson	SH 195			SUN CITY BOULEVARD	ADD OVERPASS	\$ 23,000,000	2030	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
61-00238-00	Williamson County		Williamson	SH 195 AT RONALD REAGAN BLVD - REMAINING 3 RAMPS			SH 195 AND RONALD REAGAN BLVD	CONTSTRUCTION REMAINING 3 RAMPS	\$ 11,600,000	2026	Yes
61-00248-00	Williamson County		Williamson	SH 45 - MERRILTOWN DRIVE CONNECTOR	SH 45	WILLIAMSON COUNTY LINE		CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS	\$ 30,029,563	2030	No
61-00139-00	Williamson County	City of Georgetown	Williamson	Southwest Bypass	SH 29	IH 35		WIDEN 2-LANE UNDIVIDED TO 6- LANE DIVIDED	\$ 120,000,000	2035	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
41-00082-00	Hays County		Hays	Fitzhugh Road	RM 12	Hays/Travis County Line		Conduct roadway study	Study	2025	Yes
41-00127-00	Hays County		Hays	Old San Antonio Road	Main Street	Travis County Line		Conduct roadway study	Study	2025	Yes
41-00109-00	Hays County		Hays	RM 150 East	Lehman Road	SH 21		Conduct roadway study	Study	2025	Yes
75-00111-00	Travis County		Travis, Hays, Comal, Bexar	Conventional Passenger Rail Service Feasibility Study (Austin to San Antonio)	Austin	San Antonio		The Feasibility Study will provide recommendations on the best approach for implementing an efficient passenger rail system between Austin and San Antonio.	Study	2025	Yes
51-00001-00	TxDOT		Travis	FM 685 (Dessau Rd)	Wells branch	CR 138		Conduct corridor study	Study	2025	No
61-00074-00	TxDOT		Williamson	FM 734 (Parmer Lane)	RM 1431	SH 45		Conduct feasibility study	Study	2035	No
21-00023-00	TxDOT		Burnet	SH 29	CR 258	Williamson County Line		Conduct feasibility study	Study	2026	No
61-00264-00	TxDOT		Williamson	US 79	FM 1460	FM 619		Conduct feasibility study	Study	2026	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
71-00010-00*	CAMPO		Bastrop, Burnet, Caldwell, Hays, Travis, Williamson	Various	N/A	N/A		Implementation of the Regional Transportation Demand Management (TDM) Program.	\$ 4,000,000	2025	No
55-00001-00	City of Austin		Travis	TDM Climate Pollution Reduction Grant	Various	Various		The TDM program will implement solutions that move trips to off-peak hours or shift drive-alone trips to other forms such as public transit, walking, biking, teleworking, carpooling, and vanpooling.	\$ 47,850,000	2030	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
53-00040-00	Austin Transit Partnership		Travis	Austin Light Rail Phase I (Guadalupe / 3rd St. / Trinity / S. Congress / Riverside Dr.)	Guadalupe @ 38th St.	Riverside Dr. @Yellow Jacket and S. Congress@ Oltorf		9.8 mile Light Rail system with 15 stations	\$ 7,100,000,000	2027	No
73-00091-00*	CapMetro		Travis	Various	Various	Various		Eligible capital program items including purchase of buses and bus equipment for replacement or expansion, ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration.	\$ 61,215,060	2025	No
73-00093-01*	CapMetro		Travis	Various	Various	Various		MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	\$ 2,073,654	2025	No
73-00094-00*	CapMetro		Travis	Various	Various	Various		Revenue Rolling Stock	\$ 4,116,022	2025	No
73-00095-02*	CapMetro		Travis	Various	Various	Various		Traditional capital projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	\$ 539,674	2025	No
73-00095-01*	CapMetro		Travis	Various	Various	Various		Traditional Capital, other capital and operating projects to enahance mobility for seniors and individuals with disabilities. Includes subwards and program administration	\$ 2,417,429	2025	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
73-00098-00*	CapMetro		Travis	Various	Various	Various		METRORAIL CAPITAL REPAIR, REHABILITATION AND REPLACEMENT PROJECTS INCLUDING ANY ELIGIBLE ACTIVITIES IN THE CAPITAL METRO APPROVED BUDGET AND CAPITAL IMPROVEMENT PLAN.	\$ 6,443,379	2026	No
73-00096-00*	CapMetro		Travis	Various	Various	Various		OTHER CAPITAL PROGRAM ITEMS INCLUDING ADA COMPLEMENTARY PARATRANSIT SERVICE, PREVENTIVE MAINTENANCE, CAPITAL COST OF CONTRACTING, CRIME PREVENTION AND SECURITY PROJECTS, AND PROJECT ADMINISTRATION.	\$ 51,669,877	2026	No
73-00097-00*	CapMetro		Travis	Various	Various	Various		Revenue Rolling Stock	\$ 8,153,313	2026	No
73-00099-00*	CapMetro		Travis	Various	Various	Various		Revenue Rolling Stock	\$ 4,220,659	2026	No
73-00100-00*	CapMetro		Travis	Various	Various	Various		TRADITIONAL CAPITAL, OTHER CAPITAL AND OPERATING PROJECTS TO ENHANCE MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES. INCLUDES SUBAWARDS AND PROGRAM ADMINISTRATION	\$ 2,437,687	2026	No
73-00103-00*	CapMetro		Travis	Various	Various	Various		METRORAIL CAPITAL REPAIR, REHABILITATION AND REPLACEMENT PROJECTS INCLUDING ANY ELIGIBLE ACTIVITIES IN THE CAPITAL METRO APPROVED BUDGET AND CAPITAL IMPROVEMENT PLAN	\$ 6,443,379	2027	No
73-00101-00*	CapMetro		Travis	Various	Various	Various		OTHER CAPITAL PROGRAM ITEMS INCLUDING ADA COMPLEMENTARY PARATRANSIT SERVICE, PREVENTIVE MAINTENANCE, CAPITAL COST OF CONTRACTING, CRIME PREVENTION AND SECURITY PROJECTS, AND PROJECT ADMINISTRATION.	\$ 51,669,877	2027	No

	Sponsor	Со	County	Roadway/	Limits	Limits To	Limits At	Description	Total Cost	Let	100%
	Sponsor	Sponsor	County	Facility	From	LIIIIIIS IU	LITIITS AL	Description	TUTALOUST	Year	Local
73-00102-00*	CapMetro		Travis	Various	Various	Various		Revenue Rolling Stock	\$ 8,153,313	2027	No
73-00104-00*	CapMetro		Travis	Various	Various	Various		Revenue Rolling Stock	\$ 4,220,659	2027	No
73-00108-00*	CapMetro		Travis	Various	Various	Various		TRADITIONAL CAPITAL, OTHER CAPITAL AND OPERATING PROJECTS TO ENHANCE MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES. INCLUDES SUBAWARDS AND PROGRAM ADMINISTRATION	\$ 2,437,687	2027	No
73-00109-00*	CapMetro		Travis	Various	Various	Various		METRORAIL CAPITAL REPAIR, REHABILITATION AND REPLACEMENT PROJECTS INCLUDING ANY ELIGIBLE ACTIVITIES IN THE CAPITAL METRO APPROVED BUDGET AND CAPITAL IMPROVEMENT PLAN.	\$ 6,443,379	2028	No
73-00106-00*	CapMetro		Travis	Various	Various	Various		OTHER CAPITAL PROGRAM ITEMS INCLUDING ADA COMPLEMENTARY PARATRANSIT SERVICE, PREVENTIVE MAINTENANCE, CAPITAL COST OF CONTRACTING, CRIME PREVENTION AND SECURITY PROJECTS, AND PROJECT ADMINISTRATION.	\$ 51,669,877	2028	No
73-00107-00*	CapMetro		Travis	Various	Various	Various		Revenue Rolling Stock	\$ 8,153,313	2028	No
73-00110-00*	CapMetro		Travis	Various	Various	Various		Revenue Rolling Stock	\$ 4,220,659	2028	No
73-00111-00*	CapMetro		Travis	Various	Various	Various		TRADITIONAL CAPITAL, OTHER CAPITAL AND OPERATING PROJECTS TO ENHANCE MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES. INCLUDES SUBAWARDS AND PROGRAM ADMINISTRATION	\$ 2,437,687	2028	No
53-00024-00	CapMetro		Travis	Additional Park & Ride facilities				Additional Park & Ride facilities to either expand existing facilities or new facilities to serve new routes or new areas that do not currently have a Park & Ride	\$ 45,000,000	2025	No

## Constrained Transit Projects

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
53-00011-00	CapMetro		Travis	Capital Metro Track	Downtown Station	Leander Station		The first phase of Red Line improvements provides additional track to help improve operational flexibility. Includes 1 additional station added along the line.	\$ 61,000,000	2025	No
53-00033-00	CapMetro		Travis	Capital Metro Track			Airport Blvd/S Lamar Blvd	Airport Blvd. and North Lamar Blvd. Red Line/Freight Rail Grade Separation. Project includes double- tracking between Guadalupe Street and Morrow Street, station platforms under North Lamar Blvd. and utility improvements.	\$ 300,000,000	2030	No
53-00013-00	CapMetro		Travis	Capital Metro Track	Downtown Station	Leander Station		The second phase of the Red Line improvements adds double-tracking as necessary to support expanded operations and increased frequency. Station platforms are extended to increase passenger carrying capacity. 4 new trains are added to the fleet and a maintenance facility.	\$ 369,000,000	2031	No
53-00035-00	CapMetro		Travis, Bastrop	Capital Metro Track	Colony Park	Manor		Extension of new commuter rail line (Green Line) from Colony Park to Manor. Approximately 5 miles of existing freight track would be upgraded to passenger service with 2- 3 additional stations (total of 8-10 including existing Downtown, Plaza Saltillo and initial Colony Park segment). There is potential for park & rides along the line. 2 new vehicles are purchased for service.	\$ 330,000,000	2034	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
53-00034-00	CapMetro		Travis	Capital Metro Track	Downtown Station	Colony Park		New commuter rail line (Green Line) from Downtown Austin to Colony Park. Approximately 8 miles of existing freight track would be upgraded to passenger service with 4- 5 additional stations (total of 6-7 including existing Downtown and Plaza Saltillo). There is potential for park & rides along the line. 5 new vehicles are purchased for service and a facility to support rail operations.	\$ 555,000,000	2034	No
73-00005-00	CapMetro		Travis	Exposition center bus rapid Transit	Republic Square	Expo Center		Capital support for Express route from Lockhart and Easton Park to downtown Austin	\$ 1,000,000	2045	No
53-00025-00	CapMetro		Travis	Fare Collection Upgrades				Upgrades and installation of improved fare collection infrastructure and database to manage fare collection for Capital Metro services.	\$ 30,000,000	2030	No
73-00006-00	CapMetro		Travis, Hays	IH 35	San Marcos CARTS facility	Downtown Austin		Capital for Express route from San Marcos and Buda to Southpark Meadows and downtown Austin	\$ 1,000,000	2035	No
73-00001-00	CapMetro		Travis, Williamson	IH 35, SH 45, MoPac	CARTS Georgetown	Downtown Austin		Capital for Express route from Georgetown and Round Rock to Howard Station and downtown Austin	\$ 1,000,000	2038	No
53-00007-00	CapMetro		Travis	Menchaca Rd, Ben White Blvd, S Lamar Blvd, 5th/6th St	Slaughter Ln	Guadalupe St		Manchaca BRT Light (Rapid) line from south Austin to Republic Square. This line would mainly follow Manchaca Road and S. Lamar Blvd and have 11 stops along the line including the activity centers of Westgate, S Lamar, Seaholm, & Downtown Austin. There would be 2 park & rides along the line at Slaughter and Westgate Transit Center.	\$ 15,400,000	2030	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
53-00014-00	CapMetro		Travis	MoPac	Circle C	Downtown Austin		Capital support for Express route from South Mopac to downtown Austin	\$ 1,000,000	2040	No
53-00023-00	CapMetro		Travis	Neighborhood Circulators				A fleet of neighborhood circulators to expand access to Capital Metro services in order enhance the coverage of our system into areas that are more difficult to reach with existing fleet.	\$ 2,300,000	2025	No
53-00019-00	CapMetro		Travis	New Bus Yard				New bus yard for storage and maintenance of fleet to handle expanded fleet and provide additional electrification opportunities.	\$ 230,000,000	2030	No
53-00030-00	CapMetro		Travis	North Base Demand Respsonse			10805 Cameron Road, Austin, TX 78754	North Base Demand Response: Development of 25 acres for new Demand Reponse operations and maintenance facility; includes administration, storage and maintenance for ~220 transit vehicles, service island, and a new central parts warehouse for the agency. Project includes a community room for public use.	\$ 120,000,000	2025	No
53-00016-00	CapMetro		Travis	RM 2222	RM 620	Downtown Austin		Capital support for Express route from Four Points and downtown Austin	\$ 1,000,000	2045	No
73-00002-00	CapMetro		Travis, Williamson	SH 130, SH 45, MoPac	Hutto	Downtown Austin		Capital support for Express route from Hutto and Pflugerville to downtown Austin	\$ 1,000,000	2040	No
73-00004-00	CapMetro		Travis, Bastrop	SH 71	Bastrop	Downtown Austin		Capital support for Express route from Bastrop and Del Valle to Downtown Austin	\$ 1,000,000	2045	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
53-00031-00	CapMetro		Travis	South Base Demand Response			5315 Ben White Blvd., Austin, TX 78741	South Base Demand Response: Redevelopment of ~11.5 acres for new Demand Reponse operations and maintenance facility; includes administration, storage and maintenance for ~165 transit vehicles, and service island. May also include facilities for CapMetro's expanding MetroBike transit service.	\$ 111,000,000	2027	No
53-00022-00	CapMetro		Travis	Upgrade of Stations and bus Stops				Upgrade of stations and bus stops into mobility hubs with improved amenities such as (but not limited to): bike share program, ADA improvements, real time display, etc.	\$ 35,000,000	2025	No
53-00008-00	CapMetro		Travis	US 290 Service Rd, S Lamar Blvd, 5th/6th St	Convict Hill Rd	Guadalupe St		Oak Hill BRT Light (Rapid) line from Oak Hill to Republic Square. This line would mainly follow US 290 service road and S. Lamar Blvd and have 12 stops along the line including the activity centers of Oak Hill, Sunset Valley, S Lamar, Seaholm & Downtown Austin. There would be 1 park & ride on the line at Oak Hill (shared with Oak Hill Express route).	\$ 12,100,000	2030	No
73-00003-00	CapMetro		Travis, Bastrop	US 290, IH 35	Elgin	Downtown Austin		Capital support for Express route from Elgin and Manor to downtown	\$ 1,000,000	2040	No
53-00015-00	CapMetro		Travis	US 290, MoPac	Oak Hill	Downtown Austin		Capital support for Express route from Oak Hill to downtown Austin	\$ 1,000,000	2040	No
53-00036-00	CapMetro		Travis	Various				Equitable Transit Oriented Development at CapMetro owned properties to include transit facilities as well as mixed-use development.	\$ 30,000,000	2030	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
53-00032-00	CapMetro		Travis	Various				Upgrades and rehabilitation to existing maintenance facilities to provide for Zero and Low emissions infrastructure, such as microgrid, meters and other power infrastructure.	\$ 50,000,000	2035	No
43-00009-00	CARTS		Hays	Belterra Microtransit Service			Belterra	Belterra Microtransit Service	\$ 250,000	2030	No
53-00027-00	CARTS		Travis	Briarcliff/Spice wood Microtransit Service			Briarcliff/Spi cewood	Briarcliff/Spicewood Microtransit Service	\$ 250,000	2030	No
33-00005-00	CARTS		Caldwell, Hays	Burnet-Marble Falls-Scott & White Hospital Connector Service	City of Burnet	Baylor Scott & White Hospital		Burnet-Marble Falls-Scott & White Hospital Connector Service	\$ 250,000	2030	No
13-00005-00	CARTS		Bastrop	CARTS Bastrop Transit Station Relocation			City of Bastrop	Construction of new Bastrop Intermodal Facility with park-and- ride facility	\$ 3,000,000	2040	No
23-00005-00	CARTS		Burnet	CARTS Burnet Intermodal Station			City of Burnet	Construction of new Burnet Intermodal Station with park-and- ride facility	\$ 3,000,000	2030	No
43-00005-00	CARTS		Hays	CARTS Dripping Springs Intermodal Station			City of Dripping Springs	Construction of new Dripping Springs Intermodal Station with park-and- ride facility	\$ 3,000,000	2035	No
63-00002-00	CARTS		Williamson	CARTS Jarrell Intermodal Station			City of Jarrell	Construction of new Jarrell Intermodal Station with park-and- ride facility	\$ 3,000,000	2040	No

MPO ID	Sponsor	Co Sponsor County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
33-00003-00	CARTS	Caldwell	CARTS Lockhart Intermodal Station			City of Lockhart	Construction of new Lockhart Intermodal Station with park-and- ride facility	\$ 3,000,000	2030	No
33-00004-00	CARTS	Caldwell	CARTS Luling Intermodal Station			City of Luling	Construction of new Luling Intermodal Station with park-and- ride facility	\$ 3,000,000	2035	No
23-00004-00	CARTS	Burnet	CARTS Marble Falls Transit Station Relocation			City of Marble Falls	Construction of new Marble Falls Intermodal Facility with park-and- ride facility	\$ 3,000,000	2035	No
43-00010-00	CARTS	Hays	CARTS San Marcos Station Rehabilitation			City of San Marcos	CARTS San Marcos Station Rehabilitation	\$ 2,000,000	2030	No
73-00017-00	CARTS	Williamson, Hays, Bastrop	CARTS System	Various	Various	Various	Increased Interurban Coach service	\$ 1,500,000	2025	No
73-00021-00	CARTS	Bastrop, Burnet, Caldwell, Hays, Travis, Williamson	CARTS System	Various	Various	Various	Rural Vanpool Program	\$ 500,000	2025	No
73-00020-00	CARTS	Bastrop, Burnet, Caldwell, Hays, Travis, Williamson	CARTS System	Various	Various	Various	Electric Vehicles for Rural Fleet	\$ 5,000,000	2030	No
74-00001-00	CARTS	Bastrop, Burnet, Caldwell, Hays, Travis, Williamson	CARTS System	Various	Various	Various	Upgrade digital network for data and voice system-wide and Smart Bus Transit Technology	\$ 2,000,000	2030	No
63-00003-00	CARTS	Williamson	CARTS Taylor Transit Station			City of Taylor	CARTS Taylor Transit Station improvements. Construction of new Amtrak rail platform.	\$ 500,000	2030	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
43-00006-00	CARTS		Hays	CARTS Wimberley/Wo odcreek Intermodal Station			Woodcreek/ Wimberley	Construction of new Wimberley Intermodal Station with park-and- ride facility	\$ 3,000,000	2035	No
13-00002-00	CARTS		Bastrop	City of Bastrop Microtransit Service			City of Bastrop	City of Bastrop Microtransit Service (Expanded)	\$ 500,000	2025	No
23-00001-00	CARTS		Burnet	City of Burnet Microtransit Service			City of Burnet	City of Burnet Microtransit Service	\$ 250,000	2030	No
43-00003-00	CARTS		Hays	City of Dripping Springs Microtransit Service			City of Dripping Springs	City of Dripping Springs Microtransit Service	\$ 250,000	2030	No
73-00015-00	CARTS		Bastrop, Travis	City of Elgin Microtransit Service			City of Elgin	City of Elgin Microtransit Service	\$ 500,000	2025	No
33-00001-00	CARTS		Caldwell	City of Lockhart Microtransit Service			City of Lockhart	City of Lockhart Microtransit Service (Expanded)	\$ 500,000	2025	No
33-00002-00	CARTS		Caldwell	City of Luling Microtransit Service			City of Luling	City of Luling Microtransit Service	\$ 250,000	2030	No
23-00003-00	CARTS		Burnet	City of Marble Falls Microtransit Service			City of Marble Falls	City of Marble Falls Microtransit Service	\$ 500,000	2025	No
23-00014-00	CARTS		Burnet	City of Marble Falls/Cottonwo od Shores Expanded Microtransit Service			City of Marble Falls/Cotton wood Shores	City of Marble Falls/Cottonwood Shores Expanded Microtransit Service	\$ 125,000	2030	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
23-00013-00	CARTS		Burnet	City of Marble Falls/Granite Shoals Expanded Microtransit Service			City of Marble Falls/Granit e Shoals	City of Marble Falls/Granite Shoals Expanded Microtransit Service	\$ 125,000	2030	No
13-00003-00	CARTS		Bastrop	City of Smithville Microtransit Service			City of Smithville	City of Smithville Microtransit Service	\$ 250,000	2030	No
63-00001-00	CARTS		Williamson	City of Taylor Microtransit Service			City of Taylor	City of Taylor Microtransit Service (Expanded to Samsung)	\$ 500,000	2025	No
53-00039-00	CARTS		Travis	Del Valle Microtransit Service			Del Valle	Del Valle Microtransit Service	\$ 250,000	2030	No
73-00019-00	CARTS		Hays, Travis	Dripping Springs- Belterra-Austin Connector Service	Dripping Springs	Austin		Dripping Springs-Belterra-Austin Connector Service	\$ 250,000	2030	No
43-00008-00	CARTS		Hays	Drippings Springs- Driftwood Connector Service	Dripping Springs	Driftwood		Drippings Springs-Driftwood Connector Service	\$ 125,000	2030	No
13-00011-00	CARTS		Bastrop	Elgin-Bastrop Connector Bus Service	Elgin	Bastrop		Elgin-Bastrop Connector Bus Service	\$ 100,000	2030	No
63-00006-00	CARTS		Williamson	Florence-Jarrell Connector Service	Florence	Jarrrell		Florence-Jarrell Connector Service	\$ 125,000	2030	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
53-00038-00	CARTS		Travis	Hornsby Bend Microtransit Service			Hornsby Bend	Hornsby Bend Microtransit Service	\$ 250,000	2030	No
63-00007-00	CARTS		Williamson	Jarrell- Georgetown Connector Service	Jarrrell	Georgetown		Jarrell-Georgetown Connector Service	\$ 125,000	2030	No
73-00014-00	CARTS		Williamson, Travis	Jarrell-Tech Ridge Express Bus Service	Downtown Jarrell	Capital Metro Tech Ridge Transit Center		Jarrell-Tech Ridge Express Bus Service	\$ 1,400,000	2025	No
33-00006-00	CARTS		Caldwell	Lockhart-Luling Connector Service	Lockhart	Luling		Lockhart-Luling Connector Service	\$ 125,000	2030	No
23-00012-00	CARTS		Burnet	North Bastrop Microtransit Service			North Bastrop County	North Bastrop Microtransit Service	\$ 250,000	2025	No
73-00016-00	CARTS		Williamson, Travis, Hays, Comal,Guad alupe, Bexar	Super Regional Intercity Bus Service	Jarrell	San Antonio		Super Regional Intercity Bus Service	\$ 5,000,000	2025	No
73-00013-00	CARTS		Williamson, Travis	Taylor-Hutto- Round Rock- Tech Ridge Express Bus Service	CARTS Taylor Transit Center	Capital Metro Tech Ridge Transit Center		Taylor-Hutto-Round Rock-Tech Ridge Express Bus Service	\$ 1,400,000	2025	No
13-00004-00	CARTS		Bastrop	Tucker Hill Lane Park-and-Ride expansion			Tucker Hill Lane Park- and-Ride facility	Expansion of existing park-and-ride facility	\$ 1,500,000	2030	No
43-00004-00	CARTS		Hays	Woodcreek/Wi mberley Microtransit Service			Woodcreek/ Wimberley	Woodcreek/Wimberley Microtransit Service	\$ 250,000	2025	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
53-00028-00	City of Austin		Travis	Transit Enhancement Program	Various	Various	Various	The Transit Enhancement Program will design and construct transit infrastructure improvements at high- priority locations throughout the city.	\$ 80,100,000	2040	Yes
73-00112-00*	City of Round Rock		Williamson		Various	Various		On Demand	\$ 682,647	2025	No
73-00112-01*	City of Round Rock		Williamson		Various	Various		Job Access Reverse Commute	\$ 1,167,356	2025	No
73-00113-00*	City of Round Rock		Williamson		Various	Various		On Demand	\$ 719,250	2026	No
73-00113-01*	City of Round Rock		Williamson		Various	Various		Job Access Reverse Commute	\$ 1,200,000	2026	No
73-00114-00*	City of Round Rock		Williamson		Various	Various		On Demand	\$ 743,750	2027	No
73-00114-01*	City of Round Rock		Williamson		Various	Various		Job Access Reverse Commute	\$ 1,210,000	2027	No
73-00115-00*	City of Round Rock		Williamson		Various	Various		On Demand	\$ 752,500	2028	No
73-00115-01*	City of Round Rock		Williamson		Various	Various		Job Access Reverse Commute	\$ 1,314,000	2028	No
73-00116-00*	City of San Marcos		Hays		Various	Various		CITY OF SAN MARCOS PUBLIC TRANSIT OPERATIONS	\$ 9,366,218	2025	No
73-00120-00*	City of San Marcos		Hays		Various	Various		City of San Marcos Revenue Rolling Stock	\$ 149,046	2025	No
73-00105-00*	City of San Marcos		Hays		Various	Various		Purchase of 5 Transit Vehicles (Vehicle Replacement)	\$ 140,430	2025	No
73-00105-01*	City of San Marcos		Hays		Various	Various		Purchase of 5 Transit Vehicles (Vehicle Replacement)	\$ 144,682	2025	No
73-00105-02*	City of San Marcos		Hays		Various	Various		Purchase of 5 Transit Vehicles (Vehicle Replacement)	\$ 739,137	2025	No
73-00117-00*	City of San Marcos		Hays		Various	Various		CITY OF SAN MARCOS PUBLIC TRANSIT OPERATIONS	\$ 9,647,204	2026	No
73-00121-00*	City of San Marcos		Hays		Various	Various		City of San Marcos Revenue Rolling Stock	\$ 153,518	2026	No
73-00118-00*	City of San Marcos		Hays		Various	Various		CITY OF SAN MARCOS PUBLIC TRANSIT OPERATIONS	\$ 9,936,620	2027	No
73-00122-00*	City of San Marcos		Hays		Various	Various		City of San Marcos Revenue Rolling Stock	\$ 158,123	2027	No

## Constrained Transit Projects

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	100% Local
73-00119-00*	City of San Marcos		Hays		Various	Various		CITY OF SAN MARCOS PUBLIC TRANSIT OPERATIONS	\$ 10,234,719	2028	No
73-00123-00*	City of San Marcos		Hays		Various	Various		City of San Marcos Revenue Rolling Stock	\$ 162,867	2028	No

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
52-00212-00	City of Austin		Travis	AD ELPHI LN	AMHERST DR	WATERS PARK RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00009-03	City of Austin		Travis	All Ages and Abilities Bicycle Priority Network System Improvements	Various	Various		Design and construction of all ages and abilities bicycle facilities in the Austin area.
52-00213-00	City of Austin		Travis	ALUM ROCK DR	COLTON BLUFF SPRINGS RD	THAXTON RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00214-00	City of Austin		Travis	AZIE MORTON RD	BARTON SPRINGS RD	BARTON HILLS DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00215-00	City of Austin		Travis	BECKETT RD	MC CARTY LN	REYNOLDS RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00216-00	City of Austin		Travis	BLOOR RD/BLUE BLUFF RD/LINDELL LN	DECKER LN	BRAKER LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00217-00	City of Austin		Travis	BLUE BLUFF RD	BLUE BLUFF RD	WILDHORSE CONNECTOR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00218-00	City of Austin		Travis	BLUE GOOSE RD	E CAMERON RD	E BRAKER LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00219-00	City of Austin		Travis	BLUEBONNET LN	S LAMAR BLVD (SL 343)	DEL CURTO RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00221-00	City of Austin		Travis	<b>BROWN LN</b>	DUNGAN LN	FERGUSON LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00223-00	City of Austin		Travis	CAMERON LOOP	DAVIS LN	LEO STREET		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00224-00	City of Austin		Travis	CAMERON RD	E PARMER LN	BLUE GOOSE RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.

MPO	ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
52-0022	5-00	City of Austin		Travis	CHAPARRAL RD	CIRCLE S RD	S IH-35 SVRD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-0005	0-00	City of Austin		Travis	CITY PARK RD	PEARCE RD	FM 2222 RD		Reconstruct a 2-lane divided roadway with bicycle and pedestrian improvements.
52-0022	7-00	City of Austin		Travis	CLAWSON RD	LIGHTSEY RD	FORT VIEW RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-0022	8-00	City of Austin		Travis	COLTON BLUFF SPRINGS RD	SPRINGTIME TRL	MC KINNEY FALLS PKWY		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-0023	1-00	City of Austin		Travis	CORRALLN	CIRCLE S RD	S IH-35 SVRD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-0005	1-00	City of Austin		Travis	CROSS PARK DR	CAMERON RD	FORBES DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
52-0023	2-00	City of Austin		Travis	CROZIER LN	THORNBERRY RD	CROZIER LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-0023	3-00	City of Austin		Travis	CULLEN LN	RALPH ABLANEDO DR	E SLAUGHTER LN		Reconstruct a 2-lane divided roadway with bicycle and pedestrian improvements.
52-0023	4-00	City of Austin		Travis	DALTON LN	CITY LIMIT	BASTROP HWY SVRD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-0023	5-00	City of Austin		Travis	DAVID MOORE DR	W SLAUGHTER LN	DAVID MOORE DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-0023	6-00	City of Austin		Travis	DEL CURTO RD	BLUEBONNETLN	LIGHTSEY RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-0023	7-00	City of Austin		Travis	DUNGAN LN	DESSAU RD	<b>BROWN LN</b>		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-0023	8-00	City of Austin		Travis	E 41ST ST	PECK AVE	RED RIVER STREET		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
52-00239-00	City of Austin		Travis	E 5TH ST	ONION ST	N PLEASANT VALLEY RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00240-00	City of Austin		Travis	E ALPINE RD	S CONGRESS AVE	EAST OF WILLOW SPRINGS RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00241-00	City of Austin		Travis	E ST ELMO RD	S CONGRESS AVE	TERRY O LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00243-00	City of Austin		Travis	FALLWELL LN	SH 71 WB	GUERRERO DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00244-00	City of Austin		Travis	FERGUSON CTOF	E US 290 HWY SVRD EB	OLD MANOR RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00245-00	City of Austin		Travis	FERGUSON LN	PLEASANT LN	FERGUSON LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00246-00	City of Austin		Travis	FISH LN	HARRIS GLENN DR	<b>DESSAU RD</b>		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00247-00	City of Austin		Travis	FLETCHER LN	W SH 71	OLD BEE CAVES RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00248-00	City of Austin		Travis	FORT VIEW RD	VALLEY VIEW RD	CLAWSON RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00249-00	City of Austin		Travis	FOSTER RANCH RD	Southwest Pkwy	TRAVIS COUNTRY CIR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00250-00	City of Austin		Travis	GUIDEPOST TRL/LEO ST	GUIDEPOST TRL	CAMERON LOOP		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00251-00	City of Austin		Travis	HERGOTZ LN	HERGOTZ LN	THOMPSON LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00252-00	City of Austin		Travis	HUDSON ST	DELANO ST	ED BLUESTEIN BLVD SB (US 183)		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
52-00253-00	City of Austin		Travis	INDUSTRIAL BLVD	S CONGRESS AVE	E ST ELMO RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00254-00	City of Austin		Travis	LAKEWOOD DR	CAPITAL OF TEXAS HWY	FM 2222 RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00136-00	City of Austin		Travis	Lamplight Village Dr	Parmer Ln	Metric Blvd		Construct Complete Street improvements
52-00255-00	City of Austin		Travis	LIGHTSEY RD	DEL CURTO RD	CLAWSON RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00256-00	City of Austin		Travis	LONG VIEW RD	HARPERS FERRY LN	CAMERON LOOP		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00257-00	City of Austin		Travis	MC CARTY LN	W US 290 HWY	W WILLIAM CANNON DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00258-00	City of Austin		Travis	MC KALLA PL	MC KALLA PL	RUTLAND DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00259-00	City of Austin		Travis	MC NEIL RD	W RUNDBERG LN	BURNET RD (FM 1325)		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00261-00	City of Austin		Travis	OLD FREDERICKSBUR G RD	W US-290 HWY	350' ft east of Smith oak trl		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00262-00	City of Austin		Travis	OLD LAMPASAS TRL/SPICEWOOD SPRINGS RD	TALLEYRAN DR	RESEARCH BLVD		Reconstruct roadway to 2- to 4-lanes with a raised median and bicycle and pedestrian improvements.
52-00263-00	City of Austin		Travis	OLD MANCHACA RD	RIDDLE RD	DREW LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00264-00	City of Austin		Travis	OLD MANOR RD	SPRINGDALE RD	JOHNNY MORRIS RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00265-00	City of Austin		Travis	OLD SAN ANTONIO RD	IH-35 SB	PURYEAR RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
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52-00266-00	City of Austin		Travis	OLD WALSH TARLTON	BEE CAVE RD (RM 2244)	EANES CROSSING		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00267-00	City of Austin		Travis	PEACEFUL HILL LN	W DITTMAR RD	RALPH ABLANEDO DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00268-00	City of Austin		Travis	POWELL LN	N LAMAR BLVD	IH-35 SB		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00269-00	City of Austin		Travis	RALPH ABLANEDO DR	S 1ST ST	S CONGRESS AVE (SL 275)		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00350-00	City of Austin		Travis	REDBUD TRL	WESTLAKE DR	STRATFORD DR		Reconstruct a 2-lane divided roadway with bicycle and pedestrian improvements.
52-00270-00	City of Austin		Travis	REID DR	LONGHORN BLVD	INDUSTRIAL TERRACE		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00271-00	City of Austin		Travis	RIDDLE RD	W SLAUGHTER LN	W SLAUGHTER LANE		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00272-00	City of Austin		Travis	ROGGE LN	MANOR RD	SPRINGDALE RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00157-00	City of Austin		Travis	RundbergLane	Metric Blvd	Cameron Rd		Construct Complete Street improvements
52-00273-00	City of Austin		Williamson	RUTLEDGE SPUR	LAKELINE MALL DR	N FM 620		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00028-00	City of Austin		Travis	Safe Routes to School- District 1	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
52-00028-09	City of Austin		Travis	Safe Routes to School- District 10	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.
52-00028-01	City of Austin		Travis	Safe Routes to School- District 2	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.
52-00028-02	City of Austin		Travis	Safe Routes to School- District 3	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.
52-00028-03	City of Austin		Travis	Safe Routes to School- District 4	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.
52-00028-04	City of Austin		Travis	Safe Routes to School- District 5	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.

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52-00028-05	City of Austin		Travis	Safe Routes to School- District 6	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.
52-00028-06	City of Austin		Travis	Safe Routes to School- District 7	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.
52-00028-07	City of Austin		Travis	Safe Routes to School- District 8	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.
52-00028-08	City of Austin		Travis	Safe Routes to School- District 9	Various	Various		Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails.
52-00275-00	City of Austin		Travis	SPRINKLE CUTOFF RD	SPRINKLE CUTOFF RD	SPRINKLE RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00276-00	City of Austin		Travis	STRATFORD DR	ELGIN AVE	LOU NEFF RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00277-00	City of Austin		Travis	TERRY O LN	SHELBY LN	E BEN WHITE BLVD SVRD EB		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
52-00279-00	City of Austin		Travis	THOMPSON LN	BASTROP HWY NB	HERGOTZ LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00280-00	City of Austin		Travis	THORNBERRY RD	E SH 71 WB	CROZIER LN		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00009-01	City of Austin		Travis	Tier 2 Urban Trails	Various	Various		Design and construct 78 miles of Tier 2 urban trails in the Austin area.
52-00009-02	City of Austin		Travis	Tier 3 Urban Trails	Various	Various		Design and construct 96 miles of Tier 3 urban trails in the Austin area.
52-00281-00	City of Austin		Travis	TRAVIS COOK RD	Southwest Pkwy	OLD BEE CAVES RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00282-00	City of Austin		Travis	UNITED DR	INDUSTRIAL TERR	RESEARCH BLVD SVRD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00283-00	City of Austin		Travis	WATERS PARK RD	AD ELPHI LN	N MOPAC EXPY SVRD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
52-00284-00	City of Austin		Travis	WILDERNESS DR	WALSH TARLTON LN	OLD WALSH TARLTON		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
42-00006-00	City of Buda		Hays	RM 967	WEST GOFORTH ROAD	IH 35		SHARED USE PATH
51-00089-00	City of Lakeway		Travis	North/South Shared Use Path	Oak Grove Boulevard	Aria Drive		Construct new shared-use path
62-00010-00	City of Leander		Williamson	Red Line Trail	Leander City limits (south)	South Fork San Gabriel River		Design and construct shared-use path adjacent to the Red Line railroad tracks

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
61-00207-00	City of Georgetown		Williamson	FM 1460	S. Austin Avenue	460 ft south of Coach Light Dr		Installation of traffic detection and traffic signal control pre- emption technology to all legs of the 3 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles.
61-00209-00	City of Georgetown		Williamson	FM 971	Austin Avenue	SH 130		Installation of traffic detection and traffic signal control pre- emption technology to all legs of the 3 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles.
61-00211-00	City of Georgetown		Williamson	Leander Road (RM 2243)	Limestone Creek Road	S. Austin Avenue		Installation of traffic detection and traffic signal control pre- emption technology to all legs of the 8 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles.

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
11-00054-00	Bastrop County		Bastrop	Central Ave	Elgin City Limits	LittigRd		Upgrade existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks.
11-00051-00	Bastrop County		Bastrop	Cottle Town Rd, New Facility, Gotier Trace Rd	SH 71	Gotier Trace Rd 0.66 Mi E of Old Pin Oak Rd		Upgrade and realign existing 2-lane undivided facilities into 2-lane divided arterials with continuous left turn lanes and buffered bike lanes and connect with new 2-lane divided arterial.
11-00041-00	Bastrop County		Bastrop	Lentz Main St, New Facility, Sand Hills Rd	FM 20	Red Rock Ranch Rd		Upgrade existing 2-lane undivided facilities to 2-lane divided facilities with continuous left turn lanes and buffered bike lanes and construct a new facility connecting Lentz Main St to Sand Hills Rd.
11-00053-00	Bastrop County		Bastrop	Littig Rd	Bastrop/Travis County Line	Upper Elgin River Rd		Upgrade existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks.
11-00059-00	Bastrop County		Bastrop	Longhollow Rd, New Facility	Bastrop/Travis County Line/Maha Rd	SH 21		Upgrade existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks and construct an extension to SH 21. This project will connect to a corridor identified in the Travis County Blueprint.
11-00045-00	Bastrop County		Bastrop	Lower Elgin Rd, New Facility	FM 969	SH 95		Upgrade and realign existing 2-lane undivided facility to a 2-lane undivided arterial with buffered bike lanes and connect to SH 95 with a new 2-lane undivided arterial with buffered bike lanes.
11-00042-00	Bastrop County		Bastrop	N Gaines Rd, New Facility, Walter Hoffman Rd, New Facility	SH 21	FM 812		Upgrade and realign existing 2-lane undivided facilities to 4-lane divided arterials with buffered bike lanes and sidewalks and connect upgraded facilities with new 4-lane divided facilities.
11-00049-00	Bastrop County		Bastrop	New Facility	SH 304	Technology Dr		Construct a new 2-lane undivided arterial with buffered bike lanes and a new bridge across the Colorado River.
11-00060-00	Bastrop County		Bastrop	New Facility	Littig Rd	Old Sayers Rd/Wayside Ct		Construct a new 4-lane divided arterial with buffered bike lanes and sidewalks and connect FM 1704 to Littig Rd.
11-00058-00	Bastrop County		Bastrop	New Facility	SH 71	FM 535		Construct a new 4-lane divided arterial with buffered bike lanes and sidewalks that will connect SH 71 with FM 535 in western Bastrop County.
11-00047-00	Bastrop County		Bastrop	New Facility, Old Austin TrI, New Facility	Bastrop/Travis County Line/Union Lee Church Rd	FM 1704		Upgrade existing 2-lane undivided facility to a 2-lane divided arterial with a continuous left turn lane and buffered bike lanes and connect to Travis County/Union Lee Church Rd and FM 1704 with new 2-lane divided facilities.
11-00040-00	Bastrop County		Bastrop	New Facility, Pope Bend N	SH 71	FM 969		Upgrade and realign existing 2-lane undivided facility to a 4-lane divided arterial with buffered bike lanes and sidewalks and construct a new 4-lane divided bridge across the Colorado River.

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
11-00043-00	Bastrop County		Bastrop	New Facility, St Mary's Rd	Sand Hills Rd/Rec Rock Ranch Rd	H SH 304		Upgrade existing 2-lane undivided facility to a 2-lane divided arterial with a continuous left turn lane and buffered bike lanes and connect to Sand Hills Rd (Project 2) with a new, 2-lane divided facility.
11-00055-00	Bastrop County		Bastrop	New Facility, Upper Elgin River Rd, New Facility	Youngs Prairie Rd	SH 71		Connect SH 71 with Upper Elgin River Rd by constructing a new facility from Upper Elgin River Rd/Youngs Prairie to Upper Elgin River Rd (3 Mi N. of FM 969), upgrading Upper Elgin River Rd, and constructing a new bridge across the Colorado River. Improvements will be to a 4-lane divided arterial cross-section with buffered bike lanes and sidewalks.
11-00044-00	Bastrop County		Bastrop	New Facility, Watts Ln	FM 535	FM 812		Upgrade existing 2-lane undivided facility to a 4-lane divided arterial with buffered bike lanes and sidewalks and connect to FM 535 with a new 4-lane divided facility.
11-00057-00	Bastrop County		Bastrop	Old Lexington Rd, New Facility	FM 3000	FM 696		Upgrade and realign existing 2-lane undivided facility to a 2-lane divided facility with a continuous left turn lane and buffered bike lanes, and construct an extension to FM 696.
11-00052-00	Bastrop County		Bastrop	Old San Antonio Rd	FM 812	(Bastrop/Caldwel I) County Line Rd		Upgrade and realign existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks.
11-00046-00	Bastrop County		Bastrop	Pope Bend S, New Facility	SH 71	FM 535		Upgrade existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks and connect to FM 535 with new 4-lane divided arterial facility.
11-00050-00	Bastrop County		Bastrop	S Old Potato Rd, Antioch Rd, New Facility	SH 21	FM 2104		Upgrade and realign existing 2-lane undivided facilities into 2-lane divided arterials with continuous left turn lanes and buffered bike lanes and construct a new arterial connection to FM 2104.
11-00056-00	Bastrop County		Bastrop	Sayers Rd, New Facility	SH 95	FM 969		Upgrade and realign existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks and construct a new 4-lane divided bridge with sidewalks and buffered bike lanes across the Colorado River to connect to FM 969/FM 1209 with SH 95.
11-00048-00	Bastrop County		Bastrop	Upper Elgin River Rd	LittigRd	Youngs Prairie Rd		Upgrade and realign existing 2-lane undivided facility to a 4-lane divided arterial with buffered bike lanes and sidewalks.
11-00061-00	Bastrop County		Bastrop	WolfLn	Bastrop/Travis CountyLine	FM 535		Upgrade existing 2-lane undivided facility to 4-lane divided arterial with buffered bike lanes and sidewalks.
21-00002-00	Burnet County		Burnet	CR 200 / CR 210 / RM 2657	RM 963	Lampasas County Line		Upgrade to undivided arterial, include safety and operational improvements
21-00004-00	Burnet County		Burnet	New Facility	RM 2147	SH 71		Undivided Arterial, 1 Lane in Each Direction, New Location

MPO ID	Sponsor	Co Sponso <u>r</u>	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
21-00003-00	Burnet County		Burnet	SH 29 Alternate	RM 2341	Williamson County Line		Divided Arterial, 4-lanes in Each Direction, New Location and Improvements to Existing Segments
31-02015-00	Cadwell County		Caldwell	Pierce St. (US 183)	Magnolia Ave. (US 183)	PlumCreek		Add two-way left turn lane (TWLTL) as safety improvement throughout project limits
31-02009-00	Caldwell County		Caldwell	Borchert Drive/Loop	SH 142	Black Ankle Road		Upgrade existing 2-lane facility to 3-lane section including sidewalks, at least along one side
31-02018-00	Caldwell County		Caldwell	Bridle Path	US 183	FM 2984		Reconstruct existing 2-lane roadway
31-02010-00	Caldwell County		Caldwell	City Line Road	SH 142	FM 20		Upgrade existing 2-lane facility to 3-lane section including sidewalks, at least along one side, and extend new location segment to FM 20.
31-02013-00	Caldwell County		Caldwell	FM 20 (State Park Rd.)	S. Medina St.	S. Commerce St.		Upgrade and realignment of existing 2-lane facility to 3-lane section including sidewalks, at least along one side. Realignment segment extends from Lion Country Dr. to US 183 (Colorado St.) overlapping portion of Blackjack St. between S. Main St. and Colorado St.
31-02019-00	Caldwell County	Hays County	Caldwell	FM 2720/Grist Mill			SH 21	PS&E for the realignment of intersection to connect with Grist Mill Rd. on east side of SH 21.
31-02023-00	Caldwell County		Caldwell	Hackberry Ave.	SH 80	US 90		Full depth reconstruction of existing roadway to create a truck route and divert trucks from the US 183 / US 90 intersection.
31-02022-00	Caldwell County		Caldwell	Holz Lane			SH 21	PS&E for the realignment of intersection to connect with SH 21 and eliminate skewed intersection.
31-02024-00	Caldwell County		Caldwell	Magnolia Ave. (US 183)	SH 80	US 90		Widening of Magnolia Ave. (US 183) to add TWLTL from Austin Ave. (US 80) to Pierce St. (US 90/US 183).
31-02020-00	Caldwell County		Caldwell	Rocky Road			SH 21	PS&E for realignment of intersection to connect to with SH 21 and realignment of Old Spanish Trail to connect with Rocky Rd. east of SH 21.
31-02021-00	Caldwell County		Caldwell	Schuelke Road			SH 21	PS&E for the realignment of intersection to connect with SH 21 and eliminate skewed intersection.
31-00001-01	Caldwell County		Caldwell	SH 142	SH 80	SH 130		PS&E and complete environmental services to updgrade existing 2- lane roadway to 4-lane divided roadway
31-02011-00	Caldwell County		Caldwell	SH 142	SH 80	SH 130		PS&E and complete environmental services to updgrade existing 2- lane roadway to 4-lane divided roadway
31-02017-00	Caldwell County		Caldwell	Various				Low water crossing upgrades at: 1) CR 140 (Wattsville Rd.) at Copperas Crk.; 2) Old Lytton Springs Rd. at Dry Crk.; 3) CR 182 (Dry Creek Rd.) at Dry Crk.; 4) CR 205 (Seawillow) at Plum Crk. Branch, and; 5) CR 133 (Ivy Switch) at McNeil Crk.

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31-00001-02	Caldwell County		Caldwell	William Pettus Rd. (CR 238)	SH 21	SH 142		Upgrade and realignment of existing 2-lane facility to 4-lane section. Realignment segment extends from UPRR crossing to SH 142 including bridge over UPRR.
51-00005-00	City of Austin		Travis	AXEL LN- BLUESTEIN DR CONNECTOR	AXEL LN	BLUESTEIN DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00020-00	City of Austin		Travis	BARTON SPRINGS RD	S CONGRESS AVE	E RIVERSIDE DR		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.
51-00047-00	City of Austin		Travis	BARTON SPRINGS RD	S LAMAR BLVD (SL 343)	S CONGRESS AVE		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00003-00	City of Austin		Travis	BLUE BLUFF RD	E PARMER LN	LINDELL LN		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00048-00	City of Austin		Travis	BLUE GOOSE RD	HARRIS BRANCH PKWY	E US 290 SVRD WB		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00030-00	City of Austin		Travis	BOSTON LN	SOUTHWEST PKWY	W US 290 SVRD WB		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00037-00	City of Austin		Travis	BROCKTON DR	<b>BURNET RD</b>	W BRAKER LN		Construct a 2-lane roadway with bicycle and pedestrian improvements
51-00041-00	City of Austin		Travis	BURNET RD CONNECTOR	BURNET RD	SKYRISE AVE		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00049-00	City of Austin		Travis	CAPITAL OF TEXAS HWY-READ GRANBERRY TRL CONNECTOR	N MOPAC EXPY SVRD	READ GRANBERRY TRAIL		Construct a 4-lane undivided roadway with bicycle and pedestrian improvements.
61-00002-00	City of Austin		Williamson	CASSANDRA DR EXTENSION	LAKELINE BLVD	W PARMER LN		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00052-00	City of Austin		Travis	CEDAR BEND DR	RUNNING BIRD LN	CEDAR BEND CV		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00055-00	City of Austin		Travis	CENTER LAKE DR	W PARMER LN	MCCALLEN PASS		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00056-00	City of Austin		Travis	CENTER RIDGE DR	N IH-35 SVRD	MC CALLEN PASS		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00069-00	City of Austin		Travis	CLEARSIGHT TRL/MATHEWS PRAIRIE PATH/WILMINGT ON DR	COLONY LOOP DR	LOYOLALN		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.

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51-00070-00	City of Austin		Travis	COLONY LOOP DR	COLONY LOOP DR	VALLEYFIELD DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00082-00	City of Austin		Travis	DAFFAN LN	OLD MANOR RD	JOHNNY MORRIS RD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00065-00	City of Austin		Travis	DIME CIR/METRO CENTER DR	BURLESON RD	METRO CENTER DR		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.
61-00003-00	City of Austin		Williamson	DUNHAM FOREST RD-LAKELINE BLVD CONNECTOR	BALLYCASTLE TRL	LAKELINE BLVD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00053-00	City of Austin		Travis	E 51ST ST	SPRINGDALE RD	RANGOON RD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00054-00	City of Austin		Travis	E 51ST ST	IH 35 SVRD	BERKMAN DR		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00100-00	City of Austin		Travis	E 51ST ST- NORTHDALE DR CONNECTOR	E 51ST ST	NORTHDALE DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00104-00	City of Austin		Travis	E 51ST- BUNDYHILL DR CONNECTOR	E 51ST ST	BUNDYHILL DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00109-00	City of Austin		Travis	E BRAKER LN	DECKER LN (FM 3177)	BLOOR RD		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.
51-00123-00	City of Austin		Travis	ELMONT DR	WICKERSHAM LN	CROSSING PL		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00131-00	City of Austin		Travis	ENFIELD RD	LAKE AUSTIN BLVD	EXPOSITION BLVD		Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements.
51-00057-00	City of Austin		Travis	ESCARPMENT BLVD	SH-45 WB	LA CROSSE AVE		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00133-00	City of Austin		Travis	ESPERANZA XING- STONEHOLLOW DR CONNECTOR	ESPERANZA XING	STONEHOLLOW DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00135-00	City of Austin		Travis	EXCHANGE DR	CROSS PARK DR	TUSCANY WAY		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00058-00	City of Austin		Travis	EXPOSITION BLVD	ENFIELD RD	W 35TH ST		Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements.
51-00139-00	City of Austin		Travis	FAR WEST BLVD	MESADR	MOPAC EXPY SVRD		Retrofit roadway to 4- to 6-lanes with a raised median and bicycle and pedestrian improvements.

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MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
51-00235-00	City of Austin		Travis	MOUNTAIN SHADOWS DR	OLD BEE CAVES RD	W SH 71		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
61-00005-00	City of Austin		Williamson	NORTH LAKE CREEK PKWY	AVERY RANCH BLVD	S LAKELINE BLVD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00239-00	City of Austin		Travis	OAK KNOLL DR	JOLLYVILLE RD	RESEARCH BLVD SVRD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00240-00	City of Austin		Travis	OHLEN RD	PAYTON GIN RD	RESEARCH BLVD SVRD		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00034-00	City of Austin		Travis	OLD BEE CAVES RD	W SH-71	MOUNTAIN SHADOWS DR		Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements.
51-00035-00	City of Austin		Travis	OLD BEE CAVES RD	MOUNTAIN SHADOWS DR	W US-290 HWY		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00246-00	City of Austin		Travis	OLD SAN ANTONIO RD	IH-35 SB	E FM-1626 RD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00036-00	City of Austin		Travis	ONION CREEK PKWY	OLD SAN ANTONIO RD	IH-35 SB		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.
51-00248-00	City of Austin		Travis	PARKFIELD DR	RUTLAND DR	W RUNDBERG LN		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00251-00	City of Austin		Travis	PLEASANT VALLEY DR-ELMONT DR CONNECTOR	ELMONT DR	S LAKESHORE BLVD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
71-00006-00	City of Austin		Travis	POND SPRINGS RD-OAK KNOLL CONNECTOR	MCNEIL DR	OAK KNOLL DR		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.
61-00007-00	City of Austin		Williamson	POND WOODS RD TO POND SPRINGS RD CONNECTOR	COPPER CREEK DR	POND SPRINGS RD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00254-00	City of Austin		Travis	RAINEY ST	E CESAR CHAVEZ	DRISKILL ST		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00068-00	City of Austin		Travis	READ GRANBERRY TR	N MOPAC EXPY SVRD NB	BURNET RD		Construct a 4-lane roadway with bicycle and pedestrian improvements.
51-00258-00	City of Austin		Travis	RIVERS EDGE WAY	E RIVERSIDE DR	E OLTORF ST		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00260-00	City of Austin		Travis	ROSSRD	E SH 71 EB	PEARCE LN		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00261-00	City of Austin		Travis	RUBY DR	N IH 35 SVRD NB	JOSEPH CLAYTON DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
51-00262-00	City of Austin		Travis	RUTLAND DR- SAUNDERS LN CONNECTOR	RUTLAND DR	SAUNDERS LN		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00263-00	City of Austin		Williamson	S CANOA HILLS TRL-LAKELINE BLVD CONNECTOR	BALLYCASTLE TRAIL	LAKELINE BLVD		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00265-00	City of Austin		Travis	S LAKESHORE BLVD-E RIVERSIDE DR CONNECTOR	E RIVERSIDE DR	ELMONT DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00266-00	City of Austin		Travis	SENDERO HILLS PKWY TO COLONY LOOP CONNECTOR	ASTRO VIEW DR	SENDERO HILLS PKWY		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00267-00	City of Austin		Travis	SH 71 FR-FM 973 CONNECTOR	SH 71 FR	FM 973 RD		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.
51-00268-00	City of Austin		Travis	SHADY LN	E 7TH ST	E 5TH ST		Widen roadway to 2-lanes with a center turn lane and bicycle and pedestrian improvements.
51-00073-00	City of Austin		Travis	SHOAL CREEK BLVD	STECK AVE	FOSTER LN		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00269-00	City of Austin		Travis	SILVERMINE DR	500' N OF RACCOON RUN	160' N OF RED WILLOW DR		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
61-00009-00	City of Austin		Williamson	SPECTRUM DR	LAKELINE BLVD	SPECTRUM DR		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00272-00	City of Austin		Travis	STONEHOLLOW DR	METRIC BLVD	METRIC BLVD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
71-00007-00	City of Austin		Travis	TECHNOLOGY BLVD	MC NEIL DR	RESEARCH BLVD SVRD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00273-00	City of Austin		Travis	TERI RD	S IH 35 SVRD NB	FRIEDRICH LN		Retrofit a 2-lane roadway with a raised median and bicycle and pedestrian improvements.
51-00274-00	City of Austin		Travis	TRACOR LN	TANNEHILL LN	ED BLUESTEIN BLVD SB		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00076-00	City of Austin		Travis	TUSCANY WAY	FERGUSON LN	US 290 HWY SVRD		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00042-00	City of Austin		Travis	<b>VEGA AVE</b>	Southwest Pkwy	EIGER RD		Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00078-00	City of Austin		Travis	W 45TH ST	ROSEDALE AVE	AVENUE A		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.

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51-00275-00	City of Austin		Travis	W 51ST ST	N LAMAR BLVD	W GUADALUPE ST		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00276-00	City of Austin		Travis	W YAGER LN	N LAMAR BLVD	N IH 35 SVRD SB		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00278-00	City of Austin		Travis	WALL ST	CROSS PARK DR	FERGUSON LN		Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements.
51-00279-00	City of Austin		Travis	WELLS BRANCH PKWY-SCOBEE ST CONNECTOR	STRICKLING DR	WELLS BRANCH PKWY		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00280-00	City of Austin		Travis	WIER HILLS RD	RIALTO BLVD	OLD BEE CAVES RD		Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements.
51-00281-00	City of Austin		Travis	WILDHORSE CONNECTOR	BLUE BLUFF RD	FM 973		Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements.
51-00282-00	City of Austin		Travis	WILLOW HILL DR	WILLOW CREEK DR	WICKERSHAM LN		Construct a 2-lane undivided roadway with bicycle and pedestrian improvements.
11-00006-00	City of Bastrop		Bastrop	Extension of Agnes Street	SH 304	Hasler Blvd		Extension of Agnes Street to provide needed east/west connectivity south of SH71
11-00007-00	City of Bastrop		Bastrop	Jessica Place	Blakey Lane	Jessica Place		Extension of Jessica Place to provide needed east/west connectivity north of SH71
41-00134-00	City of Buda		Hays	CABELAS DRIVE	MAIN STREET	FUTURE E-W ARTERIAL/ RANKIN AVE		NEW 4-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS
41-00133-00	City of Buda		Hays	FM 2770	ROBERT S. LIGHT	RM 967		RECONSTRUCT 2-LANES WITH BIKE LANES AND SIDEWALKS
41-00138-00	City of Buda		Hays	MAIN STREET	IH 35	FIRECRACKER DRIVE		WIDEN TO 4 TO 6-LANE DIVIDED W/ SHARED USE PATHS
41-00136-00	City of Buda		Hays	MARATHON ROAD	RM 967	SH-45 SW		NEW 4-LANE DIVIDED WITH SHARED USE PATH
41-00139-00	City of Buda		Hays	OLD FM 2001 / RAY ROMERO	FM 2001	OLD GOFORTH ROAD		RECONSTRUCT 2-LANES WITH BIKE LANES AND SIDEWALKS
41-00130-00	City of Buda		Hays	OLD SAN ANTONIO RD	MAIN ST	HAYS COUNTY LINE		RECONSTRUCT 2-LANES WITH BIKE LANES AND SIDEWALKS
61-00184-01	City of Cedar Park		Travis	RM 1431 (Whitestone Boulevard)	Williamson/Travis County Line	West of New Hope Drive		Widen 4-lane undivided with continuous left turn lane to 6-lane divided with Shared-Use Path
61-00205-00	City of Georgetown		Williamson	NE Inner Loop	SH 29	IH 35		Widen from 2-lanes to 4-lanes divided with pedestrian improvements, signal and intersection improvements. Limited Access

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
61-00204-00	City of Georgetown		Williamson	Shell Road	Sycamore	Williams Drive		Widen from 2-lane undivided to 5-lane divided arterial with pedestrian improvements, signal and intersection improvements
61-00265-00	City of Hutto		Williamson	CR 132 Overpass	Branson Blvd	Limmer Loop	US 79	Construct new 4-lane divided road with an elevated interchange over US 79 and the UPRR rail line.
51-00086-00	City of Lakeway		Travis	Flintrock Road expansion	FM 620	Serene Hills		Widen 2-lane undivided to 4-lane divided
51-00088-00	City of Lakeway		Travis	Flintrock Road extension	Serene Hills Road	Bee Creek Rd		Construct new 4-lane divided
51-00087-00	City of Lakeway		Travis	Serene Hills Road expansion	SH 71	Lakeway Blvd		Widen 2-lane undivided to 4-lane divided
61-00212-00	City of Leander		Williamson	Lakeline Boulevard	Stinnett Drive	CR 281		New location four-lane divided facility with raised medians and shared use paths and widen existing two-lane undivided to four- lane divided facility with raised medians and shared use paths.
61-00213-00	City of Leander		Williamson	RM 2243	US 183	Hero Way (future 2243)		Widen current two-lane undivided facility to a four-lane divided facility with raised median and shared use paths.
61-00214-00	City of Leander		Williamson	San Gabriel Parkway West	Hero Way West	183A		Section of new location six-lane divided facility with raised median and shared use paths and section to widen existing two- lane undivided facility to a six-lane divided facility with raised median and shared use paths.
31-00006-00	City of Lockhart		Caldwell	NE Lockhart Loop	US 183	FM 20 East		Construct new 4-lane divided
31-00012-00	City of Lockhart		Caldwell	North Mockingbird Ln.	Windridge Subdivision	FM 2001		Construct 2-lane undivided arterial
61-00069-00	City of Round Rock		Williamson	FM 1460 (AW Grimes)	US 79	Old Settlers Blvd.		Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided
61-00070-00	City of Round Rock		Williamson	FM 1460 (AW Grimes)	Old Settlers Blvd.	University Blvd.		Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided
61-00071-00	City of Round Rock		Williamson	FM 1460 (AW Grimes)	University Blvd.	Westinghouse Rd.		Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.
61-00058-00	City of Round Rock		Williamson	Old Settlers Blvd	IH 35	Sunrise Rd.		Upgrade existing 4-lane urban divided to a 6-lane urban divided
61-00059-00	City of Round Rock		Williamson	Old Settlers Blvd	Sunrise Rd.	FM 1460 (AW Grimes)		Upgrade existing 4-lane urban divided to a 6-lane urban divided
61-00060-00	City of Round Rock		Williamson	Old Settlers Blvd	FM 1460 (AW Grimes)	Red Bud Lane (CR 122)		Upgrade existing 4-lane urban divided to a 6-lane urban divided
61-00062-00	City of Round Rock		Williamson	Red Bud Lane - South	Forest Ridge Blvd.	Gattis School Rd.		Upgrade existing 3-lane roadway to a 4-lane urban divided roadway.

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
41-00035-00	City of San Marcos		Hays	Centerpoint Road extension	Proposed Blvd 1	FM 2439 (Hunter Rd)		Construct new 4-lane divided with off-street shared paths
41-00018-00	City of San Marcos		Hays	CM Allen Pkwy	University Drive	IH 35		Reconstruct 2-lane undivided to include pedestrian/bicycle improvements
41-00020-00	City of San Marcos		Hays	E Aquarena Springs Drive	IH 35	River Road		Retrofit of 2-lane with continuous left turn lane to 2-lane with continuous left turn lane and on-street parking, and pedestrian/bicycle improvements
41-00028-00	City of San Marcos		Hays	McCarty Lane	FM 2439 (Hunter Rd)	IH 35		Reconstruct 2-lane to 4-lane boulevard with pedestrian/bicycle improvements
41-00188-00	City of San Marcos		Hays	Proposed Avenue	Post Rd	S Old Stagecoach Rd		Construct new two-lane undivded with two-way left turn lane and pedestrian/bicyle facilities/on-street parking.
41-00027-00	City of San Marcos		Hays	Proposed Boulevard 14	Crystal River Pkwy	McCarty Lane		Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.
41-00040-00	City of San Marcos		Hays	Proposed Boulevard 14	McCarty Lane	Posey Road		Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.
41-00026-00	City of San Marcos		Hays	Proposed Boulevard 14	Staples Road	Crystal River Pkwy		Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.
41-00032-00	City of San Marcos		Hays	Proposed Parkway Loop	Yarrington Road	RM 12		Construct new 4-lane divided with off-street shared paths
41-00033-00	City of San Marcos		Hays	Proposed Parkway Loop (La Cima Tract)	RM 12	Proposed Parkway Loop		Construct new 4-lane divided with off-street shared paths
41-00017-00	City of San Marcos		Hays	Riverway Ave Extension East (Proposed Avenue)	Riverway Ave at IH 35 SBFR	SH 21		Construct new two-lane undivded with two-way left turn lane and pedestrian/bicyle facilities/on-street parking.
41-00016-00	City of San Marcos		Hays	Riverway Ave Extension West (Proposed Avenue)	End of existing Riverway Ave west	Proposed Centerpoint Rd Extension		Construct new two-lane undivded with two-way left turn lane and pedestrian/bicyle facilities/on-street parking.
41-00030-00	City of San Marcos		Hays	RM 12 (Wonder World Drive)	FM 2439 (Hunter Rd)	Stagecoach Trail		Reconstruct 4-lane with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements
41-00031-00	City of San Marcos		Hays	RM 12 (Wonder World Drive)	Stagecoach Trail	SH 123		Reconstruct 4-lane with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements
41-00041-00	City of San Marcos		Hays	SH 123	Wonder World Drive/RM 12	FM 110		Reconstruct 4-lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
41-00023-00	City of San Marcos		Hays	SH 80	River Road	Old Bastrop Highway		Reconstruct 4-lane undivided with continuous left turn lane to 4- lane divided boulevard with on-street parking and pedestrian/bicycle improvements
41-00024-00	City of San Marcos		Hays	SH 80	I-35	River Road		Widen 4-lane with continuous left turn lane to 6-lane divided boulevard with on-street parking and pedestrian/bicycle improvements
41-00177-00	City of San Marcos		Hays	SH 80 (Hopkins Street)	CM Allen Pkwy	IH 35		Reconstruct 4-lane undivided with continuous left turn to 4-lane divided with on-street parking, and pedestrian/bicycle improvements
41-00043-00	City of San Marcos		Hays	SL 82 (Aquarena Springs Drive)	IH 35 SB FR	University Drive		Reconstruct 4-lane undivided to 4-lane divided boulevard with pedestrian/bicycle improvements
41-00019-00	City of San Marcos		Hays	Stagecoach Road extension	Gravel Street	Dutton Drive		Construct 2-lane undivided with continuous left turn lane with pedestrian/bicycle improments and on-street parking
41-00029-00	City of San Marcos		Hays	Thorpe Lane	SL 82 (Aquarena Springs Drive)	Hopkins Street/SH 80		Retrofit of 4-lane to 2-lane with continuous left turn lane, on- street parking, and pedestrian/bicycle improvements
41-00057-00	Hays County	City of Kyle	Hays	Kyle Loop (NF 17)	FM 150 W	FM 1626		Construct new 4-lane divided
41-00098-00	Hays County	City of San Marcos	Hays	Posey Rd (CR 235)	FM 2439 (Hunter Rd)	IH 35		Add safety improvements to 4-lane divided with grade separated UPRR crossing
41-00063-00	Hays County		Hays	RM 12	FM 3237	RM 32		Add shoulders, median and turn lanes to 2-lane divided
41-00061-00	Hays County	TxDOT	Hays	RM 12	FM 150 W	Winters Mill		Add shoulders, median and turn lanes to 2-lane divided
41-00066-00	Hays County		Hays	RM 12	FM 3238	Fitzhugh Rd		Add shoulders, median and turn lanes to 2-lane divided
41-00062-00	Hays County		Hays	RM 12	Winters Mill	FM 3237		Construct new 2-lane divided
41-00067-00	Hays County	TxDOT	Hays	RM 12	RM 32	Old RR 12/SH 80		Widen from 2-lane parkway to 4-lane parkway
41-00072-00	Hays County	TxDOT	Hays	RM 2325	Blanco County Line	Jacobs Well		AddSHoulders, median and turn lanes to 2-lane divided
41-00073-00	Hays County	TxDOT	Hays	RM 2325	Jacobs Well	RM 12		AddSHoulders, median and turn lanes to 2-lane divided
41-00068-00	Hays County	TxDOT	Hays	RM 32	RM 12	Comal county line		Add shoulders, median and turn lanes to 2-lane divided
41-00054-00	Hays County	TxDOT	Hays	SH 123	FM 110	Guadalupe County line		Widen from 4-lane divided to 6-lane divided with median and shoulders
41-00103-00	Hays County	City of Kyle, City of Buda	Hays	Shadow Creek Blvd	Hillside Terrace	Bebee Road		Construct new 2-lane divided
41-00104-00	Hays County		Hays	Turnersville Rd Extension (RC 11)	SH 45 SE	FM 2001		Construct new 4-lane divided

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41-00105-00	Hays County		Hays	Turnersville Rd Extension (RC 11)	FM 2001	FM 110		Construct new 4-lane divided
41-00128-00	Hays County		Hays	Turnersville Road (East Side Corridor) Interim	Main Street Extension (R-10)	Satterwhite Road (FM 107 )		Construct 2-lane divided roadway on new location
41-00140-00	Hays County		Hays	Turnersville Road (East Side Corridor) Interim	Rohde Road (FM 126)	High Road (FM 127)		Construct 2-lane divided roadway on new location
41-00129-00	Hays County		Hays	Turnersville Road (East Side Corridor) Interim	Satterwhite Road (FM 107)	Rohde Road (FM 126)		Construct 2-lane divided roadway on new location
41-00141-00	Hays County		Hays	Turnersville Road (East Side Corridor) Interim	High Road (FM 127)	Yarrington Road/CR 158		Construct 2-lane divided roadway on new location
41-00108-00	Hays County		Hays	Yarrington Road	FM 110	SH 21		Realign 4-lane divided
51-00491-00	Travis County		Travis	Arterial A	US 290 E	FM 734		Construct new 4-lane divided roadway with bike and pedestrian accommodations
51-00138-00	Travis County		Travis	Bee Creek Rd	Lakehurst Blvd	FM 2322		Widen 2-lane undivided to a 2-lane divided (SAFE 2) with bike and pedestrian accommodations
51-00097-00	Travis County		Travis	Blake-Manor Rd	FM 973	Taylor Ln		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks
51-00117-00	Travis County		Travis	Blake-Manor Rd	Taylor Lane	Burleson-Manor Rd		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks
51-00118-00	Travis County		Travis	Braker Ln	Taylor Ln	Burleson-Manor Rd		Construct new 4-lane divided roadway with bike and pedestrian accommodations
51-00140-00	Travis County		Travis	County Line Rd	US 290 E	Littig Rd		Widen 2-lane undivided to a 4-lane divided with bike and pedestrian accommodations
51-00163-00	Travis County		Travis	Dunlap Rd	FM 969	Harold Green Rd / Tesla Rd		Upgrade existing 2-lane roadway to a 2-lane divided roadway with bike lanes and sidewalks
51-00156-00	Travis County		Travis	Ferguson Ln	RundbergLn	Arterial A		Widen 2-lane undivided and construct new4-lane divided with bike and pedestrian accommodations
51-00166-00	Travis County		Travis	Fitzhugh Rd (Ph. 2)	US 290 W	Barton Creek Bridge		Widen 2-lane undivided to a 4-lane divided with bike and pedestrian accommodations
51-00113-00	Travis County		Travis	FM 973 - Blake Manor Rd Connector	FM 973	Blake Manor Rd		Construct new 4-lane divided with bike lanes and sidewalks

MPO ID	Sponsor	Co Spons <u>or</u>	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
51-00147-00	Travis County		Travis	Greenlawn Blvd	IH 35 N southbound frontage	Grand Avenue Pkwy		Upgrade existing 2-lane to a 4-lane divided with bike and pedestrian accommodations
51-00146-00	Travis County		Travis	Hamilton Pool Rd	East side of Pedernales River	RM 12		Upgrade 2-lane undivided to a 2-lane divided with bike and pedestrian accommodations
51-00103-00	Travis County		Travis	Harold Green Rd / Tesla Rd	SH 130	Austin Colony Blvd		Construct new 2-lane divided with bike lanes and sidewalks
51-00158-00	Travis County		Travis	Hodde Ln	Rowe Ln	Cele Rd		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks
51-00168-00	Travis County		Travis	Immanuel Rd (Ph. 2)	Killingsworth Ln	Crystal Bend Dr		Widen 2-lane divided to a 4-lane divided with bike and pedestrian accommodations.
51-00150-00	Travis County		Travis	Main St	Sunfield Pkwy	Turnersville Rd		Build new 2-lane divided with bike and pedestrian accommodations.
51-00129-00	Travis County		Travis	Old Kimbro Rd/Parsons Rd.	Blake Manor Rd	Old Kimbro Rd north of US 290 E		Widen 2-lane undivided and construct new 4-lane divided with bike lanes and sidewalks
51-00162-00	Travis County		Travis	Pearce Ln	FM 973	Kellam Rd		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks
51-00130-00	Travis County		Travis	Pflugerville East Rd (Cameron Rd) (Phase 1)	Weiss Ln	Fuchs Grove Rd		Upgrade existing 2-lane and construct new to a 4-lane divided with bike lanes and sidewalks
51-00170-00	Travis County		Travis	Quinlan Park Rd	Country Trails Ln	Tierra Grande Trail		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks
51-00490-00	Travis County		Travis	Ross Rd	Pearce Ln	Heine Farm Rd		Widen 2-lane undivided to 2-lane divided roadway with bike and pedestrian accommodations
51-00171-00	Travis County	City of Austin	Travis	Ross Rd	SH 71	Pearce Ln		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks
71-00020-00	Travis County		Travis, Williamson	Rowe Ln	SH 130 NB frontage	Hodde Ln		Widen existing 2-lane undivided roadway to a 2-lane divided roadway (SAFE 2 cross section) with bike and pedestrian accommodations
51-00494-00	Travis County		Travis	Slaughter Ln	US 183	Maha Loop Rd (Burklund Farms Rd)		Construct new and widen existing 2-lane undivided to a 4-lane divided roadway with bike and pedestrian accommodations
51-00106-00	Travis County		Travis	South Pleasant Valley Rd	1,000' North of River Plantation	SH 45		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks
51-00110-00	Travis County		Travis	Thaxton Rd	McKinney Falls Pkwy	Sassman Rd		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks
51-00111-00	Travis County		Travis	Wells Branch Pkwy	Killingsworth Ln	Cameron Rd		Construct new 4-lane divided with bike lanes and sidewalks

MPO ID	Sponsor	Co Spo <u>nsor</u>	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
71-00022-00	Travis County		Travis, Bastrop	WolfLn	SH 71 E	FM 535		Widen existing 2-lane undivided roadway to a 4-lane divided roadway with bike and pedestrian accommodations
41-00146-00	TxDOT		Hays	FM 110	Yarrington	SH 123		WIDEN FROM 2-LANE DIVIDED TO 4-LANE Divided
51-00197-00	TxDOT		Hays	FM 110	IH 35 N	Yarrington		WIDEN FROM 2-LANE DIVIDED TO 4-LANE Divided
11-00062-00	TxDOT		Bastrop	FM 1209	SH 21	FM 969		Widen from 2?lane undivided to 4?lane divided
51-00499-00	TxDOT		Travis	FM 1325	CR 172	Merrilltown Dr		Widen 4-lane to 4-lane divided
51-00174-00	TxDOT		Travis	FM 1625	US 183	FM 1327		Widen 2-lane to 4-lane with raised median
51-00175-00	TxDOT		Travis	FM 1626	IH 35	Menchaca Rd (FM 2304)		Widen 2-lane divided to 4-lane undivided with center turn lane
51-00502-00	TxDOT		Travis	FM 1626			RM 967	CONSTRUCT GRADE SEPERATION/INTERCHANGE
51-00503-00	TxDOT		Travis	FM 1626			FM 2770	CONSTRUCT GRADE SEPERATION/INTERCHANGE
11-00063-00	TxDOT		Bastrop	FM 1704	US 290	FM 969		Widen from 2?lane undivided to 4?lane divided
51-00176-00	TxDOT		Travis	FM 1825 (Vision Dr)	Grand Avenue Pkwy	Wells Branch Pkwy		Widen 4-lane to 4-lane divided with raised median
11-00064-00	TxDOT		Bastrop	FM 20	SH 71/SH 21	Caldwell CL		Widen from 2?lane undivided to 4?lane divided
51-00177-00	TxDOT		Bastrop	FM 3000	SL 109	Old Lexington Rd		Widen from 2?lane undivided to 2?lane divided
51-00505-00	TxDOT		Travis	FM 3177 (Decker Ln)	S of US 290	FM 969		Widen 4-lane to 4-lane divided with raised median
11-00066-00	TxDOT		Bastrop	FM 535	East of Stony Point Drive	FM 20		Widen from 2?lane undivided to 4?lane divided
51-00507-00	TxDOT		Travis	FM 734			Dessau	CONSTRUCT SPUI GRADE SEPERATION
51-00180-00	TxDOT		Travis	FM 969	Hunters Bend Rd	Bastrop County Line		Widen 2-lane undivided to 4-lane divided with CLTL
51-00513-00	TxDOT		Travis	FM 973			FM 969	CONSTRUCT GRADE SEPERATION/DIAMOND INTERCHANGE
51-00184-00	TxDOT		Travis	FM 973	SH 71	US 183		Widen 2-lane undivided to 4-lane divided
31-00290-00	TxDOT		Caldwell	IH 10	Guadalupe County Line	Gonzales County Line		Expand from 4-lane to 6-lane expressway
41-00148-00	TxDOT		Hays	IH 35	Blanco River	River Ridge Parkway		Operational Improvements and Ramp Reversals
41-00121-00	TxDOT		Hays	IH 35	SH 45 SE	S of Posey Rd (Comal County Line)		IH 35 Future Transportation Corridor (2x2 Non tolled managed lanes)
61-00219-00	TxDOT		Williamson	IH 35	SH 29	SH 130		IH 35 Future Transportation Corridor (2x2 Non tolled managed lanes)
21-00005-00	TxDOT		Burnet	RM 1431	Mustang Dr	Williamson CL		Widen, add shoulders and safety improvements

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
41-00122-00	TxDOT		Hays, Travis	RM 1826	SH 45	RM 150		RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED
51-00203-00	TxDOT		Travis	RM 620	US 183	RM 2222		Reconstruct 4-lane undivided to frontage roads with 3 lanes in each direction and construct 2 managed lanes in each direction
61-00085-00	TxDOT		Williamson	RM 620	Wyoming Springs	SH 45		Widen 4-lane undivided to 6-lane divided
51-00533-00	TxDOT		Travis	SH 130/FM 685			Kelly Ln	CONSTRUCT DDI AT SH 130 WITH COLLECTOR DISTRIBUTORS
31-00008-00	TxDOT		Caldwell	SH 142	SH 80	SH 130		Widen from 2-lane undivided to 6-lane divided
61-00087-00	TxDOT		Williamson	SH 195	APPROX 2930' NORTH OF SHELL RD	APPROX 3720' SOUTH OF SHELL RD		CONSTRUCT OVER PASS
41-00124-00	TxDOT		Bastrop, Caldwell, Hays	SH 21	SH 71	SH 80		Widen from 2-lane undivided to 4-lane divided
11-00009-00	TxDOT		Bastrop	SH 21	Lee County Line	0.70 mi E of FM 1441		Widen from 2-lane undivided to 4-lane divided
61-00228-00	TxDOT		Williamson	SH 29	Ronald Reagan Boulevard	Southwest Bypass		Widen 4-lane undivided with contiguous turn lane to 6-lane divided
61-00226-00	TxDOT		Williamson	SH 29	US 183A	Ronald Reagan Boulevard		Widen 4-lane undivided with center turn lane to 6-lane divided
61-00230-00	TxDOT		Williamson	SH 29	Corridor E3 / Corridor E4	SH 95		Widen 2-lane with a continuous left turn lane to 6-lane divided
61-00229-00	TxDOT		Williamson	SH 29	Ronald Reagan Boulevard	Southwest Bypass		Widen 6-lane divided to 4-lane limited access with 3-lane frontage roads in each direction
61-00227-00	TxDOT		Williamson	SH 29	US 183A	Ronald Reagan Boulevard		Widen 6-lane divided to 4-lane limited access with 3-lane frontage roads in each direction
71-00011-00	TxDOT		Bastrop, Caldwell, Hays	SH 304	SH 21	Gonzales County Line		Widen from 2-lane undivided to 4-lane divided
31-00010-00	TxDOT		Caldwell	SH 80	SH 21	US 183		Widen from 2-lane undivided to 4-lane divided
11-00012-00	TxDOT		Bastrop	SH 95	SH 21/Bastrop	US 290/Elgin		Widen from 2-lane undivided to 4-lane divided
61-00088-00	TxDOT		Williamson	SH 95	US 79	US 290		Widen from 3-lane undivided to 4-lane divided
61-00089-00	TxDOT		Williamson	SH 95	FM 487	FM 397		Widen from 4-lane undivided to 4-lane divided
51-00214-00	TxDOT		Travis	SL 360			US 183	Interchange capacity
31-00011-00	TxDOT		Caldwell	US 183	US 90	FM 20		Reconstruct existing 4-lane to 4-lane divided
21-00015-00	TxDOT		Burnet	US 281	Lampasas County Line	Burnet City Limits		Widen 4-lane undivided to 4-lane with continuous left turn lane
41-00125-00	TxDOT		Hays	US 290	Roger Hanks Pkwy	Blanco CL		Reconstruct from 4-lane undivided to 4-lane divided

MPO ID	Sponsor	Co Spo <u>nsor</u>	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
61-00010-01	Williamson County		Williamson	ANDERSON MILL ROAD EXTENSION	MC NEIL ROAD	GRAND AVENUE PARKWAY		CONSTRUCT 3 LANES OF A FUTURE 6 LANES
61-00249-00	Williamson County		Williamson	ANDERSSON MILL ROAD	US 183	McNeil RD		CONSTRUCT 3 LANES OF ULTIMATE 6-LANE ROADWAY
61-00176-00	Williamson County		Williamson	ARTERIALK	IH 35	EAST WILCO HIGHWAY (CORRIDOR E)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00177-00	Williamson County		Williamson	ARTERIAL K	IH 35	EAST WILCO HIGHWAY (CORRIDOR E)		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED
61-00107-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	FM 619	RONALD REAGAN EXTENSION / FM 1063		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00098-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	SH 95	FM 619		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED
61-00257-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	SH 130	SH95		CONSTRUCT 4-CONTOLLED ACCESS LANES WITH RAMPS
61-00168-00	Williamson County		Williamson	CHANDLER ROAD (CORRIDOR B)	FM 619	RONALD REAGAN EXTENSION / FM 1063		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED
61-00258-00	Williamson County		Williamson	CORRIDOR J	US 183	IH 35		CONSTRUCT 4-CONTOLLED ACCESS LANES WITH RAMPS
61-00242-00	Williamson County		Williamson	CORRIDOR L	RONALD REAGAN BOULEVARD	SAMSUNG HIGHWAY (CORRIDOR A)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00243-00	Williamson County		Williamson	CORRIDOR M	WILLIAMSON COUNTY LINE	RONALD REAGAN EXTENSION		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00185-00	Williamson County		Williamson	CR 100	CHANDLER ROAD	CR 130		RECONSTRUCT AS 3-LANE ROADWAY
61-00153-00	Williamson County		Williamson	CR 118	CR 119	SH 130		CONSTRUCT 3 LANE OF FUTURE 6 LANE
61-00194-00	Williamson County		Williamson	CR 130	FM 1660	SH 29		CONSTRUCT 3 LANE OF FUTURE 6 LANE

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
61-00101-00	Williamson County		Williamson	EAST WILCO HIGHWAY (CORRIDOR E)	SH 130	IH 35		WIDEN 6-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 3- LANE FRONTAGE ROADS IN EACH DIRECTION
61-00241-00	Williamson County		Williamson	FM 734 (PARMER LANE)			FM 734 (PARMER LANE) AT SH 45	CONSTRUCT 3-LEVEL DIAMOND INTERCHANGE
61-00240-00	Williamson County		Williamson	FM 734 (PARMER LANE)	SH 45	WHITESTONE BOULEVARD / RM 1431		WIDEN 4-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 2- LANE FRONTAGE ROADS IN EACH DIRECTION
61-00239-00	Williamson County		Williamson	FM 734 (PARMER LANE)	WILLIAMSON / TRAVIS COUNTY LINE	SH 45		WIDEN 6-LANE DIVIDED TO 2-LANE LIMITED ACCESS WITH 3- LANE FRONTAGE ROADS IN EACH DIRECTION
51-00182-00	Williamson County		Williamson	FM 973	WILLIAMSON COUNTY LINE	US 79		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED
51-00182-01	Williamson County		Williamson	FM 973	WILLIAMSON COUNTY LINE	SAMSUNG HIGHWAY (CORRIDOR A)		WIDEN 4-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 2- LANE FRONTAGE ROADS IN EACH DIRECTION
61-00253-00	Williamson County		Williamson	GEORGETOWN BYPASS	SH 29 WEST OF GEORGETOWN	IH 35		CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS
61-00182-00	Williamson County		Williamson	GEORGETOWN- GRANGER CONNECTOR (CORRIDOR C)	SE INNER LOOP	SH 130		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED
61-00142-00	Williamson County		Williamson	GEORGETOWN- GRANGER CONNECTOR (CORRIDOR C)	SH 130	EAST WILCO HIGHWAY (CORRIDOR E)		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00144-00	Williamson County		Williamson	GEORGETOWN- GRANGER CONNECTOR (CORRIDOR C)	EAST WILCO HIGHWAY (CORRIDOR E)	SH 95		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00143-00	Williamson County		Williamson	GEORGETOWN- GRANGER CONNECTOR (CORRIDOR C)	SH 130	EAST WILCO HIGHWAY (CORRIDOR E)		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
61-00145-00	Williamson County		Williamson	GEORGETOWN- GRANGER CONNECTOR (CORRIDOR C)	EAST WILCO HIGHWAY (CORRIDOR E)	SH 95		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED
61-00123-00	Williamson County		Williamson	HUTTO ATERIAL	Chandler Road	US 79		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00124-00	Williamson County		Williamson	HUTTO ATERIAL	US 79	FM 1660		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00189-00	Williamson County		Williamson	HUTTO ATERIAL	Chandler Road	US 79		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED
61-00195-00	Williamson County		Williamson	HUTTO ATERIAL	US 79	FM 1660		WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED
61-00181-00	Williamson County		Williamson	IH 35 AT INNER LOOP	CR 239		IH 35 AT INNER LOOP	BRIDGE REPLACEMENT AND INTERSECTION IMPROVEMENT
61-00218-00	Williamson County		Williamson	JARRELL ARTERIAL (CR 239)	SH 29	FM 487		RECONSTRUCT AS 2-LANES OF FUTURE 4-LANE ROADWAY
61-00117-00	Williamson County		Williamson	LIBERTY HILL BYPASS	RM 1869	CR 279 / BAGDAD ROAD		WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED
61-00120-00	Williamson County		Williamson	LIBERTY HILL BYPASS	CR 279 / BAGDAD ROAD	183A		WIDEN 2-LANE TO A 4-LANE DIVIDED
61-00113-00	Williamson County		Williamson	LIBERTY HILL BYPASS	SH 29	RM 1869		WIDEN 2-LANE TO A 4-LANE DIVIDED
61-00116-00	Williamson County		Williamson	LIMMER LOOP	PARMER LANE (FM 734)	SH 130		RECONSTRUCT AS 3-LANE ROADWAY
61-00256-00	Williamson County		Williamson	RM 1431	183A	SH 130		CONSTRUCT CONTROLLED ACCESS LANES WITH RAMPS
61-00111-00	Williamson County		Williamson	RM 2243	183A	SOUTHWEST BYPASS		Widen 2-lane undivided to 4-lane controlled access facility with 3- lane frontage raods in each direction.
61-00262-00	Williamson County		Williamson	RM 2243	183A	GAREY PARK		CONSTRUCT 4-MANAGED LANES WITH RAMPS
61-00263-00	Williamson County		Williamson	RM 2243	GAREY PARK	SOUTHWEST BYPASS		CONSTRUCT 4-MANAGED LANES WITH RAMPS
61-00196-00	Williamson County		Williamson	RM 620	RM 620	ROBSINSON RANCH ROAD	SH 45 INTERSECTI ON	CONSTRUCT REALIGNMENT AT SH 45
61-00260-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD	FM 1431	SH 29		CONSTRUCT 4-MANAGED LANES WITH RAMPS

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
61-00261-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD	SH 29	IH 35		CONSTRUCT 4-MANAGED LANES WITH RAMPS
61-00158-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION	SH 95	CR 363		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00159-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION	CR 363	CR 425		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00160-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION	CR 425	US 79		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00269-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION	US 79	CR 472		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00157-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D)	EAST WILCO HIGHWAY (CORRIDOR E)	SH 95		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00162-00	Williamson County		Williamson	RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D)	CR 472	WILLIAMSON / LEE COUNTY LINE		CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE
61-00259-00	Williamson County		Williamson	RONALD REAGAN EXTENSION (CORRIDOR D)	IH 35	SH 95		CONSTRUCT 4-MANAGED LANES WITH RAMPS
61-00126-00	Williamson County		Williamson	SH 29	RONALD REAGAN BOULEVARD	SOUTHWEST BYPASS		WIDEN 4-LANE UNDIVIDED WITH CONTIGUOUS TURN LANE TO 6- LANE DIVIDED
61-00122-00	Williamson County		Williamson	SH 29	183A	RONALD REAGAN BOULEVARD		WIDEN 4-LANE UNDIVIDED WITH CENTER TURN LANE TO 6-LANE DIVIDED

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
61-00134-00	Williamson County		Williamson	SH 29	RONALD REAGAN BOULEVARD	Southwest Bypass		WIDEN 6-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 3- LANE FRONTAGE ROADS IN EACH DIRECTION
61-00122-01	Williamson County		Williamson	SH 29	183A	RONALD REAGAN BOULEVARD		WIDEN 6-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 3- LANE FRONTAGE ROADS IN EACH DIRECTION
61-00254-00	Williamson County		Williamson	SH 29 / GEORGETOWN BYPASS	IH 35	SH 29 EAST OF GEORGETOWN		CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS
61-00251-00	Williamson County		Williamson	SH 95 / TAYLOR BYPASS	SH 95 SOUTH	US 79		CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS
61-00252-00	Williamson County		Williamson	SH 95 / TAYLOR BYPASS	US 79	SH 95 NORTH		CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS
61-00250-00	Williamson County		Williamson	TAYLOR BYPASS	FM 973	SH 95		CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS
61-00255-00	Williamson County		Williamson	US 183	SH 29	WILCO COUNTY LINE		CONSTRUCT CONTROLLED ACCESS LANES WITH RAMPS

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
53-00041-00	Austin Transit Partnership		Travis	Priority Extension (Guadalupe / N. Lamar)	Guadalupe@ 38th St.	N. Lamar @ Airport Blvd.		Light Rail extension project to expand service north along Guadalupe and N. Lamar to connect to the Crestview Station
53-00042-00	Austin Transit Partnership		Travis	Priority Extension (Riverside Dr. / AUS)	Riverside Dr. @ Yellow Jacket	Airport Commerce Dr. @ Austin airport (AUS)		Light Rail extension project to expand service to the Austin airport (AUS)
53-00010-00	CapMetro		Travis	Airport Blvd, US 290 Service Rd, Cameron/Dessau Rd, Parmer Ln, McAllen Pass, Center Ridge Dr	Highland Mall Blvd	Tech Ridge Park & Ride		Cameron/Dessau BRT Light (Rapid) line from ACC Highland to Tech Ridge park & ride. This line would mainly follow Cameron/Dessau road and have 8 stops along the line including the activity centers of ACC Highland, Norwood & Tech Ridge. There would be 2 park & rides on the line at ACC Highland (shared with Blue Line) and Tech Ridge (shared with Orange Line)
53-00006-00	CapMetro		Travis	Burnet Rd, 45th St, Lamar Blvd, 5th/6th St	Palm Way	Guadalupe St		Burnet BRT Light (Rapid) line from the Domain to Republic Square. This line would mainly follow Burnet road and have 18 stops along the line including the activity centers of Domain, Triangle, University of Texas, Capitol Complex & Downtown Austin. There would be 1 park & ride at Domain (shared park & ride with Red Line).
53-00026-00	CapMetro		Travis, Bastrop	Capital Metro Track	Manor	Elgin		Expansion of the Green Line commuter rail line extending out from Manor to Elgin. Approximately 12 miles of existing freight track would be upgraded to passenger service with 1 additional station in Elgin. There is potential for 1 park & ride in Elgin. 2 new vehicles are purchased for service.
53-00009-00	CapMetro		Travis	Enfield Rd, Guadalupe/Lavac a St, MLK Blvd	Lake Austin Blvd	Decker Ln		MLK BRT Light (Rapid) line from west Austin to northeast Austin. This line would mainly follow Enfield road and MLK Blvd and have 12 stops along the line including the activity centers of Exposition, Capitol Complex & University of Texas. There would be 2 park & rides on the line at Redbud (shared with 7th/Lake Austin BRT light) and Decker Ln.
53-00004-00	CapMetro		Travis	Lake Austin Boulevard, 5th/6th Streets, Guadalupe/Lavac a Streets, 7th Street, Shady Lane	Enfield Rd	Cesar Chavez St		7th/Lake Austin BRT Light (Rapid) line from west Austin to east Austin. This line would be approximately 8 miles long and mainly follow Lake Austin and 7th Street and have 10 stops along the line including the activity centers of Downtown, Saltillo, and Govalle. There would be two park & rides at Redbud and Shady Ln as well as connections to the CARTS Eastside Bus Plaza at Shady Ln.

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
53-00017-00	CapMetro		Travis	Lyndhurst St, Lakeline Blvd, Parmer Ln	Lakeline Mall Dr	Old Highway 20		Parmer BRT Light (Rapid) line from Lakeline Station to Wildhorse. This line would mainly follow Parmer Road road and have stops along the line including the activity centers of Lakeline Station, new Apple Campus, Tech Ridge, Samsung & Wildhorse. There would be 2 park & rides on the line at Lakeline station (shared with Red Line) and Wildhorse (shared with Green Line)
43-00002-00	CARTS		Hays	Dripping Springs to Buda/Kyle Express Bus Service	Downtown Dripping Springs	Downtown Kyle/Downtown Buda		Dripping Springs to Buda/Kyle Express Bus Service
43-00001-00	CARTS		Hays	Dripping Springs/Wimberle y to San Marcos Express Bus Service	Downtown Dripping Springs to Downtown Wimberley	CARTS San Marcos Transit Center/TxSU		Dripping Springs/Wimberley to San Marcos Express Bus Service
73-00010-00	CARTS		Hays, Travis	Dripping Springs- Austin Express Bus Service	Downtown Dripping Springs	Downtown Austin/UT		Dripping Springs-Austin Express Bus Service
73-00009-00	CARTS		Caldwell, Hays	Lockhart-San Marcos Express Bus Service	Downtown Lockhart	CARTS San Marcos Transit Center/TxSU		Lockhart-San Marcos Express Bus Service
73-00007-00	CARTS		Caldwell, Travis	Luling/Lockhart to Austin Express Bus Service	Downtown Luling to Downtown Lockhart	Downtown Austin/UT		Luling/Lockhart to Austin Express Bus Service
73-00008-00	CARTS		Caldwell, Travis	Luling-San Marcos Express Bus Service	Downtown Luling	CARTS San Marcos Transit Center/TxSU		Luling-San Marcos Express Bus Service
73-00011-00	CARTS		Burnet, Travis	Marble Falls - Oak Hill Express Bus Service	CARTS Marble Falls Transit Station	Capital Metro Oak Hill Park-and- Ride		Marble Falls - Oak Hill Express Bus Service
73-00012-00	CARTS		Burnet, Travis	Marble Falls- Burnet-Bertram- Liberty Hill-Austin Express Bus Service	CARTS Marble Falls Transit Station	Downtown Austin/UT		Marble Falls-Burnet-Bertram-Liberty Hill-Austin Express Bus Service

MPO ID	Sponsor	Co Spo <u>nsor</u>	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
13-00001-00	CARTS		Bastrop, Travis	Smithville- Bastrop-Austin Express Bus Service	CARTS Smithville Transit Station	CARTS Bastrop Transit Station		Smithville-Bastrop-Austin Express Bus

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description
55-00002-00	City of Austin		Travis	Our Future 35 Cap and Stitch Program (remaining phases)	Various	Various		This project will design and construct connections within the I-35 corridor between east and west Austin through the cap and stitch program.

# Appendix B 2050 RTP Project Call Submittal Instructions and Evaluation Criteria





## Capital Area Metropolitan Planning Organization

## 2050 Regional Transportation Plan Project Call

(there is no funding available for this call)

**Project Submittal Instructions** 

and

**Evaluation Criteria** 

Spring/Summer 2024

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#### Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range regional transportation plan (RTP) for the six-county region. The RTP, with a forecast year of at least 20-years, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

CAMPO is currently developing the 2050 RTP, the next five-year update of the long-range regional transportation plan. In addition to providing goals, policies, and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that will be developed and implemented over the next 25 years. In order to create the project list, CAMPO has developed a submission process through which sponsors can submit their regionally significant projects for inclusion in the RTP. Any projects in the Transportation Improvement Program (TIP) window, i.e. the first four years of the RTP, should have dedicated funding.

In the CAMPO region, the Metropolitan Transportation Plan (MTP) as it is described in the Code of Federal Regulations (CFR) is referred to as the Regional Transportation Plan (RTP).

### Schedule

Date	Item					
May 20, 2024	TAC Information Item – project call process					
June 7, 2025	Local Government webinar regarding RTP project call					
June 17, 2024 – August 9, 2024	RTP Call for Projects application intake; <b>all applications are due by</b> <b>5 PM CST on August 9</b>					
August 19, 2024	TAC Information Item – summary of projects received and revenue estimation for fiscal constraint					
September 9, 2024	TPB Information Item – summary of projects received and revenue estimation for fiscal constraint					
Fall 2024	1 <sup>st</sup> round of public outreach					
September – December 2024	Develop Draft Plan with constrained project list					
January 27, 2025	TAC Information Item – Draft Plan					
February 10, 2025	TPB Information Item – Draft Plan					
Winter/Spring 2025	2 <sup>nd</sup> round of public outreach					
March 24, 2025	TAC Information Item – Final Plan					
April 14, 2025	TPB Information Item – Final Plan					
April 28, 2025	TAC Recommendation – Final Plan					
May 12, 2025	TPB Action – Final Plan (2050 RTP Adoption)					

Note: This schedule is subject to change.

### **Application and Submittal Process**

The project listing in the Regional Transportation Plan (RTP) outlines the implementation of the vision and goals of the Transportation Policy Board (TPB) and guides and facilitates the expenditure of federal and state transportation funds.

The listing is comprised of regionally significant projects that are sponsored by federal, state and local transportation agencies and governments. These sponsors may submit projects during the submission period for consideration using the 2050 RTP Application workbook (spreadsheet). CAMPO will review the submittals and will coordinate as needed with sponsors. Additional instructions are provided in the following sections and in the application workbook.

Applicants are required to include a GIS map package or shapefile as part of their submittals, as many of the criteria can be answered via GIS analysis.<sup>1</sup> Please let the CAMPO team know ahead of submission if you have any issues producing a map package or shapefiles (i.e., your agency lacks GIS capabilities). All Shapefile projections must be NAD 1983 State Plane Texas Central FIPS 4203 Feet.

CAMPO has GIS map package (.mpk) and map exchange document (.mxd) files available on the ShareFile folder for use by local governments with relevant geospatial data. An online map viewer with the same data can also be found at <u>the following link</u>. This data may be useful for completing the evaluation criteria required for the application process.

All regionally significant transportation projects with anticipated year of implementation or construction from 2030 to 2050 should be submitted for inclusion in the RTP. Unfunded projects that are expected to be funded in the near future (before 2030) should be rolled into year 2030 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.

All submittals must be uploaded to CAMPO's FTP site. Project sponsors are required to contact Jay Keaveny, Regional Planner, at <u>jay.keaveny@campotexas.org</u> to receive a link to a folder on the FTP site where they may upload their submittal application, back-up documentation, and GIS data. All applications materials (including associated GIS data and back-up documentation) are due by 5 PM central time on August 9.

Please send any questions about the process to Will Lisska, Regional Planning Manager, at <u>william.lisska@campotexas.org</u>. A list of questions and answers will be maintained on the CAMPO ShareFile page. Questions related to the project call application process and materials are due by July 26 at 12 PM CST. Questions specific to a sponsor application will be accepted until 5 PM CST on August 7.

<sup>&</sup>lt;sup>1</sup>CAMPO will accept static maps in lieu of shapefiles only from small entities without GIS capabilities. All other entities should submit a GIS map package with individual project shapefiles with their application.
## **Application Workbook**

The 2050 RTP project application is how project sponsors will submit projects to be considered for the fiscally constrained project listing. The application workbook (Excel-based) is divided by project type: Roadway, Transit, Intelligent Transportation System (ITS), Active Transportation, Transportation Demand Management (TDM) and Other. Sponsors should select the appropriate project tab and fill out the required fields detailed below. Please note that any projects being submitted in the TIP window (before 2030) must have proof of dedicated funding. Any projects submitted with a let year before 2030 (must have proof of funding), as illustrative, or as 100% locally-funded only need to fill out the project information worksheet.

	This tab contains detailed instructions on how to use to Application
Instructions	Workbook and how to submit projects for consideration. This tab
	also contains the sponsor certification field, which must be
	completed prior to submitting the Workbook to CAMPO.
	CAMPO has included a list of definitions and resources for
	completing the application. Near the bottom, this tab features
Definitions and	tables that explain how to best access information to support the
Resources	answers that sponsors provide for their projects. Please refer to
	these tables while filling out the project scoring tabs. These tables
	are also provided in Appendix D of this document.
	This tab asks for basic information of the project sponsor, such as
Draiget Information	address, contact information, and organization type. Please list
Project mormation	each project here and the project score will be automatically
	populated from the criteria tabs when sponsors self-score projects.
Poadway Scoring	For all Roadway Projects, please use this tab to complete each
Roadway Sconing	scoring criteria questions.
Transit Scoring	For all Transit Projects, please use this tab to complete each scoring
	criteria questions.
ITS Scoring	For all ITS/Operational Projects, please use this tab to complete
TTS Sconing	each scoring criteria questions.
Activo Scoring	For all Active Transportation Projects, please use this tab to
Active Sconing	complete each scoring criteria questions.
TDM Scoring	For all TDM Projects, please use this tab to complete each scoring
TDM Sconing	criteria questions.
Other Scoring	For all Other Projects, please use this tab to complete each scoring
	criteria questions.

#### **Application Workbook Information**

#### Workbook Instructions

- 1. Complete all columns for each project within the Project Information worksheet. Sponsors can use the Project Information Definitions as a guide. Many cells in the top row have upper right corners highlighted in purple (notes) to signify additional information.
- 2. Number the projects in ascending order and ensure they correspond to those listed in the Project Type Scoring Tabs (Roadway, Transit, ITS, Active, TDM, or Other) as you work your way through the application.
- 3. Optional: Complete the Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional project details.
- 4. Answer each performance measure question by using the drop-down function (Yes/No/Both).
- 5. The Narrative Answer column will be used to further explain how a project addresses a given performance measure.
- 6. Use the drop-down function to answer the Data Type (Shapefile, Narrative, or Both) that best addresses the performance measure. Both are encouraged to provide clarity of the project. Guidance on which type of data to provide to respond to each performance measure is provided in Appendix D.
- 7. Input where you obtained your data (CAMPO, Local/State Plan, or Other).
- 8. If the sponsor is using a data source other than one provided by CAMPO, explain where data was obtained to answer the Performance Measure. The relevant pages should be included in backup material sent in with the application and should denote (through highlights or other) where to find relevant graphics and text.
- 9. Objectively self-score how the project addresses each performance measure (total available points are in parentheses).
- 10. The Project Self-Score Total column will auto-populate based on all the performance measure scores.
- 11. Ensure projects are on the appropriate tab (Roadway, Transit, ITS, Active Transportation, TDM, Other).
- 12. As a final step, sign the Sponsor Certification found in the Instructions Tab.

## **Project Information**

Column	Title	Information
Δ	Project Number	This is the number assigned to each project within the worksheet. Use this number throughout when scoring projects. This
		number should be the same as the associated Shapefile.
В-Н	Sponsor Information	Primary sponsor of the project. A Primary sponsor is a jurisdiction or agency that has the authority to implement the project. <i>(Sometimes referred to as submitter)</i>
I-P	Sponsor Project Manager Information	Contact information for day-to-day manager of project. If project manager information is the same as sponsor information only include the name, position, and email under this section (columns I-P). Please make sure the contact information is the most direct way of reaching the manager, such as a direct telephone number.
Q-AD	Co-Sponsor Information	Secondary sponsor of the project as applicable. Ensure that any needed documentation demonstrating concurrence is included in column AY and in backup documentation.
AE	Project Type	Roadway, Transit, Active, ITS, TDM, or Other
AF	County(s)	County where the project is located. If the project is in multiple counties than please list all the counties in the next column
AG	If Multiple counties, please list	Only use if in multiple counties
АН	Roadway/Facility Name	Name of roadway or facility where the project will occur. Include both local name and state designation, if applicable.
AI	Limits (From)	Indicates the physical location of the start of the project

AJ	Limits (To)	Indicates the physical location of the end of the project
AK	Limits (At)	Indicates point of project (intersection, interchange, or other point specific projects only)
AL	Description (Short)	The description of the project should include a brief one to two sentence description that includes the current facility and anticipated facility upon completion of the project. Examples: Upgrade current two-lane undivided facility to a four-lane divided facility with bike lanes or New location two-lane facility with shoulders.
AM	<b>Estimated Project Cost</b> (year of expenditure)	Estimated cost should be given at the anticipated year of expenditure. It can include any high-level estimate of construction, principal engineering, and other costs, as well as ROW and utility costs, if available. A 4% per year rate of inflation should be used to calculate costs at the year of expenditure. CAMPO has developed a spreadsheet tool for developing planning-level cost estimates for roadway extension and capacity improvement projects. This tool is optional to use, and applicants may still develop their own independent cost estimates for these project types.
AN	Funding Source(s)	Anticipated funding source if readily identifiable. Reference to back up material can be provided along with items in cell AY. Local funding includes all funding that comes from inside the region such as from cities, counties, CTRMA tolls, transit, etc. <i>If</i> <i>source is private, please show as local.</i>

AO	Explain Combination of Sources	Explain any combination of anticipated funding sources (local, state, or federal).
AP	Let Year	Anticipated year of project implementation or construction (from 2030 to 2050). **Note: Unfunded projects that are expected to be funded in the near future (before 2030) should be rolled into year 2030 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.
AQ	<b>Existing Facility</b> (Yes, No, or Both)	Indicate if project is on an existing facility.
AR	Current Functional Classification	Current functional classification of the facility as defined by FHWA, if applicable
AS	Anticipated Functional Classification	Anticipated functional classification of the facility. Please use <u>FHWA methodology</u> for determining what the anticipated functional class may be. See Regional Significance definition found in next section for additional details.
AT	Regional Significance	Drop down box to select the regional significance definition that best represents the project. See pages 13 – 15 of this document for a description of regional significance definitions for each project type (e.g., roadway, transit, active, ITS, TDM, or other).
AU	Explanation of Regional Significance	Explain in one or two sentences how the project meets regional significance criteria for inclusion in the RTP.

-		
AV	TxDOT On-System	Identify if project is on the TxDOT system (Project submittals with on-system projects must have written State concurrence via letter or email correspondence from TXDOT correspondence. The sponsor must initiate this conversation with the TxDOT Austin District via email prior to submittal. Following submittal of the application, TxDOT will provide final concurrence.)
AW	Illustrative Project (only fill out the project information tab)	If the project is considered illustrative, sponsors will include the project here and will not need to score the project. Illustrative projects are not part of the constrained RTP project list but are still listed in the RTP for informational purposes.
AX	100% Locally Funded (only fill out the project information tab)	If the project is regionally significant and will be 100% locally funded, sponsors will identify the project here and will not need to score the project or answer the associated planning factors spreadsheet. If project needs change at some point in the future and federal funding is sought, the project will need to be submitted for amendment and the evaluation criteria/scoring completed.
AY	Back-up Documentation of Planning Process and Public Outreach	Please list all relevant back-up documentation, which could include pages from local plans to support performance measure scoring, minutes showing plan adoption, or any additional public outreach documentation or materials for the project. These documents will be uploaded with the application and used to validate or show projects submitted meet the various performance measures. It is okay to include multiples of documentation from other projects if projects overlap. Maps and text can be highlighted to show relevant project information if not clear.

AZ	<b>Sponsor Self-Score Total (100 Points Possible)</b> <i>This cell is locked as it auto-populates.</i>	This is an automated score from the project's worksheet and will auto-populate based on the total of all the sponsor's self- scores. Scores will not be generated for projects that are illustrative or 100% locally funded.
BA	MPO Score Total (100 Points Possible) This cell is locked as it auto-populates.	This cell will be populated by MPO staff following our review of the submitted application. Please leave blank when submitting your application to CAMPO.

### **Regionally Significant Projects**

**Regionally significant project** means a transportation project (other than an exempt project) on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all minor and principal arterial highways and regional high-capacity transit services.

#### Roadway Regional Significance definition:

- Roadways and intermodal connectors included in the federally adopted National Highway System (NHS).
- Roadways identified as minor arterials or higher in the Federal Functional Classification System or are expected to be re-classified as an arterial or higher when open for public use.
- Grade-separated interchange projects on regionally significant roadways.
- Frontage and backage roads (up to ¼ mile from the primary corridor).
- Roadways that serve as a connection to/or between existing or planned regional activity centers and corridors. See Appendix C for further discussion on activity centers.

Simplified Classification	Typical Spacing		FHWA Classification Table
Limited Access	5 - 10 miles	Interstate	Interstates are the highest level of roadway and designed for long-distance travel offering limited access.
		Freeway	These roads have directional travel lanes and are separated by some type of physical barriers. Access is purely controlled by interchanges and on- and off-ramps to maximize their mobility function.
		Toll Road	Roadways (either public or private) where passengers pay a usage fee to use the roadway.
Principal/Major/Regional	3 - 5 miles	Expressway	Roadways with directional travel lanes that are typically separated with controlled access to maximize mobility.
Connector		Principal Arterials	Roads serve major centers and provide a high level of mobility but abutting land uses can be served directly.
Minor Arterials	1–3 miles	Minor Arterials	Provide service for trips of moderate length and offer connectivity to the higher arterial system.

For a detailed guide on how FHWA determines functional class, please reference the following report: <a href="https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf">https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf</a>

#### Transit Regionally Significance definition:

- Rail transit
- Commuter routes
- Bus rapid transit
- Other limited or skip stop routes
- Park and ride infrastructure
- Vanpool and demand response programs

Active Transportation Regionally Significance definition:

- Connections illustrated in the Tier I, Tier II, or Vision Network of the 2045 Regional Active Transportation Plan
- Projects that connect or serve regional activity centers and corridors
- Long-distance corridors that connect multiple communities and jurisdictions
- Safe Routes to School
- Safety and operations projects for active transportation
- Other projects that allow active transportation connectivity to other regional modes

Please note: Transportation Demand Management (TDM), Intelligent Transportation System (ITS) and Operations Projects, and projects submitted in the Other category will be considered on a case-by-case basis. Applicants desiring to submit projects in any of these categories may contact CAMPO staff to discuss.

## Roadway Project Selection Criteria

#### Project Number - Please number your projects in ascending order (1, 2, 3, 4, etc.)

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Goal Area <sup>1</sup>	Objective <sup>1</sup>	Value	Performance Measure
Safety	C. G. J.	10	The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route.
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.
	A. B. H. P.	10	The project includes access management features such as raised medians, turning movement improvements, driveway consolidations, and other operational/safety features.
	C. E.	10	The project fills in a gap by creating a new continuously connected or improved facility.
Mobility	C. E.	5	The project provides parallel capacity on corridors with higher-than-average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.
	C. E.	10	The project crosses physical barriers and enhances network connectivity. One (1) point will be awarded for each barrier traversed. Types of barriers include (up to 10 points): - Railroads (including grade separations) - Limited Access Roads - Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).
	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements, service routes, or other multimodal improvements identified as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, Regional Transit Coordinating Committee, or another local or regional transportation plan.

Stewardship	K. P.	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of environmental factors and cultural resources.
	M.	5	The project is located along a major freight or hazardous materials route.
Economy	L.	5	The project supports local, regional, or state development plans and strategies.
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors. See Appendix C for additional detail.
Equity	N. O.	5	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies) and new technologies such as connected/autonomous vehicles.
<b>Total Points</b>		100	

## **Transit Project Selection Criteria**

#### Project Number - Please number your projects in ascending order (1, 2, 3, 4, etc.)

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria <sup>1</sup>	Objectives <sup>1</sup>	Value	Performance Measure
Safety	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.
	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan
Mobility	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage, or increases the frequency of a route.
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing ridership potential. This can be a planning level estimate.
Stewardship	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.
Feenemy	E. N. O. P.	5	The project integrates with existing or planned transit-supportive land use and infrastructure.
Economy	L.	5	The project supports local, regional, or state economic development plans and strategies.
Equity	N. O. P.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	E. Q. R.	5	The project demonstrates innovative design, technology, or service.
Total Points		100	

## ITS/Operations Project Selection Criteria

#### Project Number - Please number your projects in ascending order (1, 2, 3, 4, etc.)

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria <sup>1</sup>	Objectives <sup>1</sup>	Value	Performance Measure
Safety	D. H. M.	15	The project contributes to improvements in incident management.
	D. E. H. L. M. Q. R.	15	The project can be used for management of special events or emergencies.
Mobility	F.	10	The project is a part of an overall concept identified through a comprehensive local or regional transportation planning process
	C. E. M.	10	The project will provide system and network redundancy to ensure continuity in operations.
	D. I. M. Q.	5	The project lifecycle is greater than five years.
Stewardship	D. I. Q.	5	The project has a formal maintenance program in place.
Economy	D. M.	5	The project will help reduce delays and travel time in the network.
Equity	О.	15	The project will positively impact vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
	D. H. Q. M.	5	The project will improve or expand the regional transportation ITS network.
Innovation	D. H. Q. R. M.	5	The project will utilize technology compatible with other relevant systems.
	D. H. Q. M	5	The project will tie into a centralized operations center.
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.
Total Points		100	

## Active Transportation Project Selection Criteria

#### Project Number - Please number your projects in ascending order (1, 2, 3, 4, etc.)

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria <sup>1</sup>	Objective <sup>1</sup>	Value	Performance Measure
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.
	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan
	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.
Mobility	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: 15 points, if .25 miles or less or 10 points, if .26 to .5 miles or 5 points, if the project demonstrates a potential for future connection to a transit system.
A. E Stewardship K.	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.
	K. O.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A.
Equity	N. O. P.	10	The project serves vulnerable populations including low- income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or has other unique elements such as designing around transit, innovative intersection designs, or a pilot project.
<b>Total Points</b>		100	

### Transportation Demand Management Selection Criteria

#### Project Number - Please number your projects in ascending order (1, 2, 3, 4, etc.)

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria <sup>1</sup>	Objectives <sup>1</sup>	Value	Performance Measure
	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	G.P.	10	The planning process or document had an outreach component addressing commuting patterns and traveler engagement.
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts regional congested roadways, or impacts activity centers and key employment centers.
Mobility	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single- occupant vehicle travel, or congested peak period travel.
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization, or park and rides.
	G.	10	The project or activity includes the direct participation of other federal, state, and/or local jurisdictions.
	G. L. M.	10	The project or activity includes participation from regional employers and other trip generators impacting commuting/travel patterns.
Equity	M. N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements to public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Total Points		100	

## Other Projects Selection Criteria

Criteria	Performance Measure
Sponsor Selected	The project sponsor demonstrates how the selected criteria apply to the project and provides supporting documentation. See Appendix A for additional guidance.

## Appendix A: Additional Planning Factor Information

#### **Roadway Projects**

**Safety –** Describe how the project would be expected to improve safety. Include information on multimodal safety and proven safety countermeasures like access management and operational improvements that will be included in the project. Furthermore, include materials showing how the project connects to hurricane or wildfire evacuation routes.

**Mobility** – Provide detail on the current and forecast levels of congestion in the corridor and how this project will improve or manage congestion by filling gaps, crossing barriers, and connecting multiple functional classifications of roadways. Projects should be identified in locally or regionally adopted plans and should note if the project is designated on the National Highway System. Include documentation of the multijurisdictional nature of the project, the proposed design section, and its context in the corridor and region in addressing bottlenecks, gaps, or redundancy. If the roadway corridor serves existing or proposed transit or active transportation routes, include information on the route(s) from the transit provider or managing jurisdiction.

**Stewardship** – Describe how the project will incorporate context sensitive measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. Environmental factors include soil plasticity, aquifers, flood plains, protected lands, and urban-wildfire interface. Cultural resources include parks (state and local), cemeteries, schools, hospitals/health care offices, historic buildings, museums, and civic centers. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

**Economy** - Describe how the project relates to economic development plans. Include information on new developments, redevelopments, key industries, or commercial and freight interests that the roadway would be expected to serve.

**Equity** – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from the corridor's study that details how the project will minimize environmental impacts or improve current conditions. The <u>Transportation Insecurity</u> Analysis tool maintained by USDOT may be used as a supplemental source of information to develop the narrative.

**Innovation** – Describe how the project leverages innovative technologies, designs, or operations to improve transportation efficiency and safety. Include information about how the project can facilitate and incorporate future technological developments such as platooning of vehicles and connected/autonomous vehicles.

#### **ITS/Operations Projects**

**Safety –** Describe how the project would be expected to improve safety. Include information on how the project will be used for the management of incidents, special events, and emergencies.

**Mobility –** Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, Regional ITS Architecture plans, and city, county or state ITS master or implementation plans. Provide information on how the project will provide system redundancy and identify conformity to the Regional ITS Architecture. Provide data on current operational deficiencies, including delays and crashes and describe how the project will address these.

**Stewardship** – Identify the expected lifecycle of the project including the technology and equipment proposed. Provide information that supports the expected lifecycle and identify when updates, if required, may be needed. Identify if a formal ITS maintenance plan exists and provide a brief explanation of the plan and how the project will be included and whether current maintenance funds can support the project or new funds will be required. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

**Economy** – Describe how the project relates to economic development plans. Include information on how the project can serve new developments, redevelopments, key industries, or commercial and freight interests in the region.

**Equity** – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The <u>Transportation Insecurity Analysis tool</u> maintained by USDOT may be used as a supplemental source of information to develop the narrative.

**Innovation –** Describe how the project will adapt to and expand the regional transportation ITS network as defined in the Regional ITS Architecture Update (June 2015) or other ITS master plan document that references the regional architecture. Describe how the project will integrate with existing and proposed equipment and technology including field devices, communications, and traffic management center(s). Provide information on how data collected will provide benefit and how it will be shared with the public.

#### **Transit Projects**

**Safety –** Note specific safety enhancements that the project will include to reduce the potential for crashes and create a safer, more secure experience for customers. If specific safety deficiencies exist on the corridor today, provide documentation to describe how they will be addressed.

**Mobility** – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan. Provide information on how the project has been coordinated with agencies maintaining roadways and how it provides connections to other transit services or modes of transportation. Projects should improve gaps in service, expand coverage, or increase frequency of a route to improve the overall operation of transit.

**Stewardship** – Provide documentation of anticipated ridership and potential growth due to the project. Include references to studies or analyses used to determine ridership figures and a description of the method or model used to forecast ridership. Refer to the life expectancy thresholds and state of good repair guidelines established by the Federal Transit Administration. Document how the project is expected to meet or exceed all relevant guidelines and make the most efficient use of the existing transit system through robust maintenance procedures.

**Economy** – Describe how the project relates to economic development plans. Include information on how the project provides new access to employment and integrates existing or planned transit-supportive lane use and infrastructure.

**Equity** – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. Provide information from that details how the project will minimize environmental impacts or improve current conditions. The <u>Transportation Insecurity Analysis tool</u> maintained by USDOT may be used as a supplemental source of information to develop the narrative.

**Innovation –** If the project provides a new kind of service through technological advances, new types of vehicles or modes of travel, expansion of transit through pioneering partnerships, or other means, describe this innovation, any supporting studies or analyses, and the expected results.

#### **Active Transportation Projects**

**Safety –** Describe how the project would be expected to improve active transportation safety. Include information on how the project will provide additional separation from travel lanes, illumination, all-weather surface treatment, and other best practice infrastructure design.

**Mobility** – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan, or CAMPO documents such as the 2017 Regional Active Transportation Plan (RATP) or 2040 Regional Transportation Plan (RTP). Provide information about how the project removes a barrier or provides connections to transit routes and/or existing facilities such as schools, community facilities, residential, residential, activity centers, etc.

**Stewardship** – Provide information demonstrating how the project improves public health through the provision of active transportation facilities that are safe and accessible. Moreover, describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

**Equity** – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The <u>Transportation Insecurity Analysis tool</u> maintained by USDOT may be used as a supplemental source of information to develop the narrative.

**Innovation** – Describe how the project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.

#### **Transportation Demand Management**

Safety - Describe how the project would be expected to address and improve safety.

**Mobility** – Describe how the project has undergone a comprehensive planning process and utilized a formal outreach component to address commuting patterns and traveler engagement. Provide information on how this project will encourage alternative forms of transportation while reducing vehicle miles traveled and single-occupant vehicle travel. Also detail how it will improve or manage congestion by filling gaps in service and providing new service. Include documentation of the multijurisdictional nature of the project and the ways in which the project utilizes the existing roadway network, bicycle network, and transit network.

**Stewardship** – Provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project. Also describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

**Equity** – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The <u>Transportation Insecurity Analysis tool</u> maintained by USDOT may be used as a supplemental source of information to develop the narrative.

#### Other Projects

Projects that do not readily fit the five traditional project categories will be provided opportunity to apply, however these projects will not be scored traditionally. The sponsor must detail how the project will benefit the region, how it meets applicable criteria, and provide supporting documentation for all criteria selected. These projects will be presented separately alongside the scored projects during the evaluation and awarding process.

Below is a sample criterion that is mixed and matched from criteria in the five categories above. This example demonstrates how a sponsor can use the criteria that best fits the project.

Criteria*	Objectives	Performance Measure**
Safety	A. B.	The project addresses transportation safety.
	D. E. H. L.	The project includes enhancements that improve mobility and congestion.
Mobility	G.	The project is multijurisdictional.
Hobinty	F.	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	E. G.	The project includes multimodal elements.
Stewardship	K. P.	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.
Economy	L.	The project supports local, regional or state economic development plans and strategies.
Equity	N. O. P.	The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Innovation	E. Q. R.	The project demonstrates innovative design, technology or service.
Total Points		

#### **Example Criteria**

\*Criteria is selected by the project sponsor as appropriate for the project.

\*\*There are no specific performance measures for the other category. The sponsor must demonstrate how the criteria applies to the project and provide supporting documentation.

## Appendix B: 2050 Regional Transportation Plan Goals and Objectives

2050 Regional Transportation Plan Goals and Objectives					
Goals	Objectives				
	A. Crash Reduction - Reduce severity and number of crashes for all modes.				
Safety	<b>B. Vision Zero -</b> Support local government and transit agencies reaching vision zero metrics.				
	<b>C. Connectivity –</b> Reduce network gaps to add connectivity, eliminate bottlenecks, create system redundancy, and enhance seamless use across all modes.				
	<b>D. Reliability</b> - Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM).				
Mobility	<b>E. Travel Choices –</b> Offer time-competitive, accessible, and integrated transportation options across the region.				
	<b>F. Implementation</b> – Plan and deliver networks for all transportation modes, with reduced project delivery delays.				
	<b>G. Regional Coordination -</b> Continue interagency collaboration between transportation planning, implementation, and development entities.				
	<b>H. System Preservation –</b> Use operations, ITS, and optimization techniques to expand the useful lifecycle of the multimodal system elements.				
	<b>I. Fiscal Constraint -</b> Strategically prioritize fiscally constrained investments to maximize benefits to the region.				
Stewardship	J. Public Health - Improve public health outcomes through air and water quality protection and active mobility.				
	<b>K. Natural Environment -</b> Develop transportation designs that promote system resiliency by avoiding, minimizing, and mitigating negative impacts to water and air quality, as well as habitat.				
_	L. Economic Development – Enhance economic development potential by				
Economy	<b>M. Value of Time –</b> Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.				
	<b>N. Access to Opportunity -</b> Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, education, and services.				
Equity	<b>O. Impact on Human Environment –</b> Promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.				
	<b>P. Valuing Communities –</b> Align system functionality with evolving character and design that is respectful to the community, housing, and environment for current and future generations.				
	<b>Q. Technology -</b> Leverage technological advances to increase efficiency of travel across all modes and for users of the network.				
Innovation	<b>R. Flexibility –</b> Develop a system that is adaptable and flexible to changing needs, conditions, and emerging technologies.				

Note: The above goals and objectives were originally adopted as part of the 2045 RTP.

### Appendix C: Major Regional Activity Centers

This map can be used to define activity centers and corridors. This map uses a composite of population and employment density at the Census Block Group level to identify areas where daily activities are concentrated. Centers may range from less intensively developed places such as a rural community like Wimberley to large activity centers like Downtown Austin with a high intensity of uses. We recognize that by 2050 there may be other planned regional activity centers that are in the planning phase now but may be fully developed at that time. If an entity has a future center(s) identified through a planning process, please provide information through backup documentation from the referenced plan or policy.



Employment Data: 2020 LEHD Origin-Destination Employment Statistics Population Data: 2020 American Community Survey

## Appendix D: Project Selection Criteria Guidance Tables

The following guidance tables provide resources that can be used by applicants to respond to the performance measure prompts. Additionally, the tables indicate what sort of information is requested from the applicant to show if/how the project satisfies a given performance measure (shapefile and/or narrative). A table is provided for each of the standard project types (roadway, transit, ITS/operations, active, and TDM). Definitions of the table fields is provided below:

- Goal Area: Desirable regional outcomes related to transportation, as defined by the Transportation Policy Board. See Appendix B.
- **Objectives:** Measurable actions to accomplish the goals, as defined by the Transportation Policy Board. See Appendix B.
- Value: Number of points assigned to each performance measure.
- Performance Measure: Used to quantify how well a project satisfies the goals and objectives.
- Data Location: Where the data can be found to answer the performance measure.
- CAMPO Static Map Location: Where a useful static map can be found in a CAMPO document. These maps can be used as a reference for responding to the Performance Measure prompts.
- Data Type Requested: Defines the type of data that is requested from the applicant to show if/how the project satisfies a given performance measure (shapefile and/or narrative). All Shapefile projections must be NAD 1983 State Plane Texas Central FIPS 4203 Feet.

	Roadway Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested	
			The project connects to an existing	CAMPO Map Package/Viewer -	N/A	Shapefile and Narrative	
	CGL	10	evacuation route or forms a new hurricane	TxDOT Hurricane Evacuation			
	0.0.0.	10	or wildfire evacuation route.	Routes			
			The project addresses safety issues.	TxDOT Crash Query Tool	P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous	Shapefile and Narrative	
			Documentation for this measure can		Corridors Map		
			include crash rates and the inclusion of	CAMPO CRIS Regional Dashboard	1		
			features addressing safety, such as		P. 55 (Regional Arterials Concept Inventory): Average Emergency		
	A. B.	10	lighting, rumble strips, or others.		Response Time Service Goal		
Safety					P. 56(Regional Arterials Concept Inventory): Redundancy/Emergency		
					Management Policy Summary Table		
			The project includes access management	Local Plans and Polices	P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies	Narrative	
			features such as raised medians, turning				
			movement improvements, driveway		P. 43 (Regional Arterials Concept Inventory): Intersection Density Map		
			consolidations, and other				
	A. B. H. P.	10	operational/safety features.		P. 54 (Regional Arterials Concept Inventory): Traffic Generators Map		
					D1(4/Danianal Antoniala Concent lawater N: Artaniala Concent List		
					Gloscany		
					Clossely		
					P. 165-207 (Regional Arterials Concept Inventory): Arterials Concept List		
			The corridor fills in a gap by creating a	Local Plans and Polices	P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies	Shapefile and Narrative	
			new continuously connected or				
			improved facility.	CAMPO Origin-Destination	P. 100 (Regional Arterials Concept Inventory):		
	CF	10		Dashboard 2020	Existing and Planned Network with Locally-Identified Needs Map		
	0. L.	10					
					P. 101 (Regional Arterials Concept Inventory) Gaps Analysis Example		
					P 102 (Degianal Artariala Concent Inventory) Degianal Carridara		
			The preject provides perallel conscitutes	CAMPO Man Dealeage (Viewar	P. 102 (Regional Arterials Concept Inventory) Regional Condors	Chanafila	
			The project provides parallel capacity of	AM and PM V/C from 2020 and	P. 105 (Regional Artenais Concept Inventory) V/C Ratio Ranges	Shapenie	
	C. E.	5	condors with higher-than-average V/C	2050 CAMPO Travel Model	P 164 (Regional Arterials Concept Inventory): Arterials Concept List Glossary		
Mobility			high gay to sugge to go and substitute and sight				
			nigher) to supplement existing arterials		P. 165-207 (Regional Arterials Concept Inventory): Arterials Concept List		
			and limited access roadways.				
					P. 208 (Regional Arterials Concept Inventory): Interchange Map		
					P. 209–212 (Regional Arterials Concept Inventory): Regional Corridor		
			The project grasses physical barriers and	CAMPO Man Daakaga (Viewar	Inventory Interchange Concept Summary	Chanafila	
			anhanaga natwark connectivity. One (1)	TxDOT Roadway Functional	P. 00 (Regional Arterials Concept Inventory). Aquifers and Pioodpians Map	Snapenie	
			enhances network connectivity. One (1)	Classifications Railroads and	P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map		
			traversed. Types of herriers include (up to	Major Waterways	····(····g····························		
			traversed. Types of barriers include (up to		P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map		
	C. E.	10	- Pailroade (including grade concretions)				
			- Limited Access Reads		P. 63 (Regional Arterials Concept Inventory): Preserved Land Map		
			- Major Waterways (e.g. direct branch of				
			the Brazos Colorado or Guadaluna				
			Rivers)				
			The project connects to one or more	CAMPO Man Packago (Viower	NI / A	Shanofilo	
			roadways of a bigh functional class	TxDOT Roadway Functional		Shapenie	
			(principal arterial or limited access)	Classifications			
	C. E. M.	5	(principal alterial of inflited access).				
				EHWA Highway Functional			
				<u>Classification</u>			
			The project improves person throughput	Regional Transit Coordinating	P. 28 (Regional Transit Study): Transit Service Areas and Service Gaps	Shapefile and Narrative	
			by including transit elements, service	Committee Mapping Resource -			
			routes, or other multimodal	Mobility and Access - Transit	P. 33 (Regional Transit Study): CARTS 2045 Planned Express Routes and		
			improvements identified as part of the	Desert Analysis	Facilities Upgrade		
	B. E. J. N. P. I.	10	2045 Regional Active Transportation	Local Plans and Palisas	D 40/Designal Arterials Concent Investors & Units - Toronit Press, 11, 1, 1, 1		
			Plan, CapMetro Project Connect,	Local Flans and Polices	P. 07 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs		
			Regional Transit Coordinating		Centers		
			Committee, or another local or regional				
			transportation plan.				

Stewardship	K. P.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of	CAMPO Map Package/Viewer - Land Suitability	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map	Narrative
			environmental factors and cultural resources.		P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map	
Economy	М.	5	The project is located along a major freight or hazardous materials route.	: <u>CAMPO Map Package/Viewer</u> - National Highway Freight Networ and Texas Highway Freight Network	E.11(DRAFT Freight Plan Existing Conditions Report) Figure 3: National Highway Freight Network (NHFN) E.12(DRAFT Freight Plan Existing Conditions Report) Figure 4: Texas Highway Freight Network (THFN) E.2(DRAFT Freight Plan Recommendations Report) Figure 1: Capital Area Multimodal Freight Network E.6(DRAFT Freight Plan Recommendations Report) Figure 2: Key Freight Corridors on the Texas Highway Freight Network E.9(DRAFT Freight Plan Recommendations Report) Figure 3: Project Gap Analysis	Shapefile
	L.	5	The project supports local, regional, or state development plans and strategies.	Local Plans and Polices	N/A	Narrative
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors.	CAMPO Map Package/Viewer - Regional Activity Centers Local Plans and Polices	Appendix C (2050 RTP Project Call – Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees	Shapefile
Equity	N. O.	5	The project serves traditionally underserved populations including low- income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies) and new technologies such as connected/autonomous vehicles.	Local Plans and Polices	P. 2 (Regional Transportation Demand Management Plan): Figure 1.1 P. 20 (Regional Incident Management Study): Figure 11 – Summary of Regional Incident Management Recommendations	Narrative

	Transit Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested	
			The project enhances transit vehicle safety,	Cap Metro Plans and Data	N/A	Narrative	
Cofoty			safe transit stops and connections, and				
Salety	E. A. O.	20	accessible facilities.	CARTS Plans and Data			
				Local Plans and Polices			
			The project has undergone a comprehensive	Cap Metro Plans	N/A	Shapefile and Narrative	
	_	10	planning process or is identified as a priority in a				
	F.	10	local or regional transportation plan.	CARTS Plans			
				Local Plans and Polices			
			The project provides connections to other	Cap Metro Plans and Data	P. 2-6 (Regional Active Transportation Plan) Demand for Bicycling and Walking	Shapefile	
			transit services and/or modes of transportation		Across the Region		
			, , ,	CARTS Plans and Data	, i i i i i i i i i i i i i i i i i i i		
	E. D. J. M. N. O.	10			P. 2-11 (Regional Active Transportation Plan) Tier 1, 2, and 3 Vision Connectors		
	R.			Local Plans and Polices			
				CAMPO Origin-Destination			
				Dashboard 2020			
			The project fills a service gap, expands	Cap Metro Plans and Data	P. 23 (Regional Transit Study): 2010 Traffic Flows	Shapefile	
Mahillah			coverage, or increases the frequency of a route.				
Mobility				CARTS Plans and Data	P. 24 (Regional Transit Study): 2040 Traffic Flows		
				Local Plans and Polices	P. 28 (Regional Transit Study): Transit Service Areas and Service Gaps		
	C. D. E. M. N. O.	15		Regional Transit Coordinating	P. 22 (Persianal Transit Study): CAPTS 2045 Planned Everage Pourtes and		
	Ρ.	10		Committee Mapping Resource -	Facilities Upgrade		
				Mobility and Access - Transit			
				Desert Analysis	P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs		
					Centers		
				CAMPO Origin-Destination			
			The project has documentation showing	Cap Metro Plans and Data	N/A	Narrative	
			potential ridership. This can be a planning level	cap i loa o i lanoaria bata		Handhio	
	D. E. H. J. M. N.	5	estimate.	CARTS Plans and Data			
	O. P. R.	-					
				Local Plans and Polices			
			The project addresses maintenance needs to	Cap Metro Plans and Data	N/A	Narrative	
Stewardship			maintain state of good repair.				
	D. E. H. I.	10		CARTS Plans and Data			
				Local Plans and Polices			
			The project integrates with existing or planned	Cap Metro Plans and Data	N/A	Narrative	
			transit-supportive land uses and		[ <sup>4</sup>	- tangero	
	E. N. O. P.	5	infrastructures.	CARTS Plans and Data			
Economy				Local Plans and Policies		Change (the second seco	
			I ne project supports local, regional, or state	Local Plans and Policies	N/A	Shapefile and Narrative	
	1	5	development plans and strategies.				
	<u> </u>						
			The project serves vulnerable populations	CAMPO Map Package/Viewer -	N/A	Shapefile and Narrative	
			including low-income, minority, seniors,	Environmental Justice and			
Equity	NOP	10	persons with disabilities, zero-car households,	vumerability			
			and limited English proficiency households.	Justice40 - USDOT Equitable			
			See Appendix A.	Transportation Community			
				Explorer			
			The project demonstrates innovative design,	Cap Metro Plans and Data	N/A	Narrative	
Innovation			technology, or service				
	E. Q. R.	10		CARTS Plans and Data			
				Local Plans and Polices			
					1		

ITS/Operations Project Selection Criteria							
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested	
Safety	D. H. M.	15	The project contributes to improvements in incident management.	Local Plans and Policies Regional Incident Management Study	P. 20 (Regional Incident Management Study): Figure 11 – Summary of Regional Incident Management Recommendations	Shapefile and Narrative	
	D. E. H. L. M. Q. R.	15	The project will be used for management of special events or emergencies.	Local Plans and Policies	P. 55 (Regional Arterials Concept Inventory): Average Emergency Response Time Service Goal P. 56(Regional Arterials Concept Inventory): Redundancy/Emergency Management Policy Summary Table	Narrative	
Mobility	F.	10	The project is a part of an overall concept that is identified through a comprehensive local or regional transportation planning process.	Local Plans and Policies	N/A	Narrative	
	C. E. M.	10	The project will provide system and redundancy and ensure continuity in operations.	Local Plans and Policies	N/A	Narrative	
Stewardship	D. I. M. Q.	5	The project lifecycle is greater than five years.	Local Plans and Policies	N/A	Narrative	
	D. I. Q.	5	The project has a formal maintenance program in place.	Local Plans and Policies	N/A	Narrative	
Economy	D. M.	5	The project will help reduce delays and travel time in the network.	CAMPO Map Package/Viewer - AM and PM V/C from 2020 and 2050 CAMPO Travel Model	P. 34 (Regional Arterials Concept Inventory) Most Congested Roadways in Capital Area Region	Narrative	
Equity	O.	5	The project will positively impact vulnerable populations including low- income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative	
	D. H. Q. M.	10	The project will improve or expand the regional transportation ITS network	Local Plans and Policies	N/A	Narrative	
Innovation	D. H. Q. R. M.	10	The project will utilize technology compatible with other relevant systems.	Local Plans and Policies Austin Regional Intelligent Transportation Systems Architecture	N/A	Narrative	
	D. H. Q. M.	5	The project will tie into a centralized operations center.	Local Plans and Policies	N/A	Narrative	
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.	Local Plans and Policies	N/A	Narrative	

	Active Transportation Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested	
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.	TxDOT Crash Ouery Tool CAMPO CRIS Regional Dashboarc	P. 5-10 (Regional Active Transportation Plan) Bicycle and Pedestrian Crash Density P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous Corridors Man	Shapefile and Narrative	
Mobility	F. A. B. C. D.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan. Project removes a barrier or provides a connection that did not exist previously.	Regional Active Transportation Plan Local Plans and Polices CAMPO Map Package/Viewer - Regional Active Transportation Plan Priority Network Bicycle and Pedestrian Facilities Inventory Update Viewer - Updated Inventory Bicycle and Pedestrian Facilities Inventory Update Viewer - Updated Inventory	P. 2-6 (Regional Active Transportation Plan) Demand for Bicycling and Walking Across the Region P. 2-11 (Regional Active Transportation Plan) Tier 1, 2, and 3 Vision Connectors P. 2-8 (Active): Barriers for Biking and Difficult Biking Routes P. 2-8 (Active): Gaps Identified by CAMPO Staff	Shapefile and Narrative Shapefile and Narrative	
	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.	CAMPO Map Package/Viewer - Points of Interest	P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees Appendix C (2050 RTP Project Call – Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers	Shapefile and Narrative	
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: 15 points, if .25 miles or less or 10 points, if .26 to .5 miles or 5 points, if the project demonstrates a potential for future connection to a transit system	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Shapefile and Narrative	
Stewardship	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.	Local Plans and Polices	N/A	Narrative	
stewardship	К. О.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A.	CAMPO Map Package/Viewer - Land Suitability Local Plans and Polices	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Narrative	
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer – Environmental Justice and Vulnerability Justice40 – USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative	
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or has other unique elements such as designing around transit, innovative intersection designs, or a pilot project.	Local Plans and Polices	N/A	Narrative	

	Transportation Demand Management Project Selection Criteria							
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested		
	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	Local Plans and Polices Regional Transportation Demand Management Plan	N/A	Narrative		
Mobility	G. P.	10	The planning process or document had an outreach component addressing commuting patterns and traveler engagement.	Local Plans and Polices Regional Transportation Demand Management Plan	N/A	Narrative		
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts key regional congested roadways, or impacts activity centers and key employment centers.	CAMPO Map Package/Viewer AM and PM V/C from 2020 and 2050 CAMPO Travel Model CAMPO Map Package/Viewer Regional Activity Centers Local Plans and Polices Regional Transportation Demand	Appendix C (2050 RTP Project Call – Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees P. 34 (Regional Transportation Demand Management Plan) Figure 5.8: The Most Congested Roadways in Texas: Austin – Round Rock	Narrative		
	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.	Management Plan Local Plans and Polices Regional Transportation Demand Management Plan CAMPO Origin-Destination Dashboard 2020 CAMPO Roadway Inventory Dashboard - Route Summaries (DVMT)	P. 34 (Regional Transportation Demand Management Plan) Figure 5.8: The Most Congested Roadways in Texas: Austin – Round Rock P. 37 (Regional Transportation Demand Management Plan) Figure 5.11: Percent of Commuters Using Modes Other Than SOV P. 39 (Regional Transportation Demand Management Plan) Figure 5.12: Percent of Commuters Using Public Transit	Narrative		
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization, or park and rides.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 2 (Regional Transportation Demand Management Plan) Figure 1.1	Narrative		
	G.	10	The project or activity includes the direct participation of other federal, state, and/or local jurisdictions.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 24 (Regional Transportation Demand Management Plan) Figure 5.1	Narrative		
	G. I. M.	10	The project or activity includes participation from regional employers and other trip generators impacting commuting/travel patterns.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees	Narrative		
Equity	N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements to public health) on underserved populations including low- income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Narrative		

# **Appendix C**

# Regional Transportation Demand Management Plan

https://www.campotexas.org/regional-transportion-plans/2045-plan/ transportation-demand-management-plan/



# **Appendix D**

# Regional Active Transportation Plan

https://www.campotexas.org/regional-transportion-plans/2045-plan/ regional-active-transportation-plan/



# **Appendix E**

# Regional Incident Management Study

https://www.campotexas.org/regional-transportion-plans/2045-plan/ regional-incident-management-study/



# **Appendix F**

# **Regional Transit Study**

https://www.campotexas.org/regional-transportion-plans/2045-plan/ regional-transit-study/


# **Appendix G**

# **Regionally Coordinated Transportation Plan**

https://www.campotexas.org/rtcc/



# Appendix H Congestion Management Process Update







# **AUGUST 2023**

The preparation of this document was financed in part through grants from the U.S. Department of Transportation under Section 112 of the 1973 Federal Aid Highway Act and Section 8(d) of the Federal Transit act of 1964, as amended. The contents of this document do not necessarily reflect the official views or policy of the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation, Texas Department of Transportation, or the Capital Area Metropolitan Planning Organization. Acceptance of this report does not in any way constitute a commitment on the part of any of the above agencies to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

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## INTRODUCTION

The following report is an update to the Congestion Management Process (CMP), which was adopted by the CAMPO Transportation Policy Board in May 2020 as part of the 2045 Regional Transportation Plan. The CMP is a systematic and regionally accepted approach for identifying, implementing, monitoring, and reporting on strategies for addressing congestion. A key focus of the CMP involves the assessment of alternative strategies (other than the provision of additional single-occupancy vehicle (SOV) capacity) for congestion management, to identify their effectiveness and to increase funding and implementation of those strategies found effective.

Federal regulations require metropolitan areas with population exceeding 200,000 (known as Transportation Management Areas (TMAs)), to develop a CMP for implementation and integration into the metropolitan transportation planning process.<sup>1</sup> Since EPA has not declared the Capital Area as a non-attainment area for emissions, the CAMPO's CMP will have fewer requirements than those MPOs located in non-attainment areas. However, with the continued growth of the region, and the looming possibility of the region surpassing allowable emissions levels, this CMP may require future modifications requiring the additional analysis of all projects prior to implementation.

The Congestion Management Process includes the following key components:

- Development of congestion management objectives
- Establishment of measures of multimodal transportation system performance
- Establishment of a congestion management network
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion
- Identification of congestion management strategies
- Implementation activities, including identification of an implementation schedule and possible funding sources for each strategy
- Evaluation of the effectiveness of implemented strategies

Contrary to some MPOs use of the CMP as a plan, which requires updating every few years, the CMP is actually a process used to monitor mobility in the region. The intent of the CMP is to use its results to assist in the planning process. The CMP can help MPOs identify poor-performing roadways needing improvement and recommend solutions that do not necessarily involve road widening and new construction. In addition, the CMP will provide information for implementers, policymakers and the general public about the state of congestion in the region.

# **REGIONAL CMP GOALS AND OBJECTIVES**

Per federal regulation and guidance, the CMP requires a set of congestion management objectives that define what the region wants to achieve in regard to addressing congestion. The overarching intent for managing congestion through this process, expressed in both federal regulation and guidance, involves the implementation of congestion management strategies that can provide benefit without the need of adding capacity. Added capacity should be seen as

<sup>&</sup>lt;sup>1</sup> US Department of Transportation, Federal Highway Administration, *Congestion Management Process: A Guidebook*, Page 1, April 2011

a last resort, and when implemented, efforts should be undertaken to integrate other strategies to enhance and optimize the effectiveness of the improvement.

In September 2019, CAMPO approved the Regional Transportation Demand Management (TDM) Plan, which identifies a series of strategies designed to reduce automobile trips, roadway congestion, and parking demand by redirecting travel towards other modes, times, and routes. The CMP ties into the TDM Plan, in that federal regulations require an assessment of implemented congestion management strategies, such as TDM, to evaluate their effectiveness. The results of the evaluation will help decision-makers identify which strategies to continue and which to perhaps terminate. Through the use of congestion management objectives and performance measures, the CMP provides a mechanism for ensuring that investment decisions are made with a clear focus on desired outcomes.

Based on the objectives of the TDM plan, and in conjunction with the goals and objectives of the 2045 Long Range Plan, the following objectives have been identified for addressing congestion in the region:

#### **Objectives**

- Identify and support TDM projects and strategies before capacity projects when developing corridor studies, long range plans, and other planning documents.
- Incorporate TDM measures into capacity expansion projects to maximize the roadway's effectiveness and extend the lifespan of the roadway.
- Improve the efficient transportation of goods to, from, and through the region to sustain its economic competitiveness.
- Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
- Improve safety on the region's roadways, not just to reduce fatalities, injuries, and property damage, but to reduce the non-recurring congestion that crashes cause.
- Incorporate technological solutions to enhance the management and operations of the transportation system.
- Implement projects that encourage everyday use of active transportation, such as walking and bicycling, for commuting or other trips.
- Reduce the number of single-occupant vehicles, through the promotion and availability of transit, carpools, and vanpools, to ensure efficient use of the roadway network.
- Educate interested employers and trip generators on options, including flex schedules and teleworking.
- Provide travelers with pre-trip traffic information and alternate route options for travelers to assess their travel options.

## 2021 UPDATE - A CMP BASELINE DATA RESET

A standard CMP Update would provide several reports reflecting 1) the change in congestion on the CMP network between monitoring years, and 2) an assessment of the change of a roadway's performance where an improvement was implemented between monitoring years. However, between the initial development of the CMP, based on 2017 data, and 2021, two major factors created challenges in conducting an accurate assessment of the state of congestion for the CAMPO region, as well as an assessment of benefits of completed projects.

#### Changes in INRIX Data Collection

The CMP utilizes traffic data from INRIX, which has been adopted nationally as a source for roadway speed data, utilizing vehicle probe data from GPS units, user apps, and other anonymized data from vehicles. INRIX, which began in 2005, initially used commercial fleet data as its predominant data source. However, in 2019, INRIX significantly increased the number of passenger vehicle probes contributing to its calculations. Passenger vehicles tend to operate at faster speeds than commercial vehicles, especially in slower speeds and stop-and-go conditions due to faster acceleration and stopping times compared to large trucks. In comparing 2017 to 2019 data, peak traffic volumes increased 11.8 percent. However, instead of an expected decrease in speed during congested periods, peak period average speeds improved. This created an issue in assessing project benefit, as it would be unclear if any recorded change was due to the project or the methodology change.

#### COVID-19 Impacts on Traffic

The second major factor affecting this assessment has been the impacts created by the COVID pandemic on traffic. COVID resulted in a near-shutdown of the economy in 2020, including the temporary shuttering of restaurants and stores, employees working from home, and restrictions on large gatherings. Traffic-wise, this resulted in the temporary disappearance of the commute, fewer vehicles on the road, and minimal congestion. By mid-2021, federal and state governments lifted many of its restrictions on travel and business. While these restraints were removed, and traffic began returning to pre-pandemic levels, many employees and employers did not instantaneously return to the office. The realization that one can be equally productive from home, along with the recognized expense of renting and maintaining office space, has resulted in a reduction in traditional commute-to-work travel. The combined effect of these two impacts resulted in overall fewer vehicle-miles traveled, faster speeds, and less congestion. Comparing traffic changes and attempting to assess project benefits between the 2017 baseline and the COVID-affected 2021 data would result in overall system performance improvements that have little to do with any actual improvement to the transportation system.

Taking these factors into consideration, CAMPO and Texas A&M Transportation Institute (TTI) staff determined that any comparisons conducted would not provide an accurate nor a meaningful understanding of the region's congestion nor the impacts that improvements had on the transportation system. It was decided that the updated information provided in the 2021 update would serve as a baseline reset for the CMP process. The next update should be conducted in 2025, utilizing 2023 data.

### **CMP DATA AND NETWORK DEVELOPMENT**

Federal CMP guidance promotes the development of performance measures to track system performance to both measure that extent of congestion in the region, as well as to measure the benefits of congestion-reduction and mobility-enhancement strategies for people and goods.

The CMP's performance measures serve several key purposes. These measures help quantify the improvement or degradation of the transportation system as a whole over time. They also help MPOs and localities in identifying poorly performing roadways in need of improvement. Finally, and one of the most important reasons, these performance measures help MPOs measure the benefits of instituted transportation improvements to identify approaches proven to reduce congestion and improve overall network performance.

#### Data Sources

The CMP revolves around data collection to calculate the level of congestion on the system, as well as the benefits of project implementations. While federal guidance provides a list of potential performance measures for consideration, some of the proposed measures require additional data collection, which may prove costly in terms of money and staff resources. In addition, some of the proposed measure have qualitative factors that may need addressing before their use in the CMP. The proposed performance measures utilize accessible, low-cost datasets that allow the MPO to conduct the required analysis without the time and money required to collect and process data:

- *Roadway Highway Inventory Network Offload (RHINO)* TxDOT annually produces a roadway inventory of public roadways in the state. Key information used include miles, lane miles, daily vehicle miles of travel and daily truck vehicle mileage of travel.
- *INRIX Speed Data* INRIX is a private company that captures and provides speed and travel time information from various sources including GPS, cell phones, and in-car navigation systems. The data includes average speeds in 15 minute increments for each section of its roadway network. INRIX data allow for use of actual speed information instead of estimates and reduce the need for physical travel time runs.
- Crash Records Information System (CRIS) TxDOT provides crash record information from CRIS, which includes crash locations and severity, which when integrated in the CMP, can identify roadways in potential need of safety improvements.
- *Capital Metro Automatic Passenger Counter (APC) data* Capital Metro collects ridership information, including boardings, and ridership at each stop. These data allow for the assignment of transit ridership by CMP roadway segment to estimate the percentage of transit usage for each segment.

#### **Network Development**

The CMP network consists of roadways within the CAMPO boundaries (Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties) based on the following criteria:

*INRIX Data Availability* – As mentioned prior, the CMP relies on data collection to calculate congestion levels, measure improvement and degradation of the network, and to estimate the benefits of project implementations. As INRIX was identified as the most comprehensive dataset available for the cost and effort, segments on the CMP network must have corresponding INRIX data available in order to conduct the required calculations. As the geographic availability of INRIX data expands, CAMPO should modify the CMP network to incorporate additional segments.

*Functional Classification* – Within the confines of INRIX data availability, the CMP network utilizes TxDOT's 2021 Roadway inventory, which contains volume information on regional roadways. The CMP network includes urban and rural interstates, freeways, expressways, toll roads, and arterials (both principal and minor). In addition, the CMP network includes major collectors with average annual daily traffic (AADT) of 5,000 vehicles per day, as reported in the Roadway Inventory.

Frontage Roads - While not available in the 2017 CMP network, the 2021 CMP network now includes frontage roads for the freeways and toll facilities within the region.

City of Austin Vehicle and Transit Priority Networks - The City of Austin, as part of its Strategic Mobility Plan, has identified Vehicle and Transit Priority Networks. The Vehicle Priority Network includes streets carrying over 10,000 vehicles per day and represents the higher-traveled streets on the system. The Transit Priority Network reflects Capital Metro's high-frequency service, along with planned expansions, which carry the larger share of transit riders on the system. The CMP network includes most of these facilities where INRIX data are available.

Based on the Figure 1 provides a map of the current CMP network.



Figure 1: CAMPO CMP Network

While this document identifies the above-mentioned data sources for current use, the MPO will continue to search for more comprehensive datasets, which may replace what is currently available. In addition, the MPO recognizes that datasets may improve and change over time, due to available technologies and improved methodologies. While these improvements might benefit the overall results, the MPO will need to be able to explain these changes in its reporting.

## **CMP PERFORMANCE MEASUREMENT**

With CAMPO's decision to align its performance measures with the State's, this CMP update has been slightly modified to mirror the reporting approach and measures used in the 2022 Texas 100 Most Congested Road Sections Report (reflecting 2021 performance), a report mandated by the Texas Legislature, and developed by TTI to identify the top congested roadways in the State.<sup>2</sup> These measures provide a picture of system performance in terms of speeds, expected travel times, truck/goods-based travel, transit, and the level of safety. With additional data sources, other aspects of transportation performance can be added to the CMP. The key performance measures identified are as follows:

#### Segment Speeds

Speed data for this report come from INRIX. The report not only provides an average congested speed for each segment, but also provides breakdowns for average peak AM, PM, and low-volume (free-flow) speeds.

#### Congestion Index (TCI)

The Congestion Index (TCI) compares peak period (AM/PM) travel time to free-flow travel time, which usually occurs during off-peak nighttime hours. The Congestion Index (formally known as Travel Time Index - renamed to match the Texas Congestion Index nomenclature used by TxDOT and the Texas Legislature) compares the average amount of travel time required during peak travel periods compared to off-peak periods. For example, a TCI value of 1.50 indicates a 20-minute trip in the off-peak will take 30 minutes in the peak.

#### Planning Time Index (PTI95)

The Planning Time Index reflects how much total time a traveler should allow for ensuring ontime arrival in the event of an unexpected problem on the roadway. To keep consistent with the Top 100 methodology, the CMP update utilizes the 95th percentile travel time divided by the free-flow travel time (PTI95), which represents the average travel times on the worst travel day of the month. These speeds and travel times most likely occur due to a major event, such as extreme weather, a large-scale HAZMAT spill, or a traffic fatality. Responding agencies have minimal control over weather-related impacts. While operational improvements might have some impact in terms of shortening incident time, extreme incidents may still take several hours to clear.

#### Delay and Delay per Mile

The primary performance value for this CMP is the amount of delay being experienced by roadway users. The CMP separates delay into two variables – Person Delay and Truck Delay.

<sup>&</sup>lt;sup>2</sup> Texas A&M Transportation Institute, Texas 100 Most Congested Road Sections, 2022, Released November 2022, <u>https://mobility.tamu.edu/texas-most-congested-roadways/</u>

Person delay measures the amount of delay that individual road users experience, including drivers and passengers. This variable is based on vehicle volumes on a facility from the RHINO network and congested travel time information from the INRIX data, combined with average vehicle occupancy estimates (1.5 persons per vehicle). Truck delay specifically looks at the amount of delay experienced by trucks on the system. While calculated similarly to person delay in terms of data sources, truck delay is calculated based on the truck – not on the number of people in the truck.

The primary ranking measure used in the CMP is Delay per Mile, which normalizes the data and provides a better indicator of the severity of the delay and the level of congestion being experienced. A roadway experiencing 100,000 hours of delay over three miles is far more congested than one experiencing 100,000 hours over ten miles.

#### Congestion Costs

Congestion Costs provide an estimated financial impact of delay on the region. The value of time per person was calculated at \$22.00 per person per hour, based on the 2022 Edition of the Texas 100 Most Congested. Truck congestion costs are calculated to reflect the cost of delay for goods delivery. Unlike passenger vehicle costs, truck congestion costs take a variety of factors into account, including the cost of vehicle purchase/lease costs, insurance, maintenance, and operator wages. The value of truck delay per hour per the 2022 Report equaled \$62.43 per hour.

In addition to the value of time, the Congestion Cost accounts for the estimated amount and value of fuel wasted due to congestion. The process calculates the amount of fuel consumed at congested speeds in comparison with the amount of fuel that would be consumed at free-flow/low-volume speeds. A monetary value can be calculated for wasted fuel by multiplying the amount of wasted fuel with the average cost of fuel for vehicle travel (\$2.90/gallon) and truck travel (\$3.18/gallon-diesel).

#### Transit Availability and Usage

The CMP should also identify and monitor other modes of transportation if the information is available. For transit usage, Capital Metro provides automated passenger count (APC) datasets on its infrastructure, including routes and stops throughout its system. To report on transit availability, the CMP reports on the number of transit stops per CMP segment, the number of boardings per segment, and the number of routes passengers have access to on the segment. This will allow for assessing of growth of transit usage along each segment.

CARTS provides commuter and local transit services in smaller communities throughout the region, including circulator routes in Georgetown, Bastrop, and San Marcos. CARTS currently does not have automated passenger count systems that allow for segment-based transit calculations. As data become available, they should be integrated into the analysis.

#### Safety Performance

Crash information comes from TxDOT's Crash Records Information System (CRIS), which provides information about crashes in the region. Crashes were assigned to their respective CMP segment for analysis. To promote alignment with FHWA Safety Performance measures, the CMP reports the following safety information:

- Fatalities (2020-2022)
- Fatality Rates (fatalities per 100 million vehicle miles traveled)

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- Serious Injuries (2020-2022)
- Serious Injury Rates (serious injuries per 100 million vehicle miles traveled)
- Non-motorized (bicyclists/pedestrian) fatalities and serious injuries combined (2020-2022)

The use of three years of data helps to smooth out any anomaly years. Injury and fatality rates are calculated by averaging the three years of data (2020-2022) and dividing it by the number of annual vehicle miles traveled (expressed in crashes per 100 million vehicle miles traveled) for the year of analysis (2021).

### **CMP NETWORK PERFORMANCE**

A major change in performance reporting in this report involves the switch from roadway reliability (previously determined by the 80<sup>th</sup> Percentile Planning Time Index - PTI80) to Delay per Mile. The PTI80 approach was used to identify roadways that have a low level of reliability based on worse-than-normal peak period speeds. While a useful measure, it does not fully show how commuters are impacted by those speeds. Using the Delay per Mile metric, as used in the Texas 100 Most Congested Road Sections, the CMP can better measure not just the level of delay but also the number of travelers impacted by the delay caused by those speeds.

Table 1 identifies the Top 25 most congested CMP segments in the region based on Delay per mile (a complete list of CMP segments and their corresponding delay figures can be found in Appendix A):

								Planning
		Hours	Free					Time Index
		Delay per	Flow	Average	AM	PM	Congestion	(PTI95≥1.50
Facility Name	Segment Limits	Mile	Speed	Speed	Speed	Speed	Index	Unreliable)
IH 35	MLK to Airport	1,466,431	61.1	36.2	52.7	22.3	2.46	4.32
IH 35	MLK to Cesar Chavez	1,253,496	60.3	34.3	50.4	20.9	2.31	3.69
IH 35	Cesar Chavez to Ben White	832,795	62.0	44.9	46.2	43.9	1.69	2.34
IH 35	Airport to US 183	427,920	63.0	46.4	50.2	42.8	1.51	2.17
IH 35	SH 45 to University/RM 1431	417,531	65.0	49.8	56.4	45.0	1.46	1.96
US 290	McCarty Lane to RM 1826	313,002	37.4	27.5	29.7	26.0	1.50	2.00
IH 35	Ben Whilte to Slaughter	282,674	65.0	49.6	52.3	47.0	1.49	2.23
MoPac	Lake Austin Blvd to Northland/2222	220,816	64.9	51.2	63.7	41.8	1.44	2.23
Parmer	IH 35 to MoPac	218,225	34.4	27.8	32.9	25.2	1.32	1.65
Cesar Chavez	S.1st to IH 35	205,132	21.7	17.2	20.6	15.5	1.31	1.59
Cesar Chavez	S. 1st to Lamar	194,443	26.0	20.6	25.3	18.1	1.32	1.65
IH 35	Slaughter to SH 45	191,588	64.8	53.1	57.2	48.9	1.35	1.89
MoPac	Lake Austin Blvd to Cap. of Texas	185,537	64.4	54.3	63.5	47.9	1.33	1.82
SH 80	IH 35 to SH 21	163,362	32.5	28.1	31.1	26.6	1.21	1.48
Capital of Texas	Lamar to Bee Caves	140,628	49.7	41.6	42.6	40.9	1.25	1.57
S. Lamar	Ben White to Riverside	129,930	32.9	28.0	31.9	26.0	1.19	1.41
US 183	Whitestone to Lakeline Blvd	126,060	37.8	28.9	34.0	26.1	1.36	1.72
Whitestone	Parmer to US 183	125,396	36.5	30.4	34.3	28.3	1.24	1.48
Riverside	IH 35 to Pleasant Valley	117,386	25.2	21.8	24.5	20.4	1.17	1.35
Rundberg	Lamar to Dessau	116,058	22.0	17.8	17.8	17.8	1.25	1.46
US 183	MoPac to Spicewood Springs	111,349	65.0	55.7	61.3	51.6	1.23	1.63
Wonder World	IH 35 to SH 123	110,717	29.0	22.7	26.9	20.5	1.31	1.59
US 290	FM 973 to Parmer	103,688	46.0	36.5	40.1	34.4	1.30	1.62
US 79	IH 35 to FM 685	102,631	42.0	32.9	38.2	30.0	1.33	1.68
Lamar	US 183 to Braker	102,612	29.2	24.5	27.7	22.8	1.21	1.42

#### Table 1: Top 25 Most Congested Road Segments (Based on Delay per Mile)

## **COMPAT TOOL**

As part of the development of the CMP, TTI developed the Congestion Management Process Assessment Tool (COMPAT), an online tool to help identify performance of roadway segments specified by the user. While the CMP Network has specific segments that have been identified and are being monitored, a user may want to check the performance based on a larger or shorter segment of the roadway being monitored. This would allow for more exact measurement of a roadway's performance after a project has been completed.

To use COMPAT (Figure 2), users can select multiple roadway segments, that when combined, will provide a congestion performance dataset for the combined segment. For project beforeafter studies, a user can select the segment for a before construction year and after construction year to estimate the benefit recognized by the implemented project.

COMPAT, while initially developed for CAMPO, now has data for all of the MPOs in Texas. To see how the system works, please visit <u>https://compat.tti.tamu.edu</u>.



#### Figure 2: COMPAT Website

## **CONGESTION MANAGEMENT STRATEGIES**

One of the key purposes of the CMP is to identify a set of recommended activities to effectively manage congestion without the need to build additional capacity. To that end, the CMP identifies a series of congestion management strategies to help reduce congestion. Many of these strategies come from CAMPO's Transportation Demand Management (TDM) Plan approved in September 2019. The list of strategies below has been split into four categories:

- Roadway improvements that include physical roadway modifications, access consolidation and control, intersection improvements, complete street development, and lane management.
- Public transit enhancements to make transit a more attractive and competitive mode for transportation.
- Bicycle and pedestrian improvements to promote active transportation modes and expand connectivity for those without access to motor vehicles.
- Operational and technology-based solutions to maximize the efficiency of the existing infrastructure and allow for better system management.

While this is a comprehensive set of options, the CMP does not restrict options not listed that may show a positive impact on congestion.

Tolled Managed/Express Lanes	Tolled Managed Lanes or Express Lanes are a set of lanes separated from existing non-tolled lanes that are managed through congestion pricing to help ensure a more reliable travel option. These lane have technologies installed to increase tolls when traffic is heavy and lower them when traffic is light. This makes their usage less desirable during congested times and preserves faster speeds during peak travel periods. If desired by the system's operator and policy makers, these lanes can have tolls waived for public transit buses and registered van pools to promote multi-passenger vehicle usage.
High-Occupancy Vehicle/High-Occupancy Traffic (HOV/HOT) Lanes	HOV/HOT lanes are designated lanes primarily for use by transit and vehicles carrying at least two people. These lanes allow multi-passenger vehicles to travel faster and avoid congestion during peak periods. Since these lanes do not experience nearly the congestion of freeway lanes, the HOT component allows for single-occupancy vehicles to use the lanes for a charge.
Hard Shoulder Running	Hard shoulder running allows for the usage of a paved shoulder as a travel lane during peak travel periods. It can help alleviate increased travel demand by providing additional capacity during peak travel times without physically expanding the roadway.
Transit on Shoulder	Transit on Shoulder is a limited form of hard shoulder running, converting the paved shoulder into a dedicated transit lane during peak travel periods. This allows for faster, more reliable transit operability and enhances transit as a commuting option.

#### Roadway Improvements

Access Management	Access management strategies provide congestion and safety benefits by reducing the number of potential conflict points on a facility. More driveways, intersections, and access points create more opportunities for turning traffic to interfere with the flow of a facility. In addition, more access points create more opportunities for crashes. Strategies include medians, turn lanes, side/rear access points between businesses, and shared access.
Bottleneck Removal	Bottleneck removals address short-distance capacity reductions, which can include main lane interactions with entrance/exit ramps, extreme roadway curves, substandard design elements, and other physical limitations that form a capacity constraint. Examples for addressing bottlenecks include extending acceleration/deceleration lanes, hard shoulder running during peak periods, entrance/exit reconfiguration, and adding lanes within the existing space, if available.
Intersection Reconfiguration	Intersections inherently contribute to congestion as traffic in one set of directions must stop to allow the other directions to flow. In addition, poorly designed intersections can restrict flow through them as traffic waiting to turn can interfere with through traffic. Improvements such as the installation of turn lanes, increasing turn lane bays, improved signal timing, and in some cases, innovative designs such as roundabouts, can reduce restrictions and increase throughput.
Grade Separations	Intersections with a high volume of traffic limit can create both a congestion and a safety problem. Traffic signals create flow interruptions, which can result in severe queueing during peak travel periods. In addition, the amount of traffic increases the opportunity for a crash. Grade-separating these locations allow an uninterrupted flow of traffic at least in one direction while significantly reducing the safety threat posed by trains, pedestrians, or other vehicles.

# Transit and Other Multi-Passenger Transportation

Expanded Transit	The provision of expanded service through additional public transit routes, park-and-ride facilities in developing areas, connections to existing service routes and facilities, and additional buses on existing routes for increased frequency.
Bus Rapid Transit (BRT)	A higher-speed bus system using dedicated transit lanes that reduce reliance on congested general purpose lanes. In conjunction with fewer stops, prohibition of vehicles turning across BRT lanes, and signal priority, BRT systems can offer faster, more frequent, and more reliable transit service.

Vanpools	Vanpooling allows for 5-15 individuals with a similar commute trip where the participants share their own driving responsibilities, thereby covering the primary "cost" of operation. Vanpool users share operational costs, which may be partially or fully subsidized by employers, transit authorities, or other governmental entities. Vanpool users can also receive a pre-tax benefit for their share of costs.
Carpools	Carpooling allows for shared vehicle use with at least one additional person, reducing individual travel and fuel costs, as well as overall vehicles on the road. While carpool opportunities may be company-centric, several online carpool matching services, such as Waze Carpool and RideAmigos exist to connect travelers.
Transit Incentives	The provision of transit incentives by companies can give employees a discounted way to work while improving overall mobility in the region. While contributing to the reduction in congestion, promoting transit usage allows for employers to reduce their need and associated costs for parking provision.

#### Active Transportation

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Assuring a safe and connected pedestrian network allows for the promotion of walking over driving as an active travel option. This includes the addition of new sidewalks or walking paths to connect neighborhoods to workplaces and other commercial opportunities, the maintenance of existing sidewalks to ensure user safety, adding pedestrian accommodations at signalized intersections for all users, and the provision of lighting to add security during night-time use.
Assuring a safe and connected bicycle network allows for the
safe use of bicycles for commuting over driving. This includes
the construction and maintenance of bike lanes and trails, the
connection of non-continuous bike lanes on a facility, and the
installation of safety elements to provide a level of protection
for bicycle network users.
Bike to Work programs encourage active transportation usage for commuters by reducing barriers to using bike travel. Examples of implementation include options for transporting bicycles on buses and trains, the installation of onsite bike storage, and the provision of showers and lockers to help accommodate cyclists.
Bike share programs provide rental of a shared bike for a
nominal fee, providing access to travelers who would like to
utilize active transportation but do not want to pay to own,
store, and maintain a personal bike. Bike share programs also
offer a last-mile option for transit users who still have a
distance to go after their stop.

Operational and Technology-Based Solutions

Dynamic Traveler	Dynamic traveler information provide real-time information to
Information	travelers to help find information about travel options. These
	tools, often provided through websites and smart phone apps,
	as well as on dynamic message signs on roadways, give users
	up-to-date information about roadway congestion, wait times
	for various modes transit delays and potential route variations
	and barriers. This belos users make informed decisions on
	travel including which routes or modes to take, and when is the
	hast time to trough
ITC Communication	Creating on ITC communication notworkwill allow for the
Network	Creating an it's communication network will allow for the
Networks	Installation of technologies, such as traffic signals, CCTV
	cameras, dynamic message signs, and traffic detection
	systems. These communications allow for real-time
	transmission of information to traffic management personnel
	and the traveling public. These networks can include fiber-
	based or wireless communications.
Traffic Signal Coordination	Improvements in traffic signal technology has allowed for the
and Centralization	communication and coordination of traffic signals along
	arterials to improve traffic flow. Communications to a
	centralized computer system can assess flow conditions and
	modify signal timing along a corridor to improve it. Also, a
	centralized system can also identify signal malfunctions, which
	potentially can be quickly addressed remotely from an
	operation conterinstead of conding out a maintenance crow to
	operation center instead of sending out a maintenance crew to
Troffic Management	Peoducive signal.
Gantaria (Sustaria Manitaria a	Roadway system monitoring can provide information about
Centers/System Monitoring	system performance in real time. Radar and bluetooth-
Technology	detection units provide segment speeds and can identify
	roadway segments with abnormally low speeds. CCTV
	cameras allow for traffic management staff to monitor the
	system for incidents. Loops, radar, and certain camera systems
	can provide roadway vehicle volumes and classification
	information. The information from these systems often
	transmit to a Traffic Management Center (TMC), which houses
	staff that can initiate efforts to address any system breakdowns
	identified through these systems, including the dispatch of
	incident management personnel to address a crash or stall, or
	maintenance personnel to quickly repair an infrastructure issue
	contributing to congestion.
Parking Management	Parking management can impact congestion by informing the
	public about parking availability, influencing when travelers
	commute, and potentially influencing mode choice. Capturing
	real-time parking information to users and ensuring the
	availability of spaces to reduce circling around parking
	facilities. If parking options appear limited travelers may
	choose to take transit or other modes of transportation to get
	to their destination. In addition variable pricing of parking
	based on demand may also influence travelers to investigate
	alternative medes to avoid paving the eleveted prices
	alternative modes to avoid paying the elevated prices.

Incident Management	Incident management addresses non-recurring congestion stemming from crashes or disabled vehicles, which impede the flow of traffic. Efforts such as service patrols, towing programs, and coordinated response allow for the faster removal of vehicles from incident scenes allow for faster restoration of traffic flow.
Special Event Management	Special events, such as sporting events and festivals, create an increase in travel demand, usually at non-traditional peak travel times. Some events may require road closures, creating additional impacts on the rest of the transportation system. Special event management strategies, including pre-event traveler information, staging of responders, and increased transit operations, can allow for pre-event planning by travelers, quicker response to incidents, and alternatives for getting to the event.
Work Zone Management	While not a strategy to fund as a stand-alone approach, effective work-zone management helps minimize the congestion caused by maintenance and construction activities. It should be considered as a component for construction activities. Examples include pre-zone traveler information and queue warnings to inform travelers to consider other routes, and incident management plans to address crashes and stalls that can exacerbate an already-restrictive roadway.

#### Other Strategies

Flexible Work Hours	Flexible work schedules involve the shifting of workday start and end times, or the option of compressed work schedules (such as 4-10 hour workdays). This strategy allows for commutes that avoid peak hours of traffic, thus reducing the number of vehicles operating during peak hours.
Telecommuting/Teleworking	Telecommuting/teleworking allows employees to regularly work from home or some alternate location, reducing the number of vehicles in congested traffic or removing vehicles from the transportation system completely during peak travel times.
Flexible Emergency/ Guaranteed Ride Home Programs	Flexible Emergency/Guaranteed Ride Home (GRH) programs provide free rides home in case of emergency, illness, or unexpected circumstances, including unplanned overtime, for regular users of alternative modes of transportation. Providing access to emergency transportation reduces barriers for those interested in switching transportation modes or utilizing shared mobility services but choose to use personal vehicles in the event of an unexpected circumstance.
Car Sharing	Car sharing allows for travelers that might not need a car on a regular basis to share vehicles among multiple users without the cost of ownership. Usually a subscription-based program, subscribers pay a charge with each trip needed. For users of alternative modes, car sharing allows for continued use of those modes and provides a car only when needed.

## **EVALUATION OF CMP STRATEGIES**

While the CMP promotes the usage of alternative strategies to addressing congestion outside of adding capacity, it also recognizes the importance of monitoring and analyzing the effectiveness of these strategies. FHWA guidance strongly promotes the evaluation of alternative strategies to determine the effectiveness of their implementation. Not only does the evaluation highlight the effectiveness of successful strategies, it also identifies strategies that may not provide much improvement in reducing congestion. The MPO, from these analyses, should take into consideration the level of success of each strategy in allocating funding for additional strategy implementation.

Prior to project selection, submitting agencies should have conducted an assessment of a proposed project using one of the many tools available to show potential benefits. These tools model how a project might improve roadway performance if implemented. However, the question that the CMP addresses is whether or not the project did actually improve roadway performance.

As part of the CMP, the MPO will conduct before-after analyses on implementations of alternative strategies to help identify their effectiveness. With the collection of the data that feed this process, the MPO will be able to report historical performance on facilities where projects will be implemented, as well as post-implementation performance with future data utilizing the same process. Questions for consideration include:

- Did congestion and travel reliability improve due to the project?
- Did transit usage increase on a segment with the implementation of a new route?
- Did the new bicycle/pedestrian path increase the number of bicyclists and pedestrians?
- Did fatalities and injuries decrease due to the implementation of the project?

The MPO should provide a report of these projects, on a regular basis, showing the levels of improvement actually recognized and quantified. While the purpose of these reports is to show the benefits of these implementations, they also serve to identify approaches that might not be providing the benefit originally assumed. The MPO and project submitters should look at these projects to see if any improvements could be made to these approaches to achieve the benefits originally proposed.

# Appendix I

# **Regional Freight Study**

https://www.campotexas.org/regional-transportation-plans/2050plan/regional-freight-plan/



# **Appendix J**

# **Capital-Alamo Connections Study**

https://www.campotexas.org/local-plans-and-studies/capital-alamoconnections-study/



# Appendix K Regional Traffic Safety Plan





# REGIONAL TRAFFIC SAFETY PLAN





# **JANUARY 2023**

The preparation of this document was financed in part through grants from the U.S. Department of Transportation under Section 112 of the 1973 Federal Aid Highway Act and Section 8(d) of the Federal Transit act of 1964, as amended. The contents of this document do not necessarily reflect the official views or policy of the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation, Texas Department of Transportation, or the Capital Area Metropolitan Planning Organization. Acceptance of this report does not in any way constitute a commitment on the part of any of the above agencies to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

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## **INTRODUCTION**

Over the last ten years, the six-county region of the Capital Area Metropolitan Planning Organization (CAMPO) has experienced significant growth. This rapid growth has increased traffic congestion on the region's roadway system and affected mobility, safety, and reliability for travelers in the region.

The CAMPO region recorded nearly 300,000 significant motor vehicle crashes in the last 10 years, increasing from 23,885 crashes in 2012 to a 10-year high of 34,963 crashes in 2019. While the COVID-19 Pandemic played a role in reducing overall crashes in 2020 and 2021, these two years recorded the highest number of fatalities during this 10-year period. During this time, 2,366 people lost their lives, and 12,509 people were seriously injured. The danger is multifaceted:

- Nearly one in three traffic fatalities involve the consumption of alcohol or drugs. Between 2012-2021, more people have died in alcohol-related incidents (691 deaths) than were murdered in the region (612 deaths).<sup>1</sup>
- Road departure crashes accounted for 21 percent of regional crashes but over 32 percent of the region's fatalities.
- While only 2.2 percent of the region's crashes, and despite Texas reporting over 90percent seat belt usage, nearly 21 percent of the region's deaths involve someone not wearing a seat belt.
- Vulnerable, non-motorized road users, such as pedestrians and bicyclists, make up one in five traffic deaths, while only 2.6 percent of the region's crashes.
- Motorcyclists, while less than two percent of all registered vehicles and less than one percent of all vehicle miles traveled in Texas<sup>2</sup>, represent 14 percent of the region's traffic fatalities.

Addressing traffic safety requires a multi-disciplinary effort involving the engineering of safer roads, the enforcement of traffic laws, the education of the users of the roadways, and the assurance that responders can reach and process traffic incidents in a quick and efficient manner. The process looks at the efforts undertaken and evaluates their effectiveness. It also recognizes the needs of all the transportation system's users.

In May 2019, the Texas Transportation Commission adopted a goal to reduce traffic deaths and serious injuries to zero by 2050. In conjunction with this Road to Zero effort and in compliance with MAP-21 and the FAST Act, CAMPO, through this Regional Traffic Safety Plan and its other efforts, will work to reduce traffic-related fatalities and serious injuries to zero by 2050 within the region.

## SAFETY PLAN DEVELOPMENT

The Capital Area Metropolitan Planning Organization (CAMPO) is the federallydesignated metropolitan planning organization (MPO) for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties ("the region"). CAMPO is responsible for transportation planning efforts that improve the mobility of the region. Its mission is to improve mobility—and ultimately, quality of life—within the six-county region and ensure that the benefits of the transportation system are distributed fairly across all demographics throughout rural, urban, and suburban areas.



Figure 1: Map of the CAMPO Region

With a 46 percent increase in motor vehicle crashes between 2012 and 2019, and nearly 50 percent increase in traffic-related fatalities over the last 10 years, CAMPO and its Transportation Policy Board recognized that more needed to be done to reduce the number of motor vehicle crashes and their resulting fatalities and injuries. In addition, recent federal regulations required that MPOs measure and report not just the levels of traffic fatalities and injuries, but also report their efforts to reduce those fatalities and injuries. CAMPO integrates safety as a component in most of its major programs, including the Transportation Plan (RTP).

To that end, CAMPO commissioned the development of a Regional Traffic Safety Plan to identify and fund opportunities for improving traffic safety. This Plan, in conjunction with CAMPO's State of Safety in the Region, analyzes what contributes to the region's traffic safety problem, identifies the efforts currently being undertaken to improve traffic safety in the region, and submits a program of projects that CAMPO can implement and fund to help address the problem. This Plan strives to meet the Texas Transportation Commission's directive to reduce the number of deaths and serious injuries on Texas roadways to zero by the year 2050.

#### VISION

The creation of a safe regional transportation system that allows users of all modes to travel without fear of injury or death.

#### GOAL

The overarching goal of this Safety Plan, in alignment with the Texas Department of Transportation's Road to Zero, is to reduce the number of traffic related fatalities and serious injuries in the CAMPO region to **<u>zero</u>** by the year 2050

### OBJECTIVES

- To emphasize and promote safety as a critical component in all traffic safety planning and implementation activities
- To measure traffic safety and the performance of regional safety activities
- To identify solutions to address the major contributing factors that contribute to regional fatalities and injuries
- To program funding for those solutions to actively reduce fatalities and injuries.

As MPOs are unique in terms of their activities, authorizations, and prohibitions, this study included a review of other MPOs and how they specifically address traffic safety in their regions. MPOs included:

- Philadelphia, PA/NJ
- Kansas Čity, MO/KS
- Indianapolis, IN

- Houston, TX
- Eugene, OR
- Denver, CO

In developing this plan, it was decided to primarily focus on what CAMPO *specifically* can do to improve traffic safety in the region. A review of MPO safety plans, in addition to conversations with other MPO staff, allowed for a better understanding of an MPO's authority and limitations for implementing countermeasures.

The developers of this plan were given the opportunity to present twice to the Crossroads Coalition, a group of regional safety practitioners from various disciplines created by the TxDOT-Austin District. From these meetings, outreach was undertaken to identify individuals and groups to participate in identifying needs and opportunities where CAMPO can contribute to improving safety. Special appreciation goes out to the following for their contributions to this effort:

Patrick Oborski, Austin PD Jay Crossley, Farm and City Joel Meyer, Austin Transportation Dept. Gabriella Medina, Teens in the Driver Seat Denise Geleitsmann, Austin Public Health Lisa Johnson, TxDOT-Austin District Lewis Leff, Austin Transportation Dept. Carolyn Cook, Federal Railroad Administration Jude Schexnyder, American Motorcyclists Assn. Will Bozeman, TxDOT-Austin District Terry Wilt, Travis County Sheriff's Office Amanda Martinez, TxDOT-Austin District Lisa Sepulveda, City of Austin EMS John Nevares, TxDOT-Austin District Lynn Haas, Bike Texas Mark Busbee, TX Municipal Police Assoc. Ashley Carter, TX SFST Joan Hudson, TTI Boya Dai, TTI Kristen Hullum, St. David's Round Rock Michael Strawn, TX Dept. of Licensing & Regulation Don Rios, Travis County Sheriff's Office James Bailey, TxDOT-Austin District Ben Ettelman, TTI

## THE STATE OF SAFETY IN THE REGION

Motor vehicle crashes impact the CAMPO region daily. They contribute to increased traffic at a minimum. Often, they result in injury, and in some cases, death. For the 10-year period of 2012 to 2021, crashes have claimed the lives of 2,366 people in the region.<sup>3</sup> Using the National Safety Council's methodology<sup>4</sup> for estimating the economic cost of crashes, in 2021 alone, crashes cost the region an estimated \$1.14 billion in travel delay, medical expenses, emergency services, property damage, and lost productivity and wages.

Since 2012, crashes have increased over 46 percent in the region from 23,885 in 2012 to a high of 34,963 in 2019. With the onset of COVID in 2020, regional crashes decreased by 20 percent (compared to 15.6 percent statewide) but increased in 2021 as traffic patterns began their return to pre-pandemic levels. Crash rates (the number of crashes per 100 million vehicle-miles traveled (VMT)) increased 14 percent from 147.7 in 2012 to 168.7 in 2016 and 2017 but have declined 151.1 in 2021. Throughout this period, the regional crash rate has consistently been below the state's rate.

#### Table 1: Regional Crashes, 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	1,001	1,110	1,296	1,574	1,555	1,570	1,411	1,586	1,427	1,807
Burnet	571	621	680	646	816	723	791	899	834	873
Caldwell	578	643	686	641	769	757	770	801	735	708
Hays	2,356	2,335	2,579	3,074	3,319	3,088	3,147	3,157	2,546	3,115
Travis	16,132	16,059	15,521	17,741	19,915	19,445	19,878	20,461	15,713	16,638
Williamson	3,247	4,437	5,535	6,175	6,923	7,402	7,561	8,059	6,749	8,146
Total Regional Crashes	23,885	25,205	26,297	29,851	33,297	32,985	33,558	34,963	28,004	31,287
Pct. Of Statewide Crashes	5.7%	5.7%	5.5%	5.7%	6.0%	6.1%	6.2%	6.2%	5.9%	5.7%

#### Table 2: Regional Crash Rate (Per 100 Million VMT), 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	121.4	132.6	150.5	169.7	163.8	166.0	135.5	149.1	155.9	166.7
Burnet	116.3	117.5	130.7	109.5	132.1	119.0	114.7	84.5	118.4	122.6
Caldwell	130.9	121.7	147.7	136.0	155.3	144.6	143.3	144.3	104.3	126.5
Hays	134.3	126.4	137.3	145.7	149.8	139.5	133.7	121.5	123.9	129.3
Travis	172.7	170.8	167.2	166.7	180.6	179.0	173.7	176.4	175.0	156.0
Williamson	97.7	122.9	148.0	146.4	156.3	168.4	159.8	157.4	155.1	154.3
Regional Crash Rate	147.7	150.5	157.1	157.5	168.7	168.7	161.4	158.9	158.1	151.1
Statewide Crash Rate	176.1	182.4	196.6	202.2	204.3	197.1	192.7	195.0	182.6	193.7

From 2012 to 2016, regional annual fatalities increased over 33 percent from 193 deaths to 257 deaths. While deaths fell between 2017-2019, fatalities increased to their 10-year highs in 2020 and 2021, reflecting a statewide trend. The increase in deaths, in relation to the drop in travel, resulted in a spike in the fatality rate from 1.09 deaths per 100 million VMT in 2019 to 1.48 in 2020, in line with the state's fatality rate.

#### Table 3: Fatalities by County, 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	17	20	14	20	37	26	33	33	28	26
Burnet	10	8	20	11	9	16	7	9	9	11
Caldwell	7	4	14	11	8	13	10	7	11	13
Hays	25	23	19	18	41	28	25	29	30	30
Travis	103	112	92	147	118	118	122	121	141	155
Williamson	31	25	50	42	44	39	40	41	43	52
Total Regional Fatalitie	es 193	192	209	249	257	240	237	240	262	287
Pct. Of Statewide Fata	lities 5.6%	5.6%	5.9%	6.9%	6.8%	6.4%	6.5%	6.6%	6.7%	6.4%

#### Table 4: Regional Fatality Rate (Per100 million VMT), 2012-2021

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	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	2.1	2.4	1.6	2.2	3.9	2.7	3.2	3.1	3.1	2.4
Burnet	2.0	1.5	3.8	1.9	1.5	2.6	1.0	0.8	1.3	1.5
Caldwell	1.6	0.8	3.0	2.3	1.6	2.5	1.9	1.3	1.6	2.3
Hays	1.4	1.2	1.0	0.9	1.9	1.3	1.1	1.1	1.5	1.2
Travis	1.1	1.2	1.0	1.4	1.1	1.1	1.1	1.0	1.6	1.5
Williamson	0.9	0.7	1.3	1.0	1.0	0.9	0.8	0.8	1.0	1.0
Regional Fatality Rate	1.19	1.15	1.25	1.31	1.30	1.23	1.14	1.09	1.48	1.39
Statewide Fatality Rate	1.44	1.39	1.46	1.39	1.40	1.37	1.29	1.26	1.50	1.56

Serious injuries fluctuated between 2012 and 2019, averaging 1,266 injuries a year. In 2020, while it might be expected that serious injuries would have increased in line with fatalities, the region recorded a 10-year low in serious injuries. However, in 2021, serious injuries, along with fatalities, reached a 10-year high.

Comparing serious injuries to travel, the region's serious injury rate has trended downward over the past ten years. However, in contrast to overall crash and fatality rates, the region has predominantly exceeded the statewide serious injury rate throughout the 10-year period.

Table 5: Suspected Serious Injuries by County, 2012-2021												
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
Bastrop	91	111	100	110	104	99	74	65	64	100		
Burnet	49	62	59	57	58	48	52	66	50	48		
Caldwell	40	38	49	34	42	32	44	33	37	48		
Hays	111	139	140	146	156	126	111	150	113	189		
Travis	737	748	657	657	750	754	717	737	571	751		
Williamson	180	244	249	245	238	224	177	215	177	236		
Total Regional Serious Injuries	1,208	1,342	1,254	1,249	1,348	1,283	1,175	1,266	1,012	1,372		
Pct. Statewide Serious Injuries	7.5%	8.0%	7.3%	7.3%	7.7%	7.3%	7.9%	8.0%	6.9%	7.1%		

#### Table 6: Regional Serious Injury Rate (Per 100 million VMT), 2012-2021

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	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	11.04	13.26	11.61	11.86	10.95	10.47	7.10	6.11	6.99	9.23
Burnet	9.98	11.73	11.34	9.66	9.39	7.90	7.54	6.20	7.10	6.74
Caldwell	9.06	7.19	10.55	7.22	8.48	6.11	8.19	5.94	5.25	8.57
Hays	6.33	7.52	7.46	6.92	7.04	5.69	4.72	5.78	5.50	7.84
Travis	7.89	7.96	7.08	6.17	6.80	6.94	6.26	6.35	6.36	7.04
Williamson	5.42	6.76	6.66	5.81	5.37	5.10	3.74	4.20	4.07	4.47
Regional Serious Inj. Rate	7.47	8.01	7.49	6.59	6.83	6.56	5.65	5.75	5.71	6.62
Statewide Serious Inj. Rate	6.81	6.85	7.04	6.63	6.50	6.42	5.29	5.50	5.64	6.82

While much attention focuses on single- and multi-vehicle incidents, crashes involving nonmotorized, vulnerable road users, such as bicyclists and pedestrians must also be considered as part of the safety improvement process. While these crashes are not as frequent (only 2.6 percent of regional crashes), they more likely result in injury or death. On average, 21 percent of fatalities were either bicyclists or pedestrians, with pedestrians being 90 percent of those deaths. As for serious injuries, bicyclists and pedestrians account for 10 percent of all injuries, with 70 percent of these injuries affecting pedestrians.

Table 7: Bicyclist/Pedestrian Fatalities by County, 2012-2021												
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
Bastrop	3	3	3	3	3	3	3	3	3	3		
Burnet	0	0	1	1	1	3	1	1	1	1		
Caldwell	0	0	2	1	0	1	0	1	1	2		
Hays	6	2	0	1	2	2	6	2	5	4		
Travis	31	28	13	43	37	29	39	43	47	46		
Williamson	3	3	2	4	7	6	4	4	9	11		
TOTAL	40	33	19	49	43	38	49	50	57	56		
Pct. Of Regional Fatalities	22.3%	17.7%	9.1%	21.7%	20.6%	18.3%	22.8%	22.9%	26.3%	23.0%		

#### Table 8: Bicyclist/Pedestrian Serious Injuries by County, 2012-2021

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	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	0	2	1	2	1	7	4	2	4	4
Burnet	0	2	0	0	3	1	2	5	2	2
Caldwell	0	3	3	2	2	2	1	3	0	1
Hays	11	12	5	12	13	10	9	18	10	9
Travis	78	111	87	92	94	97	85	118	82	107
Williamson	14	13	11	17	15	18	12	16	11	18
TOTAL	103	143	107	125	128	135	113	162	109	141
Pct. Of Regional Type A	8.5%	10.7%	8.5%	10.0%	9.5%	10.5%	9.6%	12.8%	10.8%	10.3%

CAMPO issues a *Regional State of Safety Report* to provide an overview of the traffic safety issues that impact the region.<sup>5</sup> This report looks at a variety of different factors that impact different types of travelers:

- Alcohol
- Bicycles
- Bus Crashes
- Distracted Driving
- Large Trucks
- Motorcycles

- Older Drivers
- Pedestrians
- Railroad-Grade Crossings
- Road Departures
- Signalized Intersections
- Speeding
- Unrestrained Passengers
- Unsignalized Intersections
- Work Zones
- Young Drivers



While the *Regional State of Safety Report* provides a more detailed overview of the problem in these focus areas, the following two graphs provide a synopsis of how these issues contribute to overall traffic fatalities and serious injuries, along with the percent composition of all regional traffic-related fatalities and serious injuries. It must be noted when looking at these graphs that some of these fatalities and injuries may have resulted from multiple factors (e.g. a road departure with an unrestrained drunk driver) and should not be added together.



During this period, 36 percent of fatalities (853 deaths) involved alcohol or drugs. Over 34 percent of deaths involved vulnerable road users such as pedestrians (442 deaths), motorcyclists (327 deaths), and bicyclists (49 deaths). Nearly 33 percent of fatalities (763 deaths) involved a road departure, and 21 percent (487 deaths) involved individuals not wearing seat belts.

For serious injuries, road departure crashes registered as the largest cause of serious injuries (26 percent of all serious injuries reported). Distracted driving, while resulting in 12.3 percent of fatalities, contributed to over 21 percent of serious injuries. Vulnerable road users (pedestrians, bicyclists, and motorcyclists) consisted of 23.4 percent of all serious injuries reported, with motorcyclists reporting over half of those injuries.

Outside of informing Policy Board members and the public about the region's traffic safety problem, the *Regional State of Safety Report* provides the data to identify what issues are the primary contributors to traffic-related fatalities and serious injuries in the region. The corresponding expectation is that future safety efforts undertaken should focus on these primary contributors.

# FEDERAL REQUIREMENTS OF MPOS FOR IMPROVING SAFETY

With the enactment of the Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation (FAST) Acts, MPOs are now required to establish and track safety-related performance measures to improve traffic safety within their boundaries. Currently, MPOs are required to track the following performance measures:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries (bicycle/pedestrian)

These performance measures are calculated based on a five-year moving average for each of the measures. For the CAMPO region, using crash data from TxDOT's Crash Record Information System (CRIS) and its annual Roadway Inventory reports, the following would be the baseline for these measures:

#### Table 8: Five-Year Moving Averages for Fatalities, Serious Injuries, and Rates

Year	Fatalities	Serious Injuries	Bike-Ped Fatals/ Injuries	Fatality Rate (per 100M VMT)	Serious Injury Rate (per 100M VMT)
2012-2016	220	1,280	162	1.24	7.24
2013-2017	229	1,295	168	1.25	7.06
2014-2018	238	1,262	166	1.24	6.59
2015-2019	245	1,264	185	1.21	6.26
2016-2020	247	1,217	184	1.24	6.10
2017-2021	253	1,222	190	1.26	6.06
MPOs have two options for establishing safety targets:

- 1. The MPO can adopt the State's performance targets
- 2. The MPO can establish its own set of performance targets, with the assumption they will surpass the State's proposed targets.

In May 2019, the Texas Transportation Commission directed TxDOT to work toward the goal of reducing the number of deaths and serious injuries on Texas roadways by half by the year 2035 and to zero by the year 2050. While a new set of corresponding performance measures have been formally established, CAMPO may consider adopting a set of performance targets to meet the Transportation Commission's directive. The following table displays a set of proposed fatality and serious injury performance targets based on TxDOT's Road to Zero:

	Year	Fatalities	Serious Injuries	Bike-Ped Fatals/ Injuries	Fatality Rate (per 100M VMT)	Serious Injury Rate (per 100M VMT)
Near Term Targets	2022	230	1,116	172	1.09	5.38
	2023	222	1,081	166	1.06	5.20
	2024	214	1,046	160	1.02	5.02
	2025	206	1,011	154	0.98	4.84
	2026	198	976	148	0.95	4.66
Long Term	2030	166	836	125	0.80	3.95
	2035	127	661	95	0.62	3.05
	2040	85	441	63	0.41	2.03
	2045	42	220	32	0.21	1.02
	2050	0	0	0	0.00	0.00

#### **Table 9: Proposed CAMPO Safety Performance Measures**

Whether or not the MPO chooses to support the State's targets or establish its own targets, the MPO is expected to:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.
- Integrate safety goals, objectives, performance measures and targets into the Regional Transportation Plan.
- Include a description in the Transportation Improvement Program (TIP) of the anticipated effect of the TIP toward achieving safety targets in the RTP, linking investment priorities in the TIP to those safety targets

#### CAMPO's ROLE IN TRAFFIC SAFETY

The MPO's role in traffic safety has grown slowly over the last 20 years. Due to statutes and limitations placed, MPOs do not have the same level of authority that state DOTs or municipalities have to make certain improvements. While it provides funding for roadway improvements, CAMPO does not construct or maintain roads. In addition, CAMPO cannot utilize its traditional funding (Planning Funds, STBG), for law enforcement purposes to crack down on offenders. Unlike their other funding sources, which are allocated by the state or federal government via formula and/or statute, MPOs are not allocated any safety-specific funding from the Highway Safety Improvement Program (HSIP) to disburse through the TIP process or other calls for projects.

Despite these restrictions, MPOs can still play a role in improving safety and reducing fatalities and serious injuries to zero. TIP and RTP funding can be identified to address safety-specific issues within the confines of the funding source's restrictions. While some of this funding could be used for specific, physical fixes and improvements, it can also be used for addressing largerscale regional approaches.

**CAMPO's Current Safety Efforts**: While it has not established a formal safety program, CAMPO has undertaken efforts to integrate traffic safety into its processes and into its studies. The following are examples of how CAMPO has worked to promote safety improvements:

- **Transportation Improvement Program (TIP)**: CAMPO has incorporated safety as a key factor of the TIP selection process. TIP Projects can receive up to 15 of 100 points for Planning Factors if the project can show a safety improvement benefit. In addition, the Cost-Benefit component, which comprises 50 percent of the total score for roadway projects, takes into account the proposed safety modification and the expected benefits in terms of fewer crashes and resulting injuries and fatalities.
- **2045 Regional Transportation Plan (RTP)**: CAMPO has incorporated safety in its RTP, highlighting it as a critical goal. For the RTP project selection process, CAMPO assigns up to 30 of 100 total points for safety benefits expected from the proposed project.
- **Regional Active Transportation Plan**: The Regional Active Transportation Plan (RATP) outlines the development of a safe and highly functional active transportation network of pedestrian and bicycle facilities for the region. It includes an inventory of existing and planned active transportation facilities, identifies a priority active transportation network, and provides a series of recommendations on facility design and policy for developing safer pedestrian and bicycle transportation systems.
- **Regional Arterials Concept Inventory**: CAMPO commissioned a Regional Arterials Concept Inventory, which identifies and provides a series of best practices in arterial design, looking at road types, roadway hierarchy, connectivity, and context sensitivity. A major component of the Inventory is the Pattern Book, which looks at a variety of areas ranging from high-rise downtown districts to rural areas and provides a series of proposed design treatments with an emphasis on improving safety for all users.

- Incident Management Study: The Incident Management Study identifies issues impacting incident management on the region's roadways and recommends strategies that allow transportation and public safety agencies to identify incidents more quickly, clear travel lanes faster, manage traffic around incident scenes more effectively, and provide advanced notice to travelers to help them avoid congestion.
- **Highway Emergency Response Operator (HERO) Program**: CAMPO, in conjunction with the TxDOT-Austin District, has provided funding through its TIP to co-sponsor the HERO Program, which clears minor crashes from area roadways, assists stranded motorists with gas and minor repairs, and assists with traffic control during larger crash events.
- **Safety Information Dashboard**: CAMPO developed a web-based dashboard to allow for local officials and staff, as well as the general public, to identify traffic safety issues in terms of focus areas, contributing factors, and geography. The Dashboard allows for detailed customization so users can get very specific in searching for crashes.

**Future Opportunities for MPO Involvement**: While it has included safety as components of its programs, CAMPO can more actively engage in traffic safety activities as a dedicated program. The following are opportunities that CAMPO can undertake to improve traffic safety:

**Serve as a Crash Analysis Resource**: CAMPO can receive regular downloads of crash data from TxDOT. While crash data are accessible to all communities, some smaller communities may not have the resources to analyze the data. CAMPO can serve as a central repository for crash information, which will allow member communities and regional safety interests to receive tailored and more accurate information for their needs. In addition, CAMPO staff can assist these organizations in their proposals and applications by supplying and analyzing crash data, and ensuring that the data are complete, to improve the proposal.

**Provide Regular Reporting of Regional Traffic Safety**: With access and the ability to analyze crash data, CAMPO can provide regular reports to its Policy Board, as well as to the public, about regional traffic safety. The State of Safety Report should be a continuing annual report to inform about the specific safety focus areas, including where improvements are being recognized and where deficiencies continue to persist. In addition, CAMPO can conduct interim monthly/quarterly updates for the Policy Board and the public, which will not just provide information, but ensure that the conversation about traffic safety is a continuous one.

**Serve as a Safety Information Clearinghouse:** CAMPO can serve as a clearinghouse for regional, state, and federal safety information, which can help practitioners access information without a time-consuming search. This Clearinghouse would provide comprehensive safety information including:

• A regularly updated regional safety data site that provides safety-related data for all focus areas, including an annual State of Safety Report and the continual maintenance of the Safety Dashboard.

- A series of proven safety countermeasures, by focus area, that can be considered for crash reduction by municipalities and other organizations.
- A comprehensive list of regional safety organizations and efforts that can serve as resources for information and assistance.

**TxDOT/MPO Safety Task Force:** In August 2021, the Texas Transportation Commission established a task force with the state's MPOs to identify and fund safety projects with excess unspent funding from Categories 5, 7, and 8. The Task Force is to establish both a short-term and long-term for identifying immediate investments and to identify future funding opportunities. A key aspect of this effort is the potential for the MPO to receive Category 8 Safety Funding to address safety issues. Prior to this initiative, MPOs had no input into the selection of Category 8 funded projects within their respective regions. The TxDOT/MPO Safety Task Force is an opportunity for CAMPO to advocate for greater regional determination of safety activities that reflect the region's needs and priorities.

#### **Coordination of Regional Safety Activities**:

Similar to some of its other activities, CAMPO can utilize its coordinating capabilities to bring together various traffic safety practitioners to identify potential safety solutions for funding and implementation. This includes the following:

- **Regular Engagement with Safety Practitioners**: CAMPO staff should regularly engage with regional safety partners to better understand regional traffic safety efforts and to receive guidance and feedback on implementing its own efforts. CAMPO should ensure its participation in the Crossroads Coalition, which serves as a forum for regional traffic safety efforts. Not only should CAMPO provide input as a funding source for safety improvements, CAMPO should also work with the Coalition as a whole or appropriate representatives from the Coalition to help design its programs.
- **Coordinated Education Efforts**: CAMPO can bring together organizations to codevelop safety education campaigns, not just in terms of subject matter expertise but also funding. CAMPO can leverage funding from involved groups to access its federal funds to create larger-scale campaigns that individual organizations could not do on their own. This coordination also ensures unified language among the various organizations to engage the traveling public with the same message.
- Call for Projects for Safety Initiatives: While the TIP serves as the funding mechanism for most construction and engineering-related safety improvements, CAMPO can set aside funding specifically for other initiatives to improve traffic safety. Traditionally, organizations that address traffic safety have applied for funding through TxDOT's Section 402 Program. Funding is provided through a statewide call for projects, which can reduce funding for local organizations or leave some organizations out completely. CAMPO, through a separate Call for Projects, can use its set-aside to either enhance funding to Section 402 recipients to increase the local

impacts or fund other programs that can benefit the region but did not qualify for state funding.

**Conduct Safety Assessments of High Injury Locations**: MPOs have historically commissioned various studies for roadway improvements. CAMPO can play an important role through the identification of high-injury roadways and intersections, as well as the commissioning of studies to identify solutions to reduce injuries and fatalities.

- Identification of a High-Injury Network To help identify where best to implement safety improvements, some municipalities and regions have developed High-Injury Networks, which identify roadways with a high level of fatalities and serious injuries. A High-Injury Network can help MPO policy makers prioritize where funding for safety efforts should be spent.
- **Road Safety Audits** A Road Safety Audit is a formal safety review of a road or intersection to identify potential safety issues and recommend opportunities for safety improvements. Audits are usually conducted by an independent, multidisciplinary team to address all modes of transportation.
- In-Depth Safety Studies While Road Safety Audits are extremely useful for identifying safety issues on dangerous roadways, more in-depth safety studies may be needed to provide more detailed approaches and recommendations for addressing safety problems. These studies would include additional data collection (traffic volumes, turning counts, signal timing analysis, speed assessments, etc) and provide detailed recommendations for mitigation. Access Management Studies are an example of a safety study, where the key focus is the reduction of conflict points on roadways through the reduction of driveway access points for businesses and the modification of roadways to prevent certain turning movements (e.g. median implementation).
- **Technical Assistance for Local Safety Planning** Local governments may choose to engage in a comprehensive effort to address traffic safety issues within their communities, similar to the City of Austin's Vision Zero Plan. CAMPO can provide technical assistance to its member governments to develop local safety plans, which would identify high injury locations, major contributing factors, potential solutions, and internal and external organizations that can play a role in implementing those solutions.

**Evaluating and Promoting Best Practices for Improving Safety**: It is important that CAMPO's funding is being spent on countermeasures that have shown benefit in reducing crashes and their resulting fatalities and injuries. Similar to, and perhaps as part of its Congestion Management Process (CMP), CAMPO should evaluate projects funded in its TIP that propose safety-specific countermeasures. Where the CMP process focuses on congestion mitigation strategies to determine if their implementation improved traffic, this safety-specific process will review implemented countermeasures for TIP projects to

determine if the approach reduced crashes, fatalities, and injuries. This process can help to identify lower-cost, quick-implemented strategies that can be proliferated throughout the region for greater reach and impact.

#### THE E'S OF TRAFFIC SAFETY

Improving traffic safety involves a multi-disciplinary effort to address the various factors that contribute to the problem. The approach most often promoted involves the Four **E**'s of Traffic Safety: **E**nforcement, **E**ngineering, **E**ducation, and **E**mergency Medical Services. Each of these components is essential and, when combined and coordinated, have contributed to a reduction in fatalities over the years. More recently, traffic safety improvement efforts have also addressed the **E**valuation of safety implementations to quantify their effectiveness, as well as **E**quity, to ensure that all road users, including those who may have been previously excluded from improvements receive the same level of benefit. CAMPO's traffic safety efforts should incorporate, where possible, the following "E's" when developing and implementing projects:

**Engineering (ENG)**: Traditionally, one of the first factors reviewed in addressing traffic safety problems is the engineering of the roadway. While safety is a consideration when designing a roadway, factors such as development patterns, traffic levels, prevailing speeds, and infrastructure decay may result in a degradation of safety in the present. Engineering remedies can consist of a variety of options ranging from low-cost fixes (restriping, better signage, signal retiming), moderate-cost improvements (road diets, access restrictions, medians) to higher-cost full roadway reconstruction. Engineering efforts should integrate improvements for all road users, including bicyclists, pedestrians, and transit operations, to promote multimodal usage.

**Education (EDU)**: Education efforts serve to influence behavioral change for road users. Crashes often involve an error committed by a road user ranging from a lapse in judgment (failure to stop in time, merging into an occupied lane, failure to yield right-of way, etc.) to more active, unsafe behaviors (speeding, driving under the influence, texting while driving, etc.). Education efforts can inform the traveling public about the dangers of certain driving behaviors, as well as how to use the roadway system in a safer manner. Education campaigns can take many different forms including behavioral-based approaches (drinking and driving, texting, seat belt usage, speeding) to specific road-user groups (pedestrians, bicyclists, motorcyclists, teen drivers). Education campaigns can also be implemented to inform the public about engineering issues such as a major roadway reconstruction or the implementation of how to use new roadway designs, such as roundabouts or a crossover diamond interchange.

**Enforcement (ENF)**: While engineering can physically improve a road, and education can inform its users on how to use the road safely, these efforts cannot ensure that everyone will behave appropriately. Law Enforcement plays a critical role in improving traffic safety on the system. An engineer can design a roadway to reduce speeds, and a community can engage in a corresponding educational effort about the dangers of speeding to better inform the public. However, this will not guarantee that all users will adhere to the speed

limits. Regional data show that alcohol, speed, distraction, and a failure to wear a seat belt play major contributing factors in traffic injuries and deaths. Enforcement activities can instill the importance of the traffic laws in place by imposing fines or potential arrest as a deterrent to unsafe behavior on the roadway. Enforcement efforts, in conjunction with education campaigns (e.g. Click It or Ticket, holiday DWI enforcement, etc.), not only inform the public of the dangers of unsafe driving but increase police presence to show that there are actual consequences.

**Emergency Response (EMS)**: Emergency response involves activities that occur immediately after a crash. This often includes accessing the crash site by responders, providing primary care to injured users, investigating the incident, and protecting other road users from additional involvement in the crash scene. Responders often include law enforcement (for investigating the incident and controlling traffic), fire departments (for extracting and initial care of injured victims), emergency medical services (for additional treatment of victims and transport to hospitals), and tow truck operators (for removing involved vehicles from the scene). Quick end effective response is critical for all parties, as well as the traveling public. Delays in treatment for the injured can potentially result in death. Ensuring a protected incident scene protects the victims and the emergency responders from oncoming traffic. Finally, backups caused by the initial incident can create secondary incidents upstream, further exacerbating traffic and potentially harming other road users.

**Evaluation (EVL)**: While the previous four "E's" have been in use for addressing traffic safety over the years, their true value and viability cannot be accounted for without proper evaluation of their effectiveness. MPOs and their member communities will potentially spend millions of dollars annually on projects that address safety. However, without any evaluation of these projects' impacts, the MPO and its constituents will not know if their money and their decisions have any positive impact. Safety projects should be reviewed to determine whether crashes and resulting injuries decreased due to their implementation. Projects that prove effective should potentially be continued, whereas the MPO and its constituents should potentially stop endorsing and funding approaches that have no impact.

**Equity (EQT)**: Equity, in terms of traffic safety, recognizes that different people have different barriers to the transportation system, which impacts their safety. In addition, Equity acknowledges that certain communities do not have the same, safe level of access to jobs, goods, and services as others. Equity, in terms of traffic safety, looks beyond the crash data in addressing the problem. Which neighborhoods have been neglected in terms of safety improvements in the past? For neighborhoods with low levels of motor vehicle ownership – are investments being made in other modes of transportation? In neighborhoods where English is not the primary language – is traffic safety messaging/signage bilingual? As part of the traffic safety effort, it is important to consider the make-up of the community and its needs in terms of how traffic safety recommendations are implemented.

#### **REGIONAL TRAFFIC SAFETY EFFORTS**

Traffic Safety efforts predominantly are handled by cities, counties, and the state through engineering and constructing safer roadways and enforcing traffic laws. However, there are other regional organizations and efforts that play a role in improving traffic safety throughout the CAMPO region.

**Crossroads Coalition**: The Crossroads Coalition is traffic safety group established by the TxDOT-Austin District to bring stakeholders from all traffic safety disciplines to address the various focus areas of traffic safety. The Coalition meets every other month to share information, identify opportunities for collaboration, and develop approaches to promote safer road use throughout the region. The Coalition also serves as a forum for TxDOT Traffic Safety Program grant recipients to share best practices. The Coalition has created emphasis area teams for impaired driving and for distracted driving to develop strategies that go beyond the limited funding and capacity of existing grant programs. For more information, visit the TxDOT-Austin District website at <a href="https://www.txdot.gov/inside-txdot/district/austin.html">https://www.txdot.gov/inside-txdot/district/austin.html</a>.

**City of Austin Vision Zero Program**: The City of Austin has implemented a comprehensive Vision Zero strategy to end traffic-related fatalities and serious injuries, while increasing safe, healthy, and equitable mobility for all. The program, headed by the Austin Transportation Department, works in conjunction with the City's Police Department, Municipal Court, Public Health Department, and Public Works to comprehensively address the problem including engineering, enforcement and prosecution, education, urban design, and an overall culture change about traffic safety. For more information, visit the City of Austin's Vision Zero website at <u>http://austintexas.gov/department/vision-zero</u>.

**Ghisallo Cycling Initiative**: Ghisallo's Cycling Initiative focuses on teaching children a variety of bicycle-related skills and knowledge, including the benefits of bicycling, safe bicycling skills, and bicycle maintenance. The program also facilitates bicycle ownership for those who cannot afford their own bicycles. Ghisallo offers clinics, courses, and bike rodeos to children on safe bicycling, including basic riding and safety skills, helmet fitting, bicycle control and handling skills, hand signal usage, and the rules of the road. For more information, visit the Ghisallo website at http://ghisallo.org/.

**Teens in the Driver Seat® (TDS)**: Teens in the Driver Seat, created by the Texas A&M Transportation Institute, is the first peer-to-peer program for teens that focuses solely on traffic safety and addresses all major risks for this age group. The program recognizes that teenagers are more likely to listen to their peers than to adults. Working with a core group of interested students, TDS works through high schools and middle schools to provide information about the most common causes of crashes by teen drivers (distraction, driving at night, speeding, seat belt usage, and alcohol). With the information provided, the students involved in the Program create and actively promote the messaging to their fellow students. For more information, visit the TDS website at <u>https://www.t-driver.com/</u>. **Mothers Against Drunk Driving (MADD)**: Mothers Against Drunk Driving (MADD) is a nonprofit organization engaged in reducing and preventing drunk driving while providing support to those whose relatives and friends were killed by drunk drivers. While predominantly an advocacy group, MADD has implemented the Take the Wheel Initiative, which provides educational resources regarding DWI to law enforcement, prosecutors, judges, parents, children, and the community. In addition, Take the Wheel engages in monitoring court proceedings to provide information about DWI case prosecution and law enforcement. For more information, visit the MADD-Texas Chapter website at <a href="https://www.madd.org/texas/">https://www.madd.org/texas/</a>.

**Travis County Attorney's Underage Drinking Prevention Program (UDPP)**: The mission of the UDPP is to promote the message that underage drinking is illegal, unhealthy, and unacceptable. The task force, which serves Travis, Hays, and Williamson counties, is comprised of social service, law enforcement, and other agencies and individuals, including TxDOT, MADD, Travis County Sheriff's Office, Austin Police Department, the Texas Alcoholic Beverage Commission, area school districts and colleges, and health care providers. The program educates on the linkages of underage drinking and other socially-unacceptable behaviors, creates public education programs geared towards young people, and increases community awareness of the social availability of alcohol through family, friends, and strangers. For more information, visit the Travis County's UDPP website at https://www.traviscountytx.gov/county-attorney/underage-drinking-prevention.

**Focus on Reducing Impaired Driving Among Youth (FRIDAY)**: The purpose of the FRIDAY (Focus on Reducing Impaired Driving Among Youth) program is to provide law enforcement officers with the tools necessary to reduce underage drinking in Texas. The FRIDAY program was developed under the guidance of law enforcement officers, the Texas Alcoholic Beverage Commission, school district officers, TxDOT, and staff from the Texas Municipal Police Association. For more information, visit the FRIDAY website at <u>http://www.texasfriday.org/</u>.

**Safe Kids Austin/Dell Children's Hospital**: Safe Kids Austin, led by Dell Children's Medical Center of Central Texas, is a coalition of over 40 regional organizations focused on reducing child injury primarily by promoting safety in vehicles, in and around water, and while walking and biking. Safe Kids provide a series of programs including child passenger safety seat inspections, bicycle and pedestrian safety events, and the provision of no-cost to lower-cost bicycle helmets. For more information, visit the Safe Kids Austin website at <a href="http://www.safekidsaustin.org">http://www.safekidsaustin.org</a>.

**LifeSteps (Williamson County Council on Alcohol and Drugs):** LifeSteps serves the citizens of Williamson County, providing assistance to those suffering from drug and alcohol abuse and their families. LifeSteps received funding from TxDOT for two DWI-related programs. The *Safe Homes* Program provides parents and students information about the dangers of underage drinking and impaired driving both at home and at school. The *Be Sober On Wheels* Program is a multifaceted approach to reducing impaired driving by

working with alcohol retailers, parents, and other community members, including the development of a DWI Task Force to reduce traffic fatalities throughout the county. For more information, visit LifeSteps website at <u>https://lifestepscouncil.org/</u>.

**Safe Riders/Department of State Health Services**: Safe Riders is a program out of the Texas Department of State Health Services (DSHS) that provides information about child passenger safety. While the program's information is beneficial to all with small children, one of its major focus areas is the provision of free child safety seats and education to low-income families. Safe Riders works with other organizations and certified Child Passenger Seat Technicians (CPSTs) to help expand the program. For more information, visit the Safe Riders website at https://www.dshs.texas.gov/saferiders/default.shtm.

**TxDOT Selective Traffic Enforcement Program (STEP)**: To enhance the enforcement of safe driving laws, TxDOT provides law enforcement agencies grant funding through its Selective Traffic Enforcement Program (STEP). These STEP grants pay law enforcement agencies overtime for traffic law enforcement activities, with a focus on holiday periods (Christmas, Thanksgiving, Spring Break, etc). Agencies are encouraged to focus their efforts on reducing intersection-related violations, driving while intoxicated, seat belt usage, distracted driving/texting while driving, and speeding. In addition to Comprehensive STEP grants, agencies can also apply specifically for Commercial Motor Vehicle (CMV) enforcement grants, where law enforcement ensure that truck drivers are adhering to traffic safety laws. For more information, visit TxDOT's STEP Request for Proposals website at https://www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html.

**TxDOT General Safety Grants**: In addition to law enforcement funding, TxDOT General Traffic Safety grants provide funding to organizations that address one of 14 identified highway safety program areas. Many of the regional organizations listed in this section receive a portion of their funding from these grants. Organizations eligible for these grants include state and local governments, educational institutions, and non-profit organizations. For more information, visit TxDOT's General Safety Grant Request for Proposals website at https://www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html.

**AARP Driver Safety for Older Drivers**: The American Association of Retired Persons (AARP) offers the Smart Driver<sup>™</sup> course, the nation's first and largest refresher course designed specifically for drivers age 50 and older. This course provides older drivers proven safe-driving techniques so they can continue driving safely. Course topics include the current rules of the road, defensive driving techniques, and how to operate a vehicle more safely in today's increasingly challenging driving environment. The course also addresses how older drivers can manage and accommodate changes in vision, hearing, and reaction time that decline with age. AARP also provides resources for families to help assess the driving skills of older drivers, provide possible occupational therapy to improve driving, or even work with families in deciding whether to take away the car keys from an older family member. For more information, visit the AARP Smart Driver website at https://www.aarpdriversafety.org/.

**Motorcycle Safety Courses**: Motorcycle crashes, while only three percent of the region's crashes, make up over 15 percent of the region's fatalities and 14 percent of its serious injuries. One potential contributing factor to this over-representation is a lack of motorcycling skills by riders. The Texas Department of Public Safety (TxDPS) requires new motorcyclists to take a Department-certified motorcycle safety course in order to receive a license to operate a motorcycle. While riders only need the Basic Course to receive a license, many providers also offer advanced safety courses for current riders, which enhances basic operating skills while focusing on crash-avoidance skills. For more information about course providers, visit TxDPS's Motorcycle Training Location website at <u>http://www.dps.texas.gov/msb/map</u>.

**Texas Municipal Courts Education Center (TMCEC) Programs**: TMCEC, through TxDOT funding, created two programs that help educate students K-12 about the dangers and consequences of unsafe driving. The Driving on the Right Side of the Road (DRSR) program provides traffic safety storybooks and lessons that it distributes to schools free of charge, with a goal of reaching over 60,000 teachers and students in Texas each year. Efforts include teacher trainings/workshops, setting up information and giveaway booths at school-related conferences, attending other community outreach events, and shipping materials to schools that request them. In addition, TMCEC has Municipal Traffic Safety Initiatives (MTSI) focused on preventing impaired driving through Texas municipal courts. Activities include impaired driving courses at judicial education seminars and through webinars, distribution of free anti-DUI and DWI books and materials, and recognition of municipal courts that demonstrate excellence in impaired driving prevention. For more information, visit the TMCEC website at <u>https://www.tmcec.com/</u>.

#### PROPOSED SAFETY-RELATED ACTIVITIES FOR FUNDING

Based on feedback received by stakeholders, as well as efforts undertaken by other MPOs to address traffic safety, this plan proposes the following program of activities to be implemented in CAMPO's efforts to reduce the number of traffic fatalities and serious injuries. Each of these proposed efforts have been categorized based on the E's of Traffic Safety that they address, including Engineering (**ENG**), Education (**EDU**), Enforcement (**ENF**), Emergency Response (**EMS**), Evaluation (**EVL**), and Equity (**EQT**):

**Call for Projects to Support Local/Regional Programs (ENG, EDU, ENF, EQT)**: There are various local, state, and national organizations that conduct activities to improve traffic safety throughout the region. While some of these organizations provide beneficial services, their funding levels might limit the quantity of services provided. CAMPO can provide funding to boost these organizations' efforts throughout the region. However, CAMPO cannot program funding to a specific organization without a formal process to qualify and quantify a program's benefits. CAMPO can conduct a Call for Projects to identify programs and organizations that it can support to address various traffic safety problems in the region. *ESTIMATED COST: \$300,000/year* 

**Regional Traffic Safety Outreach Effort (EDU, EQT)**: CAMPO is in a position to fund outreach initiatives to address various traffic safety problems. Currently, several regional entities have engaged in some level of safety outreach individually, but limited funding has reduced its potential impact. TxDOT receives funding for safety outreach statewide, but a fraction of it is used for the Austin area. Both the City of Austin and Capital Metro have previously partnered on distracted driving education, with an expressed interest in future partnering on other safety matters. By working together with CAMPO, both in terms of coordinated messaging and leveraged local funding, a comprehensive, expanded, and united messaging effort can be developed that can reach more people to try to reduce fatalities and injuries. In addition, to address the lack of adequate and available messaging, a portion of this effort should be focused on Spanish-language safety messaging. *ESTIMATED COST: \$1.5 million for initial development, \$500,000/year for future media buys and product production.* 

#### Development of a Comprehensive Regional Traffic Safety Clearinghouse (EDU):

CAMPO can set up a one-stop Regional Traffic Safety Clearinghouse to provide information about all aspects of traffic safety in the CAMPO area. The Clearinghouse, which will primarily reside on the Internet, will contain links to resources throughout the region that address traffic safety, sorted by focus area for easier access. This may include:

- Regional crash data dashboard (currently in development), which allows users to identify crashes geographically and by safety focus area
- A Toolkit of safety countermeasures for implementation by communities and other organizations
- Links to studies showing safety implementation benefits
- Links to local, state, and national efforts that address different facets of traffic safety
- Educational materials

In addition, the Clearinghouse can involve the regular collection of crash data from TxDOT by CAMPO staff, to be used for analysis and project development. **ESTIMATED COST: \$75,000 for Clearinghouse Creation** 

**Commissioning Local Safety Plans (ENG, EDU, ENF, EVL, EQT)**: To assist communities that wish to address their traffic safety issues, CAMPO may provide funding for the development of two local safety plans for interested cities or counties per year. *ESTIMATED COST: \$125,000 per plan/two plans per year* 

**Road Safety Audits (ENG, EVL):** To identify safety deficiencies on high-incident roadways, CAMPO may conduct up to three road safety audits a year. These multidisciplinary audits provide a comprehensive, impartial review of a road's safety condition and propose potential solutions for consideration ranging from low-cost implementations to redesigns (not including engineering). **ESTIMATED COST: \$125,000 per audit/three per year**  **Environmental Justice (EJ) Zone Safety Assessments (ENG, EQT):** CAMPO may conduct targeted safety assessments within Environmental Justice (EJ) Zones identified in the 2045 Regional Transportation Plan (RTP). EJ zones are areas consisting of predominant minority and lower-income populations, which have traditionally received less attention in terms of infrastructure improvements. Residents of EJ zones tend to be more reliant on other modes of transportation than a personal vehicle, including transit, bicycles, and walking. These assessments will be similar to, but more comprehensive than a standard road safety audit, and will review safety conditions for all transportation modes. **ESTIMATED COST: \$250,000 per assessment** 

**Study of High-Incident Intersections/Low-Cost Improvements (ENG, EVL)**: In an effort to maximize safety improvement affordably, CAMPO may study 25 intersections throughout the region per year to implement low-cost improvements, such as improved striping, crosswalk marking improvements, improved signage, signal phasing, installing pedestrian signal -heads, etc. CAMPO will identify locations for the study's consideration and work with the agencies responsible for the intersections identified. This single consolidated study approach will help reduce costs associated with smaller agreements with individual agencies. *ESTIMATED COST: \$400,000 for a 25-intersection study* 

**Speed Intervention/Traffic Calming Studies (ENG, EVL)**: CAMPO may conduct studies that identify potential speed interventions/traffic calming measures on two roadways per year. These studies will design and recommend measures that will reduce speeds, especially in high traffic, multimodal neighborhoods (roundabouts, road diets, corner curb extensions, etc.). These studies, while not full engineering efforts, will quantify the problem and propose design elements for implementation on these facilities. *ESTIMATED COST: \$150,000 per study/two studies per year* 

**Right Turn on Red Prohibition Study (ENG, EVL)**: An issue that impacts pedestrian safety is the right for vehicles to turn right at a red light. While turning right, drivers will primarily focus to the left to identify oncoming traffic, failing to recognize a pedestrian on the right with right-of-way to cross. The proposed study will look at intersections with past pedestrian crashes or high pedestrian volumes to implement Right Turn on Red Prohibitions and study their effectiveness. **ESTIMATED COST: \$100,000** 

**E-Scooter Study (EVL, EDU, ENF)**: E-Scooters quickly became a popular mode of transportation in the region. While they provide a lightweight and quick option for getting around, their integration into the transportation system has not been smooth, creating safety issues for scooter riders, motor vehicle drivers, and pedestrians. The City of Austin, in conjunction with the Centers for Disease Control, conducted an initial study to assess e-scooter related injuries. The proposed study would look at what communities can do to better integrate e-scooters into the transportation system and reduce the number of injuries caused by them. **ESTIMATED COST: \$250,000** 

Access Management Studies (ENG, EVL): Access Management Studies help identify opportunities to improve safety through the reduction of roadway access points and the corresponding conflict points (e.g. driveway spacing, driveway consolidation, median construction, dedicated right/left turn lanes) where crashes can occur. These studies can result in potential lower-cost retrofits, as opposed to full reconstructions, that can improve safety along a roadway. ESTIMATED COST: \$500,000 per study/one study per year

**Continued Support of Regional Traffic Incident Management (TIM) (EMS)**: Incident management plays an important role in traffic safety, especially on the freeway system. Incidents need to be processed and cleared in quick order to protect those injured in a crash, remove disabled vehicles and their passengers from high-speed traffic, and to prevent secondary crashes from occurring to travelers sitting in the incident-generated queue. CAMPO commissioned and adopted a Regional Incident Management Plan, which outlines a set of recommendations for improving and expanding incident management throughout the region. In addition, CAMPO, in conjunction with TxDOT, has programmed funding for the HERO Program to remove disabled vehicles from the roadways and manage traffic during incidents. CAMPO, in addition to continuing financial support of TIM programs, should evaluate these programs to determine their effectiveness and recommend possible changes to enhance their effectiveness. *ESTIMATED COST: \$8 million per year* 

CAMPO, due to statutory restrictions and funding availability, is somewhat limited in terms of what it can use to fund its safety efforts. Its primary funding mechanism is the Transportation Improvement Program (TIP), which is predominantly funded through TxDOT allocations of federal funding. Its funding options include:

- **Category 7 Metropolitan Mobility and Rehabilitation**: Category 7 funding addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater. Category 7 is CAMPO's most flexible funding source, which, while used primarily for roadway widenings, new roadways, and interchange improvements, can also be used for most of the recommended projects below.
- **Category 8 Safety**: Category 8 funding addresses highway safety improvements through various programs including the Highway Safety Improvement Program (HSIP), the High-Risk Rural Roads Program, the Selective Traffic Enforcement Program (STEP), and Section 402 General Safety grants. Unlike Category 7 funding, Category 8 funding is not allocated to the MPOs. Traditionally, individual agencies apply for funding directly through TxDOT for individual projects. The MPO can apply for Category 8 for the proposed projects, but it will be competing statewide for funding.
- **Category 9 Transportation Alternatives Program (TAP):** Category 9 funding allows for the implementation of projects that specifically improve safety and mobility for non-motorized transportation such as walking and bicycling. The Infrastructure Investment and Jobs Act provided increased funding for this program by 60 percent, promoting increased development of safe non-motorized facilities.

• **Toll Development Credits (TDC)**: While not a funding source, TDCs should be considered as a local match option where a project might have challenges in obtaining local contributions.

#### REFERENCES

<sup>1</sup> Figures for 2012-2021 from Texas Department of Public Safety, "Crime in Texas": <u>https://www.dps.texas.gov/section/crime-records/crime-texas</u>

<sup>2</sup> Texas A&M Transportation Institute, Center for Transportation Safety, "Analysis of Motorcycle Crashes in Texas, 2010–2017," Page 29, September 2018: <u>https://www.looklearnlive.org/wp-</u> content/uploads/2018/09/MotorcycleAnalysisReportFinal\_Final.pdf

<sup>3</sup> 2012-2021 data from Texas Department of Transportation Crash Records Information System (CRIS) downloads <sup>4</sup> National Safety Council, "Guide to Calculating Costs of Motor Vehicle Injuries": <u>https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/</u>

<sup>5</sup> CAMPO, *Regional State of Safety Report*, Updated September 2022

# Appendix L State of Safety Update







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## STATE OF SAFETY UPDATE: 2014-2023

#### State of Safety in the CAMPO Region 1 Regional Overview 2 Alcohol-Related Crashes 4 Distracted Driving Crashes 5 Speed-Related Crashes 6 Failure to Control Speed 7 **Unrestrained Occupants** 8 Young Drivers 9 Older Drivers 10 Bicyclists 11 Pedestrians 12 Motorcyclists 13 Large Trucks 14 Buses 15 Railroad Grade Crossings 16 Road Departures 17 Signalized Intersections 18 Unsignalized Intersections 19 Work Zones 20

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## STATE OF SAFETY IN THE CAMPO REGION

The following report provides an annual update of the Regional State of Safety Report, released in October 2021. Crashes in the CAMPO region continued to increase from the declines experienced during the COVID pandemic in 2020-2021. While still below 2019 highs (34,963 crashes), regional crashes increased to 33,866 in 2023, up 1.6 percent from 2022 (33,338 crashes) and 20.9 percent from 2020 levels (28,004 crashes).

Regional fatalities and serious injuries both declined from their 20-year highs in 2023. Traffic fatalities (297 deaths) declined 11.6 percent from 2022 (336 deaths). In addition, the region's share of statewide traffic fatalities decreased from 7.5 percent in 2022 to 6.9 percent in 2023. Serious injuries (1, 425 injured) dropped 4.9 percent over 2022 (1,498 seriously injured).

Looking at individual safety focus areas in 2023, crashes at unsignalized intersections represented the largest crash factor in terms of total events. Alcohol played the largest factor in regional fatalities, while crashes at unsignalized intersections contributed to the largest number of serious injuries.

Crash Focus Area*	Crashes	Pct. of all crashes	Fatalities	Pct. of Fatalities	Serious Injuries	Pct. of Injuries
Unsignalized Intersections	9,416	27.8%	52	17.5%	348	24.4%
Distracted Driving	8,682	25.6%	36	12.1%	283	19.9%
Failure to Control Speed	6,857	20.2%	44	14.8%	256	18.0%
Road Departures	6,229	18.4%	80	26.9%	328	23.0%
Signalized Intersections	5,892	17.4%	25	8.4%	232	16.3%
Young Drivers	4,655	13.7%	39	13.1%	226	15.9%
Older Drivers	2,548	7.5%	26	8.8%	119	8.4%
Alcohol-Related	2,049	6.1%	82	27.6%	223	15.6%
Work Zone	1,698	5.0%	22	7.4%	60	4.2%
Speeding	1,621	4.8%	58	19.5%	160	11.2%
Unrestrained Occupants	949	2.8%	51	17.2%	159	11.2%
Large Trucks	925	2.7%	21	7.1%	50	3.5%
Motorcycles	690	2.0%	46	15.5%	192	13.5%
Pedestrians	424	1.3%	60	20.2%	95	6.7%
Bicyclists	271	0.8%	6	2.0%	36	2.5%
Bus Crashes	235	0.7%	2	0.7%	17	1.2%
RR Grade Crossing	43	0.1%	1	0.3%	0	0.0%

\*Crash focus areas reflect crashes where the focus area is a factor, but not necessarily the sole factor in the crash. Data should not be added together for a cumulative result.

Five focus areas - alcohol, speeding, unrestrained occupants, motorcycles, and pedestrians - continue to register considerably disproportionate fatality and serious injury levels compared to the number of crashes experienced.

The following set of charts provides a synopsis of regional crashes based on the 16 identified focus areas addressed in the Regional State of Safety Report.

#### **REGIONAL OVERVIEW**













## ALCOHOL-RELATED







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## **DISTRACTED DRIVING**







#### SPEED-RELATED







## FAILURE TO CONTROL SPEED







## **UNRESTRAINED OCCUPANTS**







## **YOUNG DRIVERS**







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## **OLDER DRIVERS**







#### BICYCLISTS







#### PEDESTRIANS







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## MOTORCYCLES







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## LARGE TRUCKS







#### **BUS CRASHES**







## **RAILROAD GRADE CROSSINGS**







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#### **ROAD DEPARTURES**






### SIGNALIZED INTERSECTIONS







### UNSIGNALIZED INTERSECTIONS







### **WORK ZONES**







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# Appendix M Review of Subregional and Local Plans



# **Existing Studies and Plans**

# Introduction

The Capital Area Metropolitan Planning Organization (CAMPO) is currently updating its federally mandated long-range transportation plan for the six-county capital area region. The new 2050 Regional Transportation Plan (2050 RTP) will build on CAMPO's 2045 RTP. The plan will integrate recent studies and plans from CAMPO and its member agencies, as well as new guidance from the federal Infrastructure Investment and Jobs Act (IIJA), commonly known as the Bipartisan Infrastructure Law. The IIJA was signed into law in November 2021. It authorizes \$550 billion over fiscal years 2022 through 2026 in new federal investment in roads, bridges, mass transit, water infrastructure, resilience, and broadband.<sup>1</sup>

# Purpose

The purpose of this memorandum is to document findings and results from recent studies and plans to support CAMPO's RTP development process. The sources of the plans and studies include CAMPO and its member agencies, including the Texas Department of Transportation (TxDOT) and others. Reviewing and summarizing plans and studies from the region is important for multiple reasons, including:

- 1. **Gaining Holistic Understanding**: Analysis of existing plans and studies enables planners to gain a more holistic understanding of the region's transportation challenges, existing infrastructure, and land use patterns. Such understanding is crucial for comprehensively addressing the long-range transportation needs of the region, which is a long-standing requirement of federal transportation law.<sup>2</sup>
- 2. **Identifying Gaps**: Existing studies and plans may reveal gaps or areas where improvements are needed. Reviews of other plans and studies help planners to identify underserved communities, service issues, and infrastructure deficiencies.
- 3. **Best Practices**: Learning about successful strategies through other studies and plans helps planners to adopt best practices for incorporation into the RTP.
- 4. **Coordination**: Coordinating with member jurisdictions supports the federal requirement to plan cooperatively and helps ensure consistency between the activities of different member governments. It also helps member agencies to share data and collaborate more effectively to enhance regional connectivity.
- 5. **Policy Alignment**: Aligning the RTP with existing policies of member organizations ensures consistency of effort throughout the region and maximizes funding opportunities.

<sup>&</sup>lt;sup>2</sup> 23 CFR § 450.306 - Scope of the metropolitan transportation planning process



<sup>&</sup>lt;sup>1</sup> https://www.fhwa.dot.gov/bipartisan-infrastructure-law/

6. **Data Validation**: Existing studies and plans provide data on population growth, travel patterns, and land development. Review of this data helps ensure the accuracy of planning assumptions made for the RTP.

In short, reviewing other plans and studies enhances understanding, informs decision-making, and promotes effective regional transportation solutions.

# Summary

### **OVERVIEW OF CAMPO PLANNING AREA**

The CAMPO metropolitan transportation planning area encompasses a population of more than 2.5 million residents spread over a land area of approximately 5,200 square miles.<sup>3</sup> Austin, the fourth largest city in Texas as well as the state capital, is the largest city in the planning area. Austin is located in Travis County, one of the six counties that comprise the CAMPO region. The population of the CAMPO region has been growing rapidly (by about 8.4 percent between 2020 and 2023) and is expected to increase to 4.8 million by 2050 with employment expected to grow by 125 percent.<sup>4</sup> As the state capital, Austin employs over 185,000 government workers, though is also home to many major employers in multiple sectors (electronics manufacturing, education, biotechnology, and others) as well as several corporate headquarters including Tesla and Whole Foods.<sup>56</sup> Outside of Austin, the CAMPO region also hosts other large employers such as Dell headquarters in Round Rock, a Samsung factory in Taylor, and an Amazon fulfillment center and Texas State University in San Marcos. The University of Texas at Austin is a Tier One research university with international standing. It employs around 24,000 people and enrolls approximately 51,000 students each year. Austin is also increasingly a hub for startup business activity, creative media and tourism. The region draws more than 30 million visitors annually, especially through arts festivals such as South by Southwest, Fusebox Festival, Luck Reunion, and Austin City Limits.<sup>7</sup> The CAMPO region experiences nearly 300 sunny days per year, with increasingly hot summers and increasingly mild winters.<sup>8</sup> The region increasingly faces multiple weather-related phenomena that affect the transportation system, including heatwaves, droughts, and extreme weather events such as wildfires.9

<sup>&</sup>lt;sup>9</sup> <u>https://earth.org/texas-climate-change/</u>



<sup>&</sup>lt;sup>3</sup> <u>https://www.census.gov/quickfacts/</u>

<sup>&</sup>lt;sup>4</sup> https://www.campotexas.org/wp-content/uploads/2024/06/2045-RTP-Summer-Update.pdf

<sup>&</sup>lt;sup>5</sup> <u>https://atxtoday.6amcity.com/city-guide/work/top-industries-employers-austin-tx</u>

<sup>&</sup>lt;sup>6</sup> https://www.indeed.com/career-advice/finding-a-job/largest-companies-headquartered-in-austin-tx

<sup>&</sup>lt;sup>7</sup> https://www.austintexas.org/travel-professionals/

<sup>&</sup>lt;sup>8</sup> https://www.ncei.noaa.gov/access/monitoring/climate-at-a-glance/

### **KEY TAKEAWAYS FROM STUDIES AND PLANS**

The plans and studies summarized in this memorandum are intended to guide the CAMPO region toward a future in which transportation is safer, more efficient, and seamlessly interconnected. Several key themes emerged from the review. These themes are summarized below.

### **Regional and Statewide Plans**

CAMPO's 2045 RTP and other plans focusing on a wide geography (e.g., the TxDOT plans) generally provide a comprehensive vision for transportation in the CAMPO region and the greater Austin area. They emphasize several priority areas:

- Enhancing safety by reducing crashes and their severity.
- Alleviating roadway congestion.
- Undertaking roadway improvement projects.
- Addressing network gaps.
- Fostering inter-agency collaboration.
- Improving data collection.
- Promoting a multimodal transportation system.
- Expanding transit services.

### Public Transportation Plans

Plans that focus on public transportation tend to highlight:

- The public's desire for extended transit service and hours.
- The need for regional service in growing areas.
- The importance of improving active transportation infrastructure near transit hubs.

### Active Transportation Plans

Active transportation plans focus on walking, bicycling, and rolling (e.g., scooters). They underscore:

- The public's demand for better safety measures.
- The need for more active transportation infrastructure.
- The importance of creating connections between towns for active transportation.

### **Freight Transportation Plans**

Freight plans tend to address:

- The increasing demand for freight services in the region.
- The concentration of freight-intensive jobs along the I-35 corridor.
- Projects related to asset preservation, economic development, innovation, and network resiliency.



### **Rail Plans**

Central Texas has been a focal point for several rail plans that explore the feasibility and benefits of new rail services. These plans emphasize:

- Support for a more multimodally-connected Texas.
- Strategic use of existing infrastructure to enhance mobility.

### **Corridor and Subarea Studies**

Corridor studies examine specific locations in the greater Austin area, revealing themes such as:

- Mitigating congestion.
- Enhancing multimodality through active transportation improvements.
- Addressing transportation needs driven by anticipated regional growth.

### **Other Miscellaneous Plans and Studies**

Other plans and studies focus on specific transportation system elements or concerns, including:

- Increasing safety within the system.
- Evaluating the feasibility of Intelligent Transportation Systems in the CAMPO region.
- Managing environmental impacts through congestion management and multimodality.
- Using transportation demand management to improve mobility through expanded travel options, outreach, and education.

Overall, these reviewed plans envision a future where CAMPO and Texas experience reduced road congestion through improved roadways and expanded transportation options. By integrating walking, biking, and transit, the plans aim to enhance safety, boost economic strength, and promote equity and environmental stewardship through a more fluid, multimodal transportation network.



# Scope of the Review

Studies, plans, and processes reviewed or noted in this memorandum include:

- CAMPO 2045 RTP Studies, Plans and Processes:
  - 2045 Regional Transportation Plan
  - Regional Active Transportation Plan
  - Regional Incident Management Study
  - Regional Arterials Concept Inventory
  - Regional Transit Study
  - **D** Regional Transportation Demand Management Plan
- Other Regional Studies, Plans and Processes:
  - ITS Architecture Study (2019 version reviewed. An update is currently underway)
  - **D** Regionally Coordinated Transportation Plan (RCTP)
  - Congestion Management Process (CMP)
  - Congestion Management Process Update (draft)
  - Regional Freight Study (draft)
  - Interchange Bottlenecks Study (not yet developed)
  - Regional Mobile Emissions Reduction Plan (MERP) (not yet developed)
  - Regional Traffic Safety Plan(s) (draft)<sup>10</sup>
  - Regional State of Safety Update
  - **D** Regional Bicycle and Pedestrian Inventory Update
  - 2025-2028 Transportation Improvement Program
  - Unified Planning Work Program 2025 & 2026
  - Central Texas Traffic Management System (CTTMS)
- Subregional Studies, Plans and Processes:
  - Bergstrom Spur Corridor Study
  - Capital-Alamo Connections Study
  - Luling Transportation Study
  - MoKan/Northeast Subregional Plan
  - San Marcos Transportation Corridors Study
  - Williams Drive Study
  - Austin Avenue Corridor Study
  - CAMPO Project Readiness Program
  - USDOT SS4A Grants
  - Austin-Bergstrom Airport Expansion & Development Program

<sup>&</sup>lt;sup>10</sup> Two safety action plans are currently under development as of the publication date of this memorandum. The geographic scope of the first plan encompasses the entire CAMPO planning area minus Travis County. The second focuses just on Travis County. CAMPO and Travis County are working separately on each of these plans.



- Transit and Rail Studies and Plans
  - Amtrak/Passenger Rail Corridor Studies
  - CARTS Transit Study
  - CapMetro Long-Range Plan
  - Austin Transit Partnership Light Rail Implementation Plan
  - Austin Light Rail Phase 1 Project Coordination Plan
- TxDOT Studies, Plans and Processes:
  - **TxDOT Unified Transportation Program**
  - TxDOT Statewide Long-Range Transportation Plan
  - Texas Delivers 2050: The Texas Freight Mobility Plan
  - TxDOT I-35 Capital Express Program
  - TxDOT Statewide Active Transportation Plan
  - TxDOT Statewide Transit Plan
  - TxDOT Resilience Plan
  - TxDOT Austin District Studies
  - TxDOT Triennial Highway Safety Plan
  - Texas Carbon Reduction Strategy
  - Transportation Emissions Reduction Plan



# CAMPO 2045 RTP Studies, Plans and Processes

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
САМРО	2045 Regional Transportation Plan	The population of the CAMPO region has more than doubled since 1990. The CAMPO, Killeen-Temple, San Antonio region is becoming a megaregion. The CAMPO region's population is moving further outside of the urban cores, leading to longer commutes and increased congestion on highways and major arterials. The plan's goals focus on equity, economy, innovation, mobility, safety, and stewardship.	Sustained population growth in the CAMPO region will generate increased demand for transportation services and infrastructure. Vehicle crashes have been increasing, with 44 percent of crashes involving a cyclist or pedestrian. It is unclear at this stage how the development of autonomous vehicles, electric vehicles, and connected vehicles will impact the region. These new vehicle technologies may perpetuate the region's dependence on automobiles at the expense of other travel modes.
САМРО	2045 Regional Active Transportation Plan	This plan includes an analysis of active transportation infrastructure, analyzes the composite demand for active transportation infrastructure, and prioritizes network improvements in terms of timeframe and need. The plan considers each county's active transportation infrastructure policies and codes to determine the degree to which they promote active travel and compliance with the Americans with Disabilities Act (ADA). The plan's recommendations focus on accessibility, connectivity, Complete Streets policy adoption, and multimodalism.	The plan prioritizes a network of active transportation infrastructure improvements by timeframe and need. The network emphasizes active transportation connections between towns in the region. Public input and survey responses showed a desire for safety improvements for active transportation infrastructure.
САМРО	2045 Regional Incident Management Study	This plan describes a collaborative effort to improve traffic incident management. The goals of the plan are to reduce the impacts of incidents, reduce secondary crashes, and provide accurate and timely information about the presence and impacts of incidents to travelers.	The need for collaboration among agencies is critical to making progress towards improved incident management throughout the region. The plan recommends adopting metrics for incident management to track progress.
САМРО	Regional Arterials Concept Inventory	While it was ultimately not accepted by CAMPO's transportation policy board after review, this plan provides a hierarchy of road types that support different travel needs within the CAMPO region. Traffic congestion analyses conducted for the plan identified travel needs for each county. Arterial streets and highways handle 70 percent of traffic in the CAMPO region, but not all are designed to accommodate high traffic volumes. Overall, the region lacks connectivity and communities are not being effectively served by the existing roadway network. The study recommends implementing an integrated regional thoroughfare plan to minimize gaps.	Since the concept inventory was not adopted, it will have minimal impact on the 2050 RTP. However, jurisdictions may be using findings from the concept inventory to inform their own transportation plans.



**EXISTING STUDIES AND PLANS** 

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
САМРО	Regional Transit Study	This study examined the transit needs of the CAMPO region. Many people in need of transit services have moved out of Austin to areas in the CAMPO region lacking transit services. Needs for each county in the CAMPO region were identified.	Feedback from outreach efforts indicates a desire for expanded service to more places in the region and longer service hours. A regional park-and-ride study showed support for expanding this type of facility. One result of the Connections 2025 plan was to improve regional service in high growth areas and facilitate active transportation improvements near transit stations and stops.
САМРО	Regional Transportation Demand Management Plan	The goals of this plan are to implement transportation demand management (TDM) concepts throughout the region for safer mobility, increased choice, and reliability throughout the CAMPO region. The plan recommends creating a regional TDM subcommittee and developing a list of TDM projects.	Themes of the plan include expanded transit service, more managed lanes, additional micromobility options, improved data collection and sharing among agencies, mitigation of transportation demand while construction is ongoing, outreach and education to promote mode shift, and finding dedicated funding for TDM efforts.



# Other Regional Studies, Plans and Processes

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
САМРО	ITS Architecture Study (2019)	This is a long-range plan for deployment, integration, and operation of intelligent transportation systems (ITS) in the capital region. The latest version publicly available is a 2019 plan; however, an update is currently under development. Regional ITS architecture includes ITS needs, ITS inventory, ITS service packages, ITS deployment plans, and ITS use and maintenance plans. Existing ITS architecture has been deployed in the CAMPO region, and more will be developed. An update of the regional ITS architecture will be completed by late 2024.	The 2019 plan emphasizes regional cooperation among agencies and jurisdictions and outlines six key ITS deployment projects: (1) establishing a regional platform for sharing cameras and dynamic message signs (DMS), (2) creating a regional platform for incident information sharing, (3) adopting an integrated approach to corridor management, (4) developing a regional transit fare system, (5) implementing a data management program, and (6) creating a framework for connected and autonomous vehicle technology.
САМРО	Regionally Coordinated Transportation Plan (RCTP)	This plan aims to improve transportation for older adults, individuals with disabilities, veterans, low-income individuals, youth, and those with limited English proficiency. It stresses the need for increased collaboration among stakeholders to address service gaps. The plan identifies access to healthcare and employment as critical concerns. It also calls for more effective education by enhancing the dissemination of transportation information and engaging stakeholders more meaningfully.	The RCTP outlines five goals that directly support two of the 2050 RTP goals: (1) Mobility—such as reducing network gaps and expanding modal choices—and (2) Equity—by addressing the needs of vulnerable populations. Additionally, the RCTP emphasizes the importance of educating regional partners and the public, a focus that, while crucial, does not align directly with the 2050 RTP goals.
САМРО	Congestion Management Process (CMP)	The Congestion Management Process (CMP), published in early 2020, is a federally mandated document through which CAMPO has established targets, measurements, and strategies for reducing and assessing roadway congestion within its jurisdiction. CAMPO developed its congestion management strategies in part through its Transportation Demand Management Plan. The CMP defines a road network for evaluating congestion and labels many major roads in Austin as "unreliable," advising travelers to plan for at least an additional 50% travel time during peak periods. The document also outlines 68 current projects that support the CMP targets.	Each objective in the CMP supports at least one goal from the 2050 RTP. The congestion management objectives closely align with RTP goals related to safety, mobility, stewardship, and the economy. Specifically, the CMP objectives explicitly support the RTP's goals of time- competitive transportation options, multimodality, and system resiliency. Additionally, two CMP objectives focus on empowering travelers by educating them about various transportation options, helping them make informed choices beyond driving.
САМРО	Draft Congestion Management Process (CMP) Update	The initial CMP established baseline conditions for comparison in future updates. Due to the disruption caused by the COVID- 19 pandemic and significant changes to the CMP's data source methodology, the 2023 CMP update will re-establish these baseline conditions for future assessments.	The CMP goals remain as described above.



#### **EXISTING STUDIES AND PLANS**

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
САМРО	Regional Freight Study (Draft)	This plan offers an overview of the CAMPO region's existing multimodal freight network and assets. It evaluates land use, network performance, and examines the key supply chains within the region.	Demand for freight services in the CAMPO region is rising due to population growth, the surge in e- commerce and last-mile delivery needs, and the expansion of freight-intensive industries such as automobile and semiconductor production. Interstate 35 serves as a major freight corridor, connecting not only the CAMPO region but also the Texas Triangle. Congestion on Interstate 35 often forces trucks to detour onto SH-130 to bypass Austin-Round Rock. About 30% of jobs in the region are in freight-intensive industries and the supply chain, with these industries clustering along IH-35. Overall, multimodal freight infrastructure is in good to satisfactory condition.
САМРО	Interchange Bottlenecks Study	This is a new plan that was not yet available at the time of the 2050 RTP. The plan will identify bottlenecks at major intersections and interchanges and provide strategies for addressing issues.	The results of this plan will guide recommendations for the RTP and help identify key focus areas. However, this plan is still in progress and will not have any implications for the 2050 RTP until published.
САМРО	Regional Mobile Emissions Reduction Plan (MERP)	This is a new plan that was not yet available at the time of the 2050 RTP. This plan will focus on mobile source emissions from on-road sources and provide strategy recommendations to reduce emissions.	This plan is still in progress and will not have any implications for the 2050 RTP until published.
САМРО	Regional Traffic Safety Plan	This plan documents regional traffic safety data and explains the role of CAMPO and other organizations in reducing traffic- related fatalities and serious injuries. It outlines some activities CAMPO can use to identify, implement, and evaluate safety programs. Fatalities and serious injuries have reached 10-year highs recently, making safety an especially serious issue.	This plan almost exclusively relates to the 2050 RTP critical goal of promoting safety in the transportation system. It names several strategies which can be used in pursuit of this goal.
САМРО	State of Safety Update	This update reports regional safety-related data for the past decade. The data are available on a PowerBI dashboard. Traffic fatalities and serious injuries in the region (for all modes) averaged about 1,200 per year from 2017 to 2019. From 2020 to 2022, they averaged around 1,300 per year a 9 percent increase. Pedestrians and bicyclists have been especially hard hit by higher crash rates. The combined total number of fatalities and injuries for the two modes rose from an average of 256 per year (2015-2019) to an average of 302 per year (2020-2022) – an 18 percent increase.	This update exclusively relates to the 2050 RTP goal of promoting safety in the transportation system.



#### **EXISTING STUDIES AND PLANS**

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
Самро	Regional Bicycle and Pedestrian Inventory Update	The inventory records the region's existing and planned active transportation infrastructure, including sidewalks, bicycle facilities, and shared-use facilities. Sidewalks exist throughout the region, though are mostly in Travis County, Round Rock and Kyle. Existing and planned bicycle facilities tend to be concentrated in Travis County, though some are in Georgetown, Round Rock, and San Marcos. Existing and planned shared-use facilities are distributed more widely, mainly in Hays, Travis, and Williamson Counties. Burnet, Bastrop, Caldwell Counties have relatively little existing our planned infrastructure for pedestrians and bicyclists.	The planned active transportation facilities support CAMPO's goals of promoting a multimodal system that reduces impact on the region's habitat.
САМРО	2025-2028 Transportation Improvement Program	The 2025-2028 Transportation Improvement Program (TIP) programs funding for transportation projects in the CAMPO area over a four-year horizon. Federal funding for a project cannot be obtained without inclusion in the TIP. Projects must demonstrate continuous progress toward completion or risk deprogramming from the TIP.	The 2025-2028 TIP includes funding for many types of projects, including streets, highways, transit vehicles, transit facilities, pedestrian facilities, bicycle facilities, safety improvements, and others. All projects in the TIP must also be listed in the 2050 RTP constrained project list.
САМРО	Unified Planning Work Program 2024 & 2025	This document programs CAMPO's transportation planning activities over the 2024-2025 timeframe. It defines responsibilities for CAMPO and other agencies, jurisdictions, organizations, and stakeholders in the CAMPO region. Entities listed in the plan include CAMPO, TxDOT, CapMetro, CARTS, counties in the CAMPO region, cities in the CAMPO region, and the private sector.	Planning needs and issues addressed in the 2024- 2025 UPWP include climate change mitigation, promoting equity and the federal Justice40 program, developing complete streets throughout the region, incorporating public input, developing corridor recommendations for the strategic highway network, coordination with federal land management agencies, conducting planning studies, linking planning with environmental review, and data sharing and management.
САМРО	Central Texas Traffic Management System (CTTMS)	CAMPO is leading the development of a digital twin platform that will serve as a traffic management system for the region. The platform will aggregate and integrate traffic data, allowing the data to be analyzed and shared between jurisdictions. The platform will eventually allow for the coordination of signal timing and ITS operations between adjacent jurisdictions.	CTTMS will promote reliability and safety through more effective traffic management. Additionally, the initiative represents regional coordination and will support system preservation.



# Subregional Studies, Plans and Processes

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
САМРО	Bergstrom Spur Corridor Study	The study assessed options for redeveloping the abandoned Bergstrom Spur rail corridor into a multimodal corridor. The proposed corridor would feature an urban trail for walking and biking, with the potential to incorporate transit on some sections in the future. It would create east-west connections between residents, transit service, and local destinations and facilitate transit-supportive redevelopment. The corridor would intersect CapMetro's Orange, Gold, and Pleasant Valley Line concepts and could connect to the Blue Line concept. Next steps include securing funding, acquiring additional right-of- way, and beginning design and construction of the urban trail.	The study's goal of improving connectivity and mobility aligns closely with the 2050 RTP's goal of mobility and the connectivity and travel choices objectives. The goals of enhancing public health, valuing people and historic character, promoting sustainability, and catalyzing economic development support the 2050 RTP's goal of equity and the valuing communities, public health, impact on human environment, and economic development objectives. The proposed multimodal corridor would directly support the access to opportunity objective as well.
САМРО	Capital-Alamo Connections Study	The study explored strategies for enhancing mobility within the greater Austin-San Antonio region, which is growing rapidly as part of the emerging Texas Triangle megaregion. The strategies covered five broad topics: regional coordination, integrated corridor management and intelligent transportation systems, modal options, primary corridors, and arterial improvements. Specific strategies included formalizing regional coordination, implementing innovative transportation management technologies, expanding freight and transit facilities, and increasing the capacity of the roadway network.	The study goal of developing a regional strategy to enhance mobility and identify solutions aligns with the 2050 RTP's mobility and innovation goals. The proposed strategies support the regional coordination, reliability, system preservation, and technology objectives, as well as connectivity and travel choices.
САМРО	Luling Transportation Study	The study explored options for addressing congestion in downtown Luling, which experiences a high volume of through traffic from oil- and recreation-related trips. The study recommended upgrading the existing street, sidewalk, and signal infrastructure to address traffic and safety concerns in the near-term. The study also examined long-term options for creating a new roadway connection and recommended an alignment that directs drivers through downtown more efficiently.	The recommended improvements align with the 2050 RTP's mobility goal and the connectivity, economic development, and valuing communities objectives. The study's goal of safety aligns with the 2050 RTP's goal of safety and the crash reduction and vision zero objectives.
САМРО	MoKan/Northeast Subregional Plan	The plan identified and evaluated design concepts for regional arterials in the Northeast subregion. Additionally, it proposed several concepts for the abandoned MoKan rail corridor, which runs from Georgetown to Austin and could act as a major regional connector. The plan focuses on vehicle mobility but notes that transit service could be accommodated in the future.	The study's goals are wide-ranging and align with the 2050 RTP's goals of safety, mobility, stewardship, economy, and equity. The recommended concepts most closely support the connectivity, value of time, and regional coordination objectives.



SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
САМРО	San Marcos Transportation Corridors Study	The study established a vision for developing three key transportation corridors and three activity centers in San Marcos, which is growing rapidly at the midpoint between Austin and San Antonio. The study defined a dozen transects and four concept plans that identify roadway configurations and development characteristics for the corridors and centers. These design guidelines promote connectivity, traffic management, transit access, sense of place, safety, and the environment.	The study's goals are wide-ranging and align with the 2050 RTP's goals of safety, mobility, economy, and equity. The design guidelines most closely support the impact on access to opportunity, natural environment, economic development, human environment, valuing communities, and public health objectives.
САМРО	Williams Drive Study	The study explored options for enhancing the mobility, safety, and livability of the Williams Drive corridor, which acts as both a suburban arterial and an activity center for Georgetown. The study recommended a wide range of infrastructure improvements to increase walkability, decrease vehicle congestion, and enhance the character of the corridor. These improvements include adding walking and biking facilities, improving intersections and signal timing, implementing design guidelines, and facilitating desired development.	The study's goals of enhancing multimodal operations and economic development align with the 2050 RTP's goals of mobility and economy and the access to opportunity and economic development objectives. Similarly, the goals of enhancing quality of life and encouraging context-sensitive development align closely to the valuing communities and impact on human environment objectives.
САМРО	Austin Avenue Corridor Study	The Austin Avenue corridor is a busy, high-traffic corridor in Georgetown. The study analyzed existing conditions and previous plans and aims to enhance multimodal travel and economic development along the corridor. Austin Avenue is an important commercial, industrial, and residential corridor. Specific concepts were developed for each sub-area of the corridor.	Residents are concerned about congestion, safety, and walkability. Engagement showed that people are excited for more sidewalks, shared- use paths, better lighting, slower vehicle speeds, more transit services, and more bike lanes. Opportunities for placemaking are available along the corridor. Plans to reduce the number of lanes from four to two show improvements to travel time.
САМРО	Project Readiness Program	The CAMPO Project Readiness Program is a partnership between CAMPO and the Texas Department of Transportation (TxDOT). The intent is to plan for future transportation needs on state-owned highways throughout the six-county CAMPO region. In 2021, CAMPO's Transportation Policy Board adopted 10 regional corridors to study and prepare for future multimodal transportation projects. These corridors connect significant and growing residential, employment, and activity centers throughout the region, experience higher-than-average crash rates, and complement existing studies and projects throughout the region.	All the projects being studied through the CAMPO Project Readiness Program are regionally significant and would be eligible for consideration in the 2050 RTP.



**EXISTING STUDIES AND PLANS** 

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
FHWA	USDOT SS4A Grants	<ul> <li>The Federal Highway Administration (FHWA) has awarded several SS4A (Safe Streets and Roads for All) grants to the CAMPO region over the past few years:</li> <li>2022 Grants: The total SS4A grant allocation for the CAMPO region included \$22.9 million for the city of Austin and an additional \$2.3 million directly to CAMPO. The city of Austin decided to use its SS4A implementation grant funding for major intersection safety projects, pedestrian hybrid beacons, lowcost, systemic safety treatments, and a safety education campaign on roundabouts and video analytics for safety analysis and evaluation. CAMPO's award is being used to develop a comprehensive safety action plan.</li> <li>2023 Grants: In 2023, the city of Austin received \$288,000 in SS4A grants. (Also, CAMPO's Transportation Policy Board reported receiving \$3.32 million that year. Specific grant amounts awarded to Travis County are not detailed but were included in the overall funding.)</li> <li>2024 Grants: Austin was awarded an additional \$10.5 million for roadway crossing improvements at more than 50 locations. These improvements include rapid flashing beacons, pedestrian crossing islands, curb extensions, and pedestrian hybrid beacons, as well as a grade-separated crossing of I-35.</li> </ul>	The projects funded by the SS4A grants will directly promote CAMPO's goal of increasing safety in the region for motorized and non- motorized users of the transportation system.
AUS	Austin-Bergstrom Airport Expansion & Development Program	Austin-Bergstrom Airport (AUS) is the main airport in the CAMPO region. This plan outlines existing conditions for air passenger travel and air cargo passing through the airport. Plans to expand the airport are intended to serve the projected growth in passengers and air cargo.	Passenger volume has tripled since 1999, and the annual growth rate from CY22 to CY23 was 4.3 percent. (The <u>average for all U.S. airports</u> was 10.9 percent.) While air cargo (measured by landed weight) has generally increased over the past 25 years, it decreased nationally from 2022 to 2023 by 5.5%. Landed weight of air cargo through Austin-Bergstrom decreased by almost 11.5% from 2022 to 2023. This decrease is likely to be reversed in coming years. The airport expansion program projects landed volume to increase by 15.2 percent by 2037. Increases in passengers and air cargo will lead to higher demand for transportation services and infrastructure serving AUS.



# Transit and Rail Studies and Plans

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
ТхDOT	Amtrak/Passenger Rail Corridor Studies	Three potential passenger rail corridors have been identified for development between San Antonio, Houston, and Dallas. Each corridor is detailed in a corresponding 2022 document as part of the Federal Railroad Administration's Corridor Identification and Development Program. The so-called "Texas Triangle" would serve two-thirds of the population of Texas and connect two of the most populous cities in the US, as well as the state capital.	All of the anticipated public benefits support the goals of the 2050 RTP. In particular, the studies noted increased safety, mobility, and accessibility for under-served populations, as well as economic growth and improved quality of life for Texans.
CapMetro	CapMetro Transit Plan 2035	Transit Plan 2035 is CapMetro's blueprint for the future of public transportation in Central Texas. It includes a comprehensive evaluation of the area's transit system and changes to how people are traveling in the Central Texas region. The contents of the original plan is evolving, and a new version currently being drafted. It is expected to be completed by fall of 2025. The final plan will outline strategies to update transit services, upgrade infrastructure and better meet central Texans' needs over the next five to ten years.	This plan will support CAMPO's goal of creating a multimodal system, with integrated transportation options that provide residents with many options for efficient mobility.
CARTS	Transit Development Plan	The TDP provides a ten-year plan for rural transit service in the Capital Area, including proposed strategies and service improvements to enhance transit service for rural Texans. The service area has experienced notable population growth, and a majority of residents are considered transit dependent. CARTS' on-demand service, known as <i>NOW</i> , has been highly successful, and the TDP recommends implementing <i>NOW</i> in other counties and enhancing Country and Interurban service.	This plan supports the goals of the 2050 RTP by aiming to improve connectivity within rural areas and between rural and urban areas, which helps to improve access to opportunities for rural Texans. Further, the plan's focus on providing service in a sustainable manner aligns closely with the 2050 RTP's goals of fiscal constraint and flexibility.
Austin Transit Partnership	Austin Light Rail Implementation Plan	This plan recommends the alignment for a new light rail line in Austin, connects this recommendation to community engagement feedback, and details the federal Capital Investment Grant process for funding the project.	This plan explicitly links its recommendations to the goals of increased mobility through multimodality, economic growth through access to the transit network, and equity through transit service to BIPOC communities, affordable housing, lower income areas, and transit-dependent households.
Austin Transit Partnership	Austin Light Rail Phase 1 Project Coordination Plan	This plan describes how the Federal Transit Administration and Austin Transit Partnership will divide environmental review responsibilities and provide opportunities for agency and public participation in and comment on the environmental review process.	This document focuses on agency coordination to address stewardship via project impact on the environment. It also details public involvement goals, which address the 2050 RTP goal of equity through system evolution that is respectful to communities.



# TxDOT Studies, Plans and Processes

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
TxDOT	Unified Transportation Program	The UTP directs funding for projects across the state over the next 10 years. The 2024 UTP has three goals: promoting safety, preserving assets, and optimizing system performance. The Austin District is programmed to receive over \$4 billion in funding for strategic priority projects and roughly \$1 billion each for preventative maintenance and rehabilitation, metropolitan and urban area corridor, and statewide connectivity corridor projects. Mitigating congestion is a key priority for TxDOT and the Austin District is programmed to receive more funding than any other district for congestion-related strategic projects. The UTP includes the I-35 Capital Express Central project, which includes non-tolled managed lanes and operational and safety enhancements. Additionally, it includes upgrades to roadways such as SH 71, US 281, SL 360, and RM 620.	TxDOT's focus on improving system performance by mitigating congestion aligns with the 2050 RTP's goal of mobility and the travel choices, connectivity, and value of time objectives. Both the UTP and the 2050 RTP prioritize safety through the former's fatality- related performance measures and the latter's crash reduction and vision zero objectives. The UTP also emphasizes preservation, which is captured by the 2050 RTP's goal of stewardship and the system preservation objective.
TxDOT	Draft Statewide Long-Range Transportation Plan	The SLRTP provides high-level strategic direction for TxDOT's statewide planning efforts for the next 25 years. The draft SLRTP's vision is to "create an innovative multimodal transportation system that safely and efficiently moves people and freight and supports future growth." The SLRTP establishes eight strategies for achieving this vision, including improving system resiliency, leveraging technology, supporting freight, developing a multimodal system, and creating connections to jobs. Additionally, TxDOT projects that statewide VMT will increase over 40% by 2050 due to population and economic growth, with daily delay expected to triple.	The draft SLRTP's goals align closely with the 2050 RTP's goals, and each plan emphasizes safety, preservation and stewardship, mobility and connectivity, and economy. There are similar connections between the objectives in each plan, including improving security and resiliency, optimizing transportation operations, and increasing access to opportunity. The SLRTP identifies resilience, sustainability, technology, and innovation as emerging trends, which are connected to the 2050 RTP's natural environment and technology objectives.
TxDOT	Texas Delivers 2050: The Texas Freight Mobility Plan	The TFMP provides high-level strategic direction for statewide freight planning efforts. The plan focuses on the state's multimodal freight network, which includes I-35 and the Austin-Bergstrom International Airport, and envisions Texas as a "leader in delivering first-in-class multimodal goods movement through safe, secure, and resilient supply chains." The recommended policies support multimodal connectivity, urban freight movement, economic development, security and resiliency, asset preservation, innovation, and many other outcomes.	The plan's goals are wide-ranging and align closely with each of the goals in the 2050 RTP. In particular, the recommendations support the connectivity, reliability, value of time, flexibility, fiscal constraint, and system preservation objectives.



#### **EXISTING STUDIES AND PLANS**

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
тхDOT	I-35 Capital Express Program	The I-35 Capital Express Program makes improvements to 28 miles of I-35 through Austin and the vicinity through the addition of managed lanes, ramp extensions, frontage road improvements, and bicycle/pedestrian paths.	The improvements to I-35 through Austin are intended to improve mobility via highway throughput, mode choice through the provision of express lanes, increase safety for bicyclists and pedestrians via crossing and path improvements, and increase the life cycle of the I-35 system. Construction on the I-45 Capital Express Program has begun and is expected to conclude by 2032.
TxDOT	Statewide Active Transportation Plan	This is a new plan that was not yet available at the time of the 2050 RTP. This plan will guide active transportation planning across the state and provide recommendation to implement priorities and policies through 2050.	This plan is still in progress and will not have any implications for the 2050 RTP until published.
TxDOT	Statewide Transit Plan	This is a new plan that was not yet available at the time of the 2050 RTP. This plan will focus on all current and emerging public transportation modes and identify gaps, needs, and potential solutions for the state of Texas through 2050.	This plan is still in progress and will not have any implications for the 2050 RTP until published.
TxDOT	Resilience Plan	This is a new plan that was not yet available at the time of the 2050 RTP. This plan will provide a framework for understanding resilience in the context of the transportation system in Texas, assess risks, and develop implementation strategies to improve resiliency across the state. This plan is informed by other TxDOT plans such as the Long-Range Transportation Plan and the Freight Mobility plan.	This plan is still in progress and will not have any implications for the 2050 RTP until published.
TxDOT	Austin District Studies	Austin District studies and plans assess each project for its ability to efficiently improve mobility while maintaining cost- effectiveness and limiting impact on the surrounding environment. These studies and plans include a number of corridor studies in Austin, including the SH 71 East Corridor Study to construct new bridges and the Oak Hill Parkway for long term improvements. TxDOT also includes studies on intersections and other mobility improvements across the district, including multiple US 290 West Projects and Studies and a roundabout study in Kyle.	These studies and plans vary by project, but the major projects should be considered in comparison to the 2050 RTP goals and objectives. Overall, most projects aim to reduce congestion, improve mobility, and provide stewardship for the region.
тхDOT	Triennial Highway Safety Plan	TxDOT has published this plan to address key safety concerns on its highways. It highlights several critical factors that require targeted efforts, including impaired driving, motorcyclists, seat belt use, speeding, and distracted driving. These factors contribute to higher statewide highway fatality and injury rates. The plan lists Austin and Travis County (outside city limits) among the "Top 25 Most Wanted" jurisdictions based on three-year crash data related to these factors. Consequently, TxDOT encourages these areas to submit proposals for highway safety grants, which are evaluated based on safety metrics defined in the plan.	This plan focuses on safety improvement strategies that can be applied to highways throughout the CAMPO region. Specifically, it uses fatality and injury crash data to gauge progress toward improved traffic safety, aligning with CAMPO's stated goal of reducing severity and frequency of crashes in the region.



#### **EXISTING STUDIES AND PLANS**

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
TxDOT	TxDOT Carbon Reduction Strategy	This plan supports efforts to reduce carbon dioxide (CO2) emissions. State agencies are required to work with MPOs to reduce emissions, identify projects that can reduce emissions, support reducing emissions throughout the state, and ensure projects are appropriate given population density and the context of the state.	Emissions in Texas increased 85 percent since 1970. TxDOT plans to integrate carbon reduction strategies into TxDOT and MPO planning processes, strengthen partnerships with MPOs, engage MPOs in implementation, and develop performance measures and targets. TxDOT's strategies to reduce emissions include using advanced technologies to improve traffic flow, implementing TDM programs, supporting active transportation travel, increasing the attractiveness of public transit, constructing infrastructure that produces fewer emissions, facilitating low-carbon fuel transition and electric vehicle transition, and reducing the impacts of freight movement.
TxDOT	Transportation Emissions Reduction Plan	Effective September 1, 2021, as part of Texas State House Bill 4472, the Transportation Emissions Reduction Plan (TERP) provides funding for TxDOT projects focused on congestion mitigation and air quality improvements in nonattainment areas and affected counties. Calculations were completed estimated the volume of traffic per day, emissions reduced in tons per day, and emissions reduction cost-effectiveness in dollars per ton.	Three projects in the CAMPO area were funded. The first project constructed a new four-lane overpass on Round Rock Avenue (RM 620) over Georgetown Railroad. The second project will construct a four-lane divided rural surfaced median with continuous left turn lane shoulders on SH 71 from the Blanco County line to 0.4 miles west of RM 2322. The third project will construct ramp revisions, intersection improvements, and convert frontage roads to one-way roads along IH 35 from FM306 to Hays and Comal County Lane.



# Appendix N Public Comments and Survey Responses



# Appendix O Fiscal Constraint Analysis Memorandum



# FISCAL CONSTRAINT ANALYSIS MEMORANDUM

### Introduction

Creation of a financially constrained planning process is a primary federal requirement of RTP development. The financial constraint development process for the 2050 RTP consists of two primary tasks – (1) the identification and scoring of projects and (2) the estimation of revenues. Revenue forecasts are based on current Federal, state, and local funding programs that support transportation-related investments to gain a complete picture of the region's potentially available transportation funds over the timeframe of the RTP. Local jurisdictions and agencies considered include cities, counties, transit agencies, and tolling authorities. The historical funding sources that have been utilized (or programmed) by the Capital Area Metropolitan Planning Organization (MPO), Texas Department of Transportation (TxDOT), and local member jurisdictions are described in the following sections. Revenue forecasts are presented in three programming tiers:

- 2025-2030 Includes the Transportation Improvement Program (TIP) (2025-2028) and a portion of the Unified Transportation Program (UTP) (2029-2030)
- 2031-2040 Includes the remainder of the UTP (2031-2034)
- 2041-2050

While project funding is not allocated in the Regional Transportation Plan (RTP), the RTP and project listing play an important role in federal and state funding decisions and administrative processes. The 2050 RTP fiscal limit establishes the available revenues from which to allocate financially constrained projects within the life of the plan.

# Methodology

#### FHWA AND TXDOT FUNDING SOURCES

The following methodology was used to determine the appropriate Federal and State funding sources to reference for the revenues within the RTP:

- Step 1: Pull Federal/State Revenues from the FY 2025-2028 TIP.
- Step 2: Pull historic revenues available during the years of the FAST act legislation.
- **Step 3:** Calculate the annual average allocation for each category using the historic revenues from the FAST Act as a starting point for all years outside of the TIP.
- Step 4: Apply a 2% revenue inflation value and forecast through 2050.

Based on the methodology described above, it is estimated that there will be approximately \$19.5 billion dollars of federal and state investment in the CAMPO area from 2025 to 2050. This estimate includes funding projections for Categories 2, 4, 7, 9, 10, 11, and 12.

Revenue Band	
2025-2030	\$ 6,562,143,213
2031-2040	\$ 5,860,635,468
2041-2050	\$ 7,144,081,934
Total	\$19,566,860,615

# **Transit Funding Sources**

Transit funding was developed based on consultation with Capital Metro, Austin Transit Partnership, and CARTS. Transit revenues are divided between capital revenues and operations/maintenance revenues.

Between 2025 and 2050, there is an estimated \$26 billion available for transit when considering all of the funding areas described above. This number is inclusive of the anticipated federal funding associated with the proposed Project Connect light rail facilities. It should be noted that these funding estimates are developed based on estimates for system resource needs, meaning that they are expected to be fully expended during the life of the RTP.

Revenue Band	CARTS	CAPMETRO			АТР	
	Capital	0&M	Capital	0&M	Capital	O&M
2025-2030	\$17,505,488	\$48,118,409	\$684,360,220	\$2,030,213,162	\$4,707,599,600	-
2031-2040	\$34,219,865	\$94,062,242	\$1,337,792,720	\$3,968,676,598	\$4,362,884,600	-
2041-2050	\$41,713,824	\$114,661,349	\$1,630,761,861	\$4,837,794,628	\$2,758,443,800	-
Total	\$93,439,177	\$256,841,999	\$3,652,914,801	\$10,836,684,388	\$11,828,928,000	-

# **Regional Tolling Authorities**

There are multiple tolling authorities in the CAMPO region, including CTRMA and the SH 130 Concession Company. Revenues and expenditures for all tolling authorities in the region were treated as a closed system, meaning all expenditures were assumed to be funded by revenues generated by the respective tolling authority. These assumptions were confirmed based on conversations with CTRMA and the SH 130 Concession Company.

# **Local Funding Sources**

To accurately assess the local portion of revenue estimation for jurisdictions in the CAMPO planning area as part of the RTP process, the approach considers various current and historical sources of funding, documented in municipal budget documents and capital improvement programs. The funding levels were examined for each jurisdiction with a population over 50,000. Historic and forecasted funding levels were leveraged to estimate local revenue levels for transportation projects through the horizon year of 2050. Local jurisdictions were engaged through a series of interviews and email correspondence, and given the opportunity to affirm, clarify, or modify the assumptions used in forecasting capital revenue within their jurisdiction.

Based on the analysis performed on local jurisdiction revenues, the RTP estimates a total of \$22 billion available for transportation capital projects between 2025 and 2050. This estimate includes revenues drawn from general funding and bond initiatives.

Revenue Band	
2025-2030	\$ 4,433,742,514
2031-2040	\$ 8,293,454,243
2041-2050	\$ 9,423,428,158
Total	\$ 22,150,624,915

### **Next Steps**

The compiled revenue forecast and the cost estimates associated with eligible projects will ultimately be used in tandem to establish a fiscal constraint for the CAMPO area. As prioritized projects are aligned with available revenues, the fiscal constraint analysis will identify the projects anticipated to receive funding during the life of the 2050 RTP. Projects that are unable to be funded by 2050 will be classified as unfunded needs but will remain in the RTP illustrative project list for future consideration.

DRAFT

2050 Regional Transportation Plan

## **Appendix P**

**Performance Measures Report** and Resolution



# **Performance Measure Report**

# 2024



### 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, Regional Transportation Plan, and other planning activities.

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



### Safety Performance Measures (PM1)

The Transportation Policy Board currently supports the state's efforts and has adopted the Safety targets set by the Texas Department of Transportation (TxDOT). The table below details the

statewide safety numbers which are supported by the priorities of the Transportation Policy Board and project investment. Targets are set annually, both at the state and local level, and are adjusted based on the previous year's safety information and policy changes. Please refer to CAMPO's <u>performance measure dashboards</u> for more information on regional performance.



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

### Pavement and Bridge Conditions (PM2)

The Transportation Policy Board evaluates the general condition of the regional transportation system by establishing minimum condition standards and setting targets conditions for pavement and bridges. The Transportation Policy Board currently supports the state's efforts and has

adopted the Pavement and Bridge Performance Measures (PM2) targets set by the Texas Department of Transportation. Please refer to CAMPO's <u>performance measure dashboards</u> for more information on regional performance.



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

### System and Freight Performance (PM3)

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

CAMPO's performance measure dashboards for more information on regional performance.



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

### Transit Asset Management (TAM)

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



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

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

Transit Safety Targets	Current Targets	2024 Targets
Number of Fatalities	- 1	0
Rate of Fatalities	- O	0
Number of Injuries	65	65
Rate of Injuries	0.54	.35
Number of Safety Events	85	85
Rate of Safety Events	0.195	0.195
Mean distance between major mechanical failures	17,200	17,200

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

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



#### Resolution 2024-4-7

#### Adoption of Performance Measure Targets and 2024 Performance Measure Report

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

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

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

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

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

WHEREAS, CAMPO has updated its performance measure targets in the required areas as part of the 2024 Performance Measure Report; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to adopt the updated performance measures targets as reflected in the 2024 Performance Measure Report; and

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

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

The above resolution being read, a motion to adopt the updated performance measures targets as reflected in the 2024 Performance Measure Report as reflected was made on April 15, 2024 by Judge James Oakley duly seconded by Mayor Josh Schroeder. Ayes: Commissioner Cynthia Long, Council Member Rudy Metayer, Commissioner Clara Beckett, Council Member Alison Alter, Mayor Christine DeLisle, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes (Proxy for Judge Andy Brown), Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Ms. Amy Pattillo), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Mayor Travis Mitchell, Judge James Oakley, Mayor Jim Penniman-Morin, Mayor Josh Schroeder, Council Member Kristin Stevens (Alternate for Mayor Craig Morgan), Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: None

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

lia Xmg Chair, CAMPO Board \_\_\_\_

Attest:

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**Executive Director, CAMPO** 

## Appendix Q Regional Activity Centers



## **REGIONAL ACTIVITY CENTERS**

The planning process for the 2050 RTP involved evaluating the impact of regional activity centers on the overall transportation system. Centers were identified by overlaying population and employment density with the existing street network to define areas that attract people to live, work, shop, and socialize. Since these centers typically generate higher travel demand than normal, transportation investments in these areas maximize the return on limited funding.

Activity centers were historically developed in a monocentric pattern where dense activity, particularly employment, was concentrated in a downtown core which was surrounded by residential neighborhoods. However, the development of an extensive roadway network, along with natural population growth, has led cities to become more polycentric with multiple activity centers located along major corridors. While downtown Austin still has a plurality of employment in the Capital Area, places such as the Domain, the US 183 North/Parmer Corridor, and other suburban centers have seen a rapid increase in employment and expect to see continued growth. For the purposes of the RTP, regional activity centers have been defined as areas with a high combined concentration of jobs and residents per square mile. The centers are identified in **Figure 1** below.







## **Activity Centers Analysis**

Building on the activity centers analysis, CAMPO analyzed regional access to roadway, transit, and active transportation facilities. The goal of this analysis as to determine the number of people and jobs with improved access through development patterns or added mobility options envisioned in the RTP. To better understand the potential impact of the constrained and illustrative projects identified within the 2050 RTP, projects within these networks were compared against the regional activity centers to understand how many people and jobs could be served by the year 2050. These networks are illustrated in the figures on the following pages, and were identified in the following ways:

• Roadways: Constrained and Illustrative projects were considered for their proximity to regional activity centers. However, only those roadways that fell on or crossed the TxDOT network were considered, in an attempt to best capture roadways with higher functional classifications.

People and jobs within five miles of these facilities were considered for potential access in 2050.

• Transit: All transit projects within the 2050 RTP were considered for their proximity to regional activity centers. These include projects from CapMetro, Austin Transit Partnership, and CARTS.

People and jobs within 1/2 mile of these transit projects were considered for potential access in 2050.

• Active Transportation: All active transportation projects within the 2050 RTP were considered for their proximity to regional activity centers.

People and jobs within 1/2 mile of these active transportation projects were considered for potential access in 2050.

When compared to the CAMPO 2050 regional demographic projections, it would be possible that within half a mile 1.9 million people could have easier access to 2050 RTP regional active transportation projects; 2.8 million people could potentially have access within half a mile to a 2050 RTP proposed transit project; and 4.7 million people within 5-miles could have access to a project that is either on or crosses a TxDOT facility.

Furthermore, relating to employment, by 2050, it is possible that 1.3 million jobs may be accessible from a 2050 RTP active transportation projects within half a mile, 1.6 million jobs may be accessible by the 2050 RTP transit projects within half a mile, and 2.2 million jobs may be accessible to a project that is either on or crosses a TxDOT facility within 5 miles. The summary is shown in the Table below.

The facilities as conceived in the RTP would improve overall system efficiency, enable trips to be distributed to multiple modes and provide options for people. The large numbers of people in the region that can access new and improved facilities affirm the work of the RTP and illustrate how the region's fiscal resources can be used to provide transportation value throughout the region.

	POTENTIA	L ACCESS IN 2050
2050 RTP Projects Per Transportation Mode	Millions of People	Millions of Jobs
Active Transportation Within 1/2 Mile	1.9	1.3
Transit Within 1/2 Mile	2.8	1.6
Roadway Network (On or Crossing a TxDOT Maintained facility) Within 5 Miles	4.7	2.2

**Table 1.** Existing and Potential Access to Activity Centers

### **2050 RTP Active Transportation Projects**



# DRAFT

### **2050 RTP Transit Projects**



# DRAFT



#### 2050 RTP Roadway Projects Along or Crossing TxDOT Maintained Facilities

**Figure 4.** 2050 RTP Roadway Projects Along or Crossing TxDOT Maintained Facilities