TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, October 7, 2024
2:00 p.m.

Livestream at www.campotexas.org

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

AGENDA

1. Certification of Quorum – Quorum requirement is 12 members.
   ..... Commissioner Cynthia Long, Chair

2. Public Comments
   The public is invited to comment on transportation-related topics in the CAMPO geographic area. The number of speakers and speaker time limits are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, October 3, 2024.

   This is an opportunity for the public to address the Transportation Policy Board concerning an issue of community interest that is not on the agenda. Comments on a specific agenda item must be made when the agenda item comes before the Board. The Chair may place a time limit on all comments. Any deliberation of an issue raised during Public Comments is limited to a statement of fact regarding the item, a statement concerning the policy regarding the item or a proposal to place the item on a future agenda.

   EXECUTIVE SESSION:
   Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.

3. Executive Session..... Commissioner Cynthia Long, Chair
   The Transportation Policy Board will recess to an Executive Session, if needed.

4. Report from the Technical Advisory Committee (TAC)..... Mr. Chad McKeown, CAMPO
   Mr. McKeown will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

The public is invited to comment on agenda items 5-9. Speaker time limits and the number of speakers for each topic are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, October 3, 2024.

5. Discussion and Take Appropriate Action on September 9, 2024 Meeting Minutes
..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the September 9, 2024 meeting minutes.

6. Discussion and Take Appropriate Action on FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment #4..... Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will present UPWP Amendment #4 and request Transportation Policy Board approval with accompanying Resolution 2024-10-6.

7. Presentation and Discussion on Congestion Management Process
..... Mr. Jeff Kaufman, Texas A&M Transportation Institute
Mr. Kaufman will provide an update on the federally-mandated Congestion Management process.

8. Presentation and Discussion on Regional State of Safety Report
..... Mr. Jeff Kaufman, Texas A&M Transportation Institute
Mr. Kaufman will provide an overview of key regional safety statistics from 2014-2023.

9. Update on 2050 Regional Transportation Plan (RTP)..... Mr. William Lisska, CAMPO
Mr. Lisska will provide an overview of the fiscal constraint methodology for the 2050 RTP and an update on the project list development.

10. Executive Director's Report on Transportation Planning Activities

11. Announcements
    a. Transportation Policy Board Chair Announcements
    b. Next Technical Advisory Committee Meeting, October 21, 2024 – 2:00 p.m.
    c. Next Transportation Policy Board Meeting, November 4, 2024 – 2:00 p.m.

12. Adjournment

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

Transportation from Transit Stops:
Upon request, transportation vouchers from adjacent transit stops are available. Please call 737-229-0896 at least three (3) business days prior to the meeting to arrange for a voucher.

Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting

Livestream at: www.campotexas.org

Meeting Minutes
September 23, 2024
2:00 p.m.

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

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:01 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Erik Leak	City of Austin	N	Stevie Greathouse
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	N	
4.	Tom Gdala	City of Cedar Park	Y	
5.	Nick Woolery	City of Georgetown	N	
6.	Melissa McCullom	City of Kyle	Y	
7.	Ann Weis	City of Leander	Y	
8.	Emily Barron, Chair	City of Pflugerville	Y	
9.	Brian Kuhn	City of Round Rock	Y	
10.	Shaun Condor, P.E.	City of San Marcos	Y	

11.	Aimee Robertson	Bastrop County	Y	
12.	Kennedy Higgins	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Caleb Kraenzel, P.E.	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	Y	
16.	Vacant	Caldwell County (Smaller Cities)	--	
17.	Marti Reich	Hays County	Y	
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	Y	Jacob Calhoun
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

2. Approval of August 26, 2024 Meeting Summary

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the August 26, 2024 meeting summary, as presented.

Mr. Bob Daigh, P.E. moved for approval of the August 26, 2024 meeting summary, as presented.

Mr. Will Conley seconded the motion.

The motion prevailed unanimously.

3. Update on 2050 Regional Transportation Plan (RTP)

The Chair recognized Mr. Will Lisska, Regional Planning Manager as presenter of the update on the 2050 Regional Transportation Plan (RTP). Mr. Lisska provided a brief introduction to the update and introduced Ms. Allison Fluitt of Kimley-Horn and Associates, consultant services provider for the 2050 RTP, as presenter.

Ms. Fluitt provided a detailed summary of the federally required process for fiscal constraint and regionally significant projects, project scoring and prioritization, and constrained and illustrative projects. Ms. Fluitt also highlighted and discussed the interviews and correspondence with participating jurisdictions, regional partners, and transit agencies.

Ms. Fluitt continued with a brief discussion on project a high-level overview of the importance of revenue forecasting and provided an overview of the process for establishing fiscal constraint. Ms. Fluitt later discussed and highlighted the next steps and timeline for 2024 and 2025 in the development process for the 2050 RTP. The presentation was concluded by question and answer with comments.

4. Report on Transportation Planning Activities

The Chair recognized the following CAMPO Staff for reports on transportation planning activities.

Mr. Ryan Collins, CAMPO Short-Range Planning Manager reported that the FY 2026-2029 Call for Projects for the Transportation Alternative Set-Aside (TASA) Program and Carbon Reduction Program (CRP) is now open. Mr. Collins informed the Committee that a webinar will be held on September 24, 2024 to discuss readiness and project development and noted that a total of $68 million will be available for allocation for both programs.

Mr. Collins also reported that a project call for Surface Transportation Block Grant (STBG) funding for FY 2028-2031 will be held next year. Mr. Collins added that more than $200 million will be available for allocation. Mr. Collins encouraged potential project sponsors to closely watch the current TASA and CRP project call as the process will be the same for the STBG project call.

Following brief comments, the reports on transportation planning activities concluded without questions or comments.

5. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on October 7, 2024 at 2:00 p.m. and the next Technical Advisory Committee Meeting will be held on October 21, 2024 at 2:00 p.m.

6. Adjournment

The September 23, 2024 meeting of the CAMPO Technical Advisory Committee was adjourned at 2:45 p.m.

Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting
The Junior League of Austin Community Impact Center
5330 Bluffstone Lane Austin, TX 78759
Monday, September 9, 2024 – 2:00 p.m.
Livestream at: www.campotexas.org

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

.....Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:01 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Rudy Metayer, Vice-Chair	City of Pflugerville, Place 4	Y	
3	Clara Beckett, Secretary	Commissioner, Bastrop County	Y	
4	Alison Alter	City of Austin, District 10	Y	
5	Andy Brown	Judge, Travis County	N	Ms. Amy Pattillo
6	Christine DeLisle	Mayor City of Leander	Y	
7	Paige Ellis	City of Austin, District 8	Y	
8	Tucker Ferguson, P.E.	TxDOT-Austin District	N	Ms. Heather Ashley-Nguyen
9	Vanessa Fuentes	City of Austin, District 2	Y	
10	Natasha Harper-Madison	City of Austin, District 1	N	
11	Matt Harriss	Capital Metro Board Member	Y	
12	Ann Howard	Commissioner, Travis County	Y	
13	Jane Hughson	Mayor, City of San Marcos	Y	

14	Debbie Ingalsbe	Commissioner, Hays County	Y	
15	Travis Mitchell	Mayor, City of Kyle	Y	
16	Craig Morgan	Mayor, City of Round Rock	N	Mayor Pro Tem Kristin Stevens
17	James Oakley	Judge, Burnet County	Y	
18	Amy Pattillo	Travis County	Y	
19	Jim Penniman-Morin	City of Cedar Park	Y	
20	Josh Schroeder	Mayor, City of Georgetown	Y	
21	Edward Theriot	Commissioner, Caldwell County	Y	
22	Jeffrey Travillion	Commissioner, Travis County	Y	

2. Public Comments

The Chair recognized the following individuals who offered public comments.

1. Mr. Irby Foster, Private Citizen
2. Mr. Randy Johnston, Hays County 1826 Neighborhood Coalition

Video of this item can be viewed here. Start Video at 00:01:25

3. Executive Session

An Executive Session was not convened.

4. Report from Technical Advisory Committee (TAC) Chair

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who provided a report on the discussion items from the August 26, 2024 TAC Meeting. Mr. McKeown reported that the TAC received presentations on the FY 2026-2029 Project Call, 2050 Regional Transportation Plan (RTP) Update, Central Texas Transportation Management System (CTTMS), and the Regional Safety Action Plan.

Video of this item can be viewed here. Start Video at 00:07:41.

5. Recognition of Service to the Technical Advisory Committee (TAC)

The Chair recognized TAC members, Mr. Gary Hudder, representing the City of Round Rock and Ms. Laurie Moyer, P.E., representing the City of San Marcos for their service to the TAC. The Chair noted that Mr. Hudder and Ms. Moyer have recently retired and recognized Mr. Ashby Johnson, CAMPO Executive Director Johnson who offered comments of gratitude for their contributions to the TAC.

Mayor Pro Tem Kristin Stevens, representing the City of Round Rock accepted a plaque on Mr. Hudder's behalf and Mayor Jane Hughson, representing the City of San Marcos accepted a plaque on Ms. Moyer's behalf.

Video of this item can be viewed here. Start Video at 00:08:50.

6. Discussion and Take Appropriate Action on May 13, 2024 Meeting Minutes

The Chair entertained a motion for approval of the May 13, 2024 meeting minutes, as amended.

Vice Chair Rudy Metayer moved for approval of the May 13, 2024 meeting minutes, as amended.

Mr. Ashby Johnson informed the Board that the meeting minutes were corrected to reflect Ms. Amy Pattillo voting in support of the 2025-2028 Transportation Improvement Program (TIP) and Amendment to 2045 Regional Transportation Plan (RTP), as presented for Agenda Item 8 Discussion and Take Appropriate Action on Draft 2025-2028 TIP and Amendment to 2045 RTP. Mr. Johnson noted that accompanying Resolution 2024-5-8 was corrected, as well.

Commissioner Debbie Ingalsbe seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Natasha Harper-Madison

Video of this item can be viewed here. Start Video at 00:10:51.

7. Discussion and Take Appropriate Action on 2025 Meeting Schedule for Transportation Policy Board

The Chair recognized Mr. Ashby Johnson who presented the 2025 meeting schedule for the Transportation Policy Board. Mr. Johnson referred to the 2025 meeting schedule included in the meeting materials and noted that the Board generally does not convene during the months of March and July. Mr. Johnson added that the March and July meeting dates are placeholders should the Board need to convene during those months.

The Chair highlighted the 2025 meeting dates and entertained a motion for approval of the 2025 meeting schedule for the Transportation Policy Board, as presented.

Vice Chair Rudy Metayer moved for approval of the 2025 meeting schedule for the Transportation Policy Board, as presented.

Mayor Travis Mitchell seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Natasha Harper-Madison

Video of this item can be viewed here. Start Video at 00:11:32.

8. Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Execute an Inter-Local Agreement (ILA) with the Texas A&M Transportation Institute (TTI)

The Chair recognized Mr. Ashby Johnson who informed the Board that CAMPO staff has been in discussions with Mr. Jim Dale, City of Austin Deputy Director of Transportation and Public Works and City of Austin staff regarding the coordination of traffic and emergency management for large special events occurring at the same time in the CAMPO 6-county region. Mr. Johnson informed the Board that through the proposed ILA, TTI will provide a catalogue of all of the special events in the region, conduct a traffic analysis, and develop protocols and communications between agencies for each event.

Mr. Johnson requested authorization to execute an ILA with TTI, as presented with accompanying Resolution 2024-9-8.

The Chair entertained a motion for approval to authorize the CAMPO Executive Director to execute an ILA with TTI, as presented with accompanying Resolution 2024-9-8.

Mayor Josh Schroeder moved for approval to authorize the CAMPO Executive Director to execute an ILA with TTI, as presented with accompanying Resolution 2024-9-8.

Mayor Christine DeLisle seconded the motion.

The Chair recognized Ms. Amy Pattillo who noted that as proxy for Judge Andy Brown, he is voting in support of authorizing the CAMPO Executive Director to execute an ILA with TTI but she is abstaining from the vote.

The motion prevailed unanimously.

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

Nays: None

Abstain: Ms. Amy Pattillo

Absent and Not Voting: Council Member Natasha Harper-Madison

Video of this item can be viewed here. Start Video at 00:13:31.

9. Discussion and Take Appropriate Action on Regional Freight Plan

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who provided a brief recap of the May 13, 2024 presentation of the Regional Freight Plan. Mr. Ved informed the Board that the Regional Freight Plan includes a total of 80 Short-, Medium-, and Long-Term recommendations which are separated into four (4) categories that include Infrastructure, Technology, Safety, and Land Use and Economic Development. Mr. Ved highlighted components of the plan which include Freight Assets, Truck Parking Deficiencies, Equity Challenges, and E-Commerce. Mr. Ved also summarized the results of the Project Gap Analysis and requested approval of the Regional Freight Plan.

Council Member Alison Alter inquired about the scope of the Regional Freight Plan and how it would address air quality issues.

CAMPO staff responded by stating that the Regional Freight Plan was not scoped to assess or make recommendations on air quality in our region.

CAMPO staff continued by informing the Board that the Mobile Emissions Reduction Plan (MERP) that was approved by the Transportation Policy Board over a year ago had recently received required approval from the Federal Highway Administration (FHWA) and would be used as the vehicle to address some air quality issues.

The Chair entertained a motion for approval of the Regional Freight Plan, as presented.

Commissioner Jeffrey Travillion moved for approval of the Regional Freight Plan, as presented.

Vice Chair Rudy Metayer seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Natasha Harper-Madison

Video of this item can be viewed here. Start Video at 00:18:56.

10. Discussion and Take Appropriate Action on CAMPO Executive Director's Annual Performance Appraisal and Related Compensation Adjustment Recommendation

The Chair thanked the Transportation Policy Board members that responded to the request for FY 2024 performance evaluations for Mr. Ashby Johnson, CAMPO Executive Director. The Chair congratulated Mr. Johnson on his performance evaluation for FY 2024 in receiving the highest score he's ever received and summarized the positive comments received in the evaluations. Vice Chair Rudy Metayer offered additional comments commending Mr. Johnson's good work in FY 2024.

The Chair informed the Board that the Executive Committee recommended a 5% merit adjustment for the CAMPO Executive Director for FY 2024. The Chair also informed the Board that as a Williamson County employee, Mr. Johnson will also receive a 3% cost of living adjustment for FY 2024.

The Chair moved for acceptance of the CAMPO Executive Director's FY 2024 performance appraisal and approval of a 5% merit adjustment for FY 2024.

Mayor Jim Penniman-Moran seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Natasha Harper-Madison

Mr. Johnson offered comments of gratitude to the Transportation Policy Board and to CAMPO staff.

Video of this item can be viewed here. Start Video at 00:33:05.

11. Discussion on FY 2026-2029 Project Call and Funding Opportunity

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who announced that CAMPO will release the FY 2026-2029 Call for Projects for the Transportation Alternative Set-Aside (TASA) Program and Carbon Reduction Program (CRP) funding on September 12, 2024. Mr. Collins briefly discussed the TASA Program, CRP, and project eligibility for both programs.

Mr. Collins informed the Board that approximately $31.6 million is available in Carbon Reduction funding and $37 million is available in TASA funding. Mr. Collins summarized the 2026-2029 Project Call funding forecast, and highlighted the schedule and timeline for the 2026-2029 Project Call.

Mr. Collins reported that CAMPO will release a call for projects in September 2025 for Surface Transportation Block Grant (STBG) funding to be programmed in FY 2028-2031. Mr. Collins also reported that approximately $173 million will be available for the project call and noted that project sponsors are encouraged to participate in the scheduled information webinars for the FY 2026-2029 Call for Projects TASA Program and CRP funding as the process will be the same.

Video of this item can be viewed here. Start Video at 00:39:34.

12. Update on 2050 Regional Transportation Plan (RTP)

The Chair recognized Mr. William Lisska, CAMPO Regional Planning Manager who provided a brief overview of the development process for the 2050 RTP. Mr. Lisska informed the Board that 756 projects were received during the project call which opened on June 17, 2024 and closed on August 16, 2024.

Mr. Lisska reported that CAMPO staff worked with member agencies prior to the call for projects to review their projects listed in the 2045 RTP and to determine which projects should be carried over for inclusion into the 2050 RTP. Mr. Lisska provided a brief summary of the projects to be carried over from the 2045 RTP and added to the projects received through the 2050 project call, discussed the project review process, and next steps.

Ms. Doise Miers, CAMPO Community Outreach Manager briefly summarized the public outreach requirements and upcoming public outreach effort for the adoption of the 2050 RTP.

Video of this item can be viewed here. Start Video at 00:48:29.

13. Executive Director's Report on Transportation Planning Activities

The Chair recognized Mr. Ashby Johnson who summarized multiple discussions by 24 Metropolitan Planning Organizations (MPOs) in the state to renegotiate the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning fund distribution formula. Mr. Johnson reported that the MPOs have since tried to reach consensus in a recent discussion on a new planning fund distribution formula. Mr. Johnson also discussed the next steps in the approval of a new planning fund distribution formula and implementation.

Mr. Johnson continued with a summary of the scheduled activities offered and his participation at the TxDOT Transportation Planning Conference held in Dallas, TX on September 3-5, 2024.

Mr. Johnson also reported that he was in attendance for the September Central Texas Regional Mobility Authority (CTRMA) board meeting to speak in support of a budget item and request for the CTRMA to complete a feasibility study for US 290 in the City of Manor. Mr. Johnson further reported that the item was approved and briefly summarized the next steps.

Video of this item can be viewed here. Start Video at 00:56:59.

14. Announcements

a. Transportation Policy Board Chair Announcements

There were no announcements from the Chair.

b. The next Technical Advisory Committee Meeting will be held on September 23, 2024 at 2:00 p.m.
c. The next Transportation Policy Board Meeting will be held on October 7, 2024 at 2:00 p.m.

Brief comments regarding a remote option for the participation of Transportation Policy Board members followed the Transportation Policy Board Chair Announcements.

Video of this item can be viewed here. Start Video at 01:03:25

15. Adjournment

The September 9, 2024 meeting of the CAMPO Transportation Policy Board was adjourned at 3:05 p.m. by unanimous consent.

Video of this item can be viewed here. Start Video at 01:04:09

Date:	October 7, 2024
Continued From:	May 13, 2024
Action Requested:	Approval

To:	Transportation Policy Board
From:	Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item:	6
Subject:	Discussion and Take Appropriate Action on FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment #4

RECOMMENDATION

CAMPO staff recommends the Transportation Policy Board approve FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment Four and accompanying Resolutions 2024-10-6 **(Attachment A)**.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to add funds for operational expenses, add funds for TTI's Specialized Research, add CapMetro and Great Springs Project studies, and carryover FY 2024 funds.

FINANCIAL IMPACT

Amendment Four will increase the FY 2024 & 2025 UPWP **(Attachment B)** by the amount of $4,299,000.00.

BACKGROUND AND DISCUSSION

The UPWP is the federally-required document that identifies work tasks to be completed in the CAMPO region. The proposed Amendment Four to the FY 2024 & 2025 UPWP is detailed as follows:

2024 & 2025 Unified Planning Work Program: Amendment Four	
Subtask 1.1	Add $250,000 PL funds – operational expenses
Subtask 2.2	FY 2024 carryover $50,000 PL funds - Demographic Forecast and Travel Demand Modeling Projects for 2050 Plan
Subtask 3.2	Add $249,000 PL funds – TTI's Specialized Research
Subtask 4.4.31	Add $1,500,000 FTA funds - CapMetro's Building Complete Communities Study.
Subtask 4.4.32	Add $1,840,000 FHWA & $460,000 local funds – Great Springs Project Corridor Planning Study
Subtask 5.2.1	Carryover $160,000 STBG & $40,000 local funds – FM 1626/RM 967 Intersection Study
Subtask 5.2.2	Carryover $280,000 STBG & $70,000 local funds – Garlic Creek Parkway Study
Subtask 5.2.4	Carryover $220,000 STBG – Bottleneck Study
Subtask 5.2.5	Carryover $4,200,000 State funds – Project Readiness for Regional Corridor Improvement Projects
Subtask 5.2.8	Carryover $2,156,000 USDOT funds & $537,000 in-kind donation – Regional Safety Action Plan
Subtask 5.2.9	Carryover $890,000 FHWA funds – Regional Carbon Reduction Plan

SUPPORTING DOCUMENTS

Attachment A – *Resolution 2024-10-6 (Draft)*

Attachment B – *FY 2024 & 2025 Unified Planning Work Program with Proposed Amendment #4*

Resolution 2024-10-6

Acknowledging the Transportation Policy Board's Adoption of Amendment Four to the CAMPO FY 2024 & 2025 Unified Planning Work Program

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

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

WHEREAS, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, 23 U.S.C. 134 and Section 5303 of the Federal Transit Act, require that the Metropolitan Planning Organizations, in the cooperation with the State, develop transportation plans and programs for urbanized areas of the state; and

WHEREAS, 23 CFR 450.308 requires that transportation planning activities performed with federal transportation funds be documented in a Unified Planning Work Program; and

WHEREAS, CAMPO's Transportation Policy Board adopted the *FYs 2024 & 2025 Unified Planning Work Program (UPWP*) on June 12, 2023; and approved Amendment Three on May 13, 2024; and

NOW, THEREFORE BE IT RESOLVED staff is proposing Amendment Four to add funds for operational expenses, add funds for TTI's Specialized Research, add CapMetro and Great Springs Project studies, and carryover FY 2024 funds. This revision is depicted in the background material accompanying this proposed resolution; and

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

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

The above resolution being read, a motion to amend the CAMPO FY *2024 & 2025 Unified Planning Work Program* as reflected was made on October 7, 2024, by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 7th day of October 2024.

_____

Chair, CAMPO Board

Attest:

_____

Executive Director, CAMPO

FY 2024 and **FY 2025**

UNIFIED PLANNING WORK PROGRAM (UPWP)

Capital Area MPO

Transportation Management Area (TMA)

AIR QUALITY STATUS:
Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Adopted by the Transportation Policy Board: *June 12, 2023*
Approved by the Transportation Policy Board: *October 2, 2023*
Approved by the Transportation Policy: February 12, 2024
Approved by the Transportation Policy: May 13, 2024
Approved by the Transportation Policy: October 7, 2024
Federal Approval:

Capital Area MPO - 8303 N MoPac Expy., Suite A210 - Austin, TX 78759 - www.campotexas.org

Table of Contents

I. INTRODUCTION

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

A. PURPOSE – The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FYs 2024 and 2025. This activity is required under federal law defining the responsibilities of Metropolitan Planning Organizations (MPO). The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the six-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.

B. DEFINITION OF AREA - The CAMPO planning area includes all of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties (**Appendix B**) and the cities and villages in each of the six counties (a comprehensive list of these jurisdictions can be found at www.campotexas.org). By federal definition, CAMPO's planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

During the 2010 census, a very small portion of Guadalupe County was included as a part of the newly urbanized area of San Marcos. San Marcos intends to remain part of CAMPO. Therefore, an agreement was developed between CAMPO and the Alamo Area MPO (AAMPO) regarding the roles and responsibilities of each MPO concerning this portion of Guadalupe County. CAMPO agrees that staff will meet as needed to review progress of planning efforts to discuss key findings from program activities and to discuss the scope, plans, and implementation of activities. To help ensure continuity of federal and state funds, CAMPO agrees to abide by the methodology and process used to allocate funds to the respective MPOs. CAMPO agrees to abide by the methodology and process currently used to allocate federal transportation planning funds to the respective MPOs. CAMPO agrees to work with the AAMPO to identify the need for corridor projects that cross the CAMPO and AAMPO planning area boundary.

C. ORGANIZATION – The Transportation Policy Board (**Appendix A**), develops regional transportation policy, allocates state and federal funding to implement the short- and long-range transportation plans for CAMPO. The Policy Board consists of 21 elected and appointed county, city, Texas Department of Transportation (TxDOT) and Capital Metropolitan Transportation Authority (CMTA) officials.

Other committees, task forces or study groups may be formed from time-to-time throughout the year as necessary.

CAMPO currently operates with various professional staff positions. The professional staff covers the tasks listed in the UPWP. Depending on the budget and/or work tasks to be completed, CAMPO may employ a varying number of consultants, interns, permanent, or temporary personnel.

Functional Responsibilities of Planning Agencies

For the transportation planning process to function properly, the agencies involved must work together cooperatively. The Transportation Policy Board (TPB), the Texas Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA), Capital Metro, Capital Area Rural Transportation System (CARTS) and the local governments within the planning area are responsible for carrying out the urban transportation planning process consistent with local agreements. This process includes planning for roadways, bicycling facilities, pedestrian facilities, freight movement, passenger rail, and transit.

The following descriptions of functional responsibilities for each agency are not intended to limit the participation of any agency or local government in the study. Rather, they are brief descriptions of primary responsibilities.

Metropolitan Planning Organization - The MPO, in cooperation with CTRMA, mass transit operators, planning agencies and local governments:

1) Is responsible for carrying out and maintaining the urban transportation planning process to include:
    a. Cooperative decision-making, principally, by elected officials of local governments.
    b. Unified Planning Work Program (UPWP),
    c. Transportation Improvement Program (TIP),
    d. Metropolitan Transportation Plan (MTP), and
    e. Congestion Management Process (CMP).
2) Executes contracts and/or agreements necessary to carry out the work outlined in the UPWP.
3) Develops and maintains transportation databases and analytical tools.

MPO staff has the following general responsibilities:

1) Provide staff support to the Transportation Policy Board (TPB), the Technical Advisory Committee (TAC), and committees of the Policy Board and TAC.
2) Review and report on items on the agenda(s) for the TPB, TAC, and appropriate committees.
3) Coordinate and perform the planning and data collection activities contained in the UPWP.
4) Prepare and submit an annual budget outlined in the UPWP for approval.
5) Receive and review all bills from consultants that the MPO has contracted with to perform work outlined in the UPWP.
6) Submit requests for reimbursement to the appropriate federal and/or state agencies for work performed according to the UPWP.
7) Prepare and submit grant applications for federal/other assistance in transportation planning, and related fields, as appropriate.
8) Prepare and submit the annual performance and expenditure report and annual project listing.
9) Coordinate the activities for the development and maintenance of the Unified Planning Work Program, the long-range Metropolitan Transportation Plan and the Transportation Improvement Program.
10) Refine and maintain a process for engaging the public in the transportation planning process; and
11) Perform any other administrative duties as required by the Transportation Policy Board; and,

12) Ensure compliance with Title VI Civil Rights, Environmental Justice and other federal requirements related to CAMPO's operations, activities and programs.

Texas Department of Transportation

The Texas Department of Transportation (TxDOT), within the realm of transportation planning, has the following varied responsibilities for the CAMPO planning area:

- Highway planning.
- Participating and lead agency in appropriate transportation studies and environmental documents.
- Review of all FTA Section 5307, 5310 and Section 5311 capital grant applications that may involve state funding: and

In addition, TxDOT maintains certain transportation database files and forecasting models, and coordinates its planning efforts with the MPO through the UPWP.

Capital Area Rural Transportation System (CARTS)

CARTS is the rural public transportation provider for this region and has primary responsibility for rural transit planning and operations in the study area.

Capital Metropolitan Transportation Authority (Capital Metro)

Capital Metro is a provider of public transportation in the region. Capital Metro has primary responsibility for conducting various short and long-range transit studies, maintaining all transit data, and is responsible for transit planning and operation in the urban portion of the study area.

Counties

Williamson County acts as our fiscal agent and provides support for human resources, benefits, accounting, and information technology.

The Counties of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson have the primary responsibility for the planning of all roads outside incorporated areas that are not on the State system. The counties also perform analyses on the state system in cooperation with the TxDOT – Austin District. The County coordinates its planning with TxDOT and incorporated areas in extraterritorial jurisdictional areas.

Cities

All jurisdiction cities in our planning area have the responsibility for the planning of all off-system roads within their incorporated area, and some have negotiated agreements with TxDOT to plan for roads on the state system as well in cooperation with TxDOT.

Public/Public and Public/Private Partnerships

The CAMPO region continues partnerships with local governments and transportation agencies and has actively pursued various partnerships with entities established to advance planning for and improve the area's transportation infrastructure).

D. **PRIVATE SECTOR INVOLVEMENT** – Consultants have been and will continue to be used on an as-needed basis in CAMPO's transportation programs and planning processes. In the past, CAMPO has used private sector consultants for a variety of services ranging from legal services to corridor studies to improvements to the regional travel demand model. The use of consultants will continue as needed.

E. PLANNING ISSUES AND EMPHASIS – The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2024 and 2025. The Planning Emphasis Areas are:

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future: CAMPO is developing a Carbon Reduction Program as outlined in the Infrastructure Investment and Jobs Act (IIJA). This program will seek to reduce transportation emissions through the development of carbon reduction strategies and by providing funding for projects designed to reduce transportation emissions. The CAMPO plan will provide emission reduction strategies, guide the selection of projects for the program funding, and set the foundation for a regional air quality program for the six-county region. Additionally, CAMPO is developing a Transportation Demand Management (TDM) Program to implement the agency's 2019 Regional Transportation Demand Management Plan. The TDM Program focuses on commuter behavior choices, technology, and options provided by employers and government entities, rather than focusing on infrastructure solutions to transportation congestion. Stewardship of environmental resources through measures that reduce, minimize, or avoid negative impacts to the environment are also included in project selection criteria for CAMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) and will continue to be used in the amendments and updates to those documents.

2. Equity and Justice 40 in Transportation Planning - CAMPO's Public Participation Plan (PPP) was developed to ensure that all citizens have an equal opportunity to participate in the CAMPO decision-making process. CAMPO deliberately plans inclusive, diverse public participation programs as part of its transportation planning process. CAMPO's program engages with public and private transportation employees and stakeholders, freight interests, bicycle and pedestrian stakeholders, and stakeholders with and representing those with disabilities. These public participation programs also include communication and outreach methods specifically tailored to audiences and stakeholders. The PPP's strategies include, but are not limited to: using visualizations and clear, concise, non-technical language to describe proposed changes; seeking out low-income and minority environmental justice households and vulnerable populations who may face challenges accessing employment and other services; and holding public open houses at convenient times and locations while also offering virtual opportunities for input. Additionally, project selection criteria for CAMPO's TIP and RTP include equity considerations, with performance measures focusing on traditionally underserved populations, including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.

3. Complete Streets - CAMPO conducts studies in cooperation with local cities to develop transportation plans incorporating the concepts of complete street designs. These studies aim to create safe, convenient, and connected transportation networks that provide walkable and bikeable neighborhoods with access to jobs, homes, and amenities. CAMPO studies identify local concerns including, but not limited to: speed management, sidewalk connectivity, perceived lack of safety, access management, and limited transit access or coordination. Depending on the scope of the study, future land use may also be a consideration including the identification of catalytic redevelopment sites and compatible uses. The outcomes of these studies include implementation strategies that can be used by local governments, the Texas Department of Transportation, local transit agencies, and private developers. Another aim of these studies is to identify potential projects for inclusion in the long-range Regional Transportation Plan. CAMPO will continue

conducting these studies, partnering with local agencies to develop tailored projects including complete street recommendations.

4. Public Involvement - The CAMPO Public Participation Plan, adopted in 2019, includes provisions for virtual public involvement. This includes the development of an online open house for public involvement opportunities, created specifically for individual studies or routine activities including TIP and RTP updates. The online open houses include all of the information that would be found at an in-person meeting as well as ways for the public to submit comments. Additionally, online surveys are included for projects and online maps allow the public to see information related to proposed transportation project corridors. The meetings of CAMPO's Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) are also streamed live and archived both on CAMPO's website and the agency's YouTube channel. The experience of public involvement through the Covid pandemic showed the utility of all of these virtual involvement methods and CAMPO will continue to expand the use of these methods while ensuring that those in the region who do not have high-speed internet or cell phones are still able to provide feedback.

5. Strategic Highway Network (STRANET)/U.S. Department of Defense (DOD) Coordination – CAMPO will coordinate with the U.S. Department of Defense on the eight STRAHNET corridors within the region in the development of recommendations for the long-range Regional Transportation Plan and for corridor and area studies. Although there are no U.S. Department of Defense installations within the CAMPO region apart from the Army Futures Command, there are significant bases in the MPO regions immediately to the north and south of this region, with transportation through the CAMPO area. This includes Fort Cavazos in the Killeen-Temple Metropolitan Planning Organization area and Randolph Air Force Base, Fort Sam Houston, and Lackland Air Force Base in the Alamo Area Metropolitan Planning Organization area. We will continue our coordination with these partner MPO organizations and include outreach to the Department of Defense.

6. Federal Land Management Agency (FMLA) Coordination – CAMPO will coordinate with federal resource agencies in the development of transportation plans and recommendations in the region. The preservation of the natural environment is a priority in the CAMPO region, which is reflected in the local and state agency coordination with federal land management areas including the San Marcos Aquatic Resources Center and the Balcones Canyonlands National Wildlife Refuge. This coordination supports the stewardship element of CAMPO's project selection process, which awards points to projects that demonstrate designs which avoid, minimize, and mitigate negative impacts to water quality, air quality, and natural habitat.

7. Planning and Environment Linkage (PEL) – CAMPO will continue to conduct Planning and Environmental Linkages (PEL) studies across the region. Primarily this will be conducted under the Project Readiness Program. This CAMPO-led program has identified 10 corridors for study across all six MPO counties. These corridors were identified based on the connectivity they provide between activity centers in the region, higher-than average crash rates, and their identification in transit studies, freight routes, and active transportation plans. All corridors are on the TxDOT system, and CAMPO is working closely with TxDOT to advance these studies. The Project Readiness Program will range from feasibility analyses to NEPA studies depending on the identified needs of each corridor. CAMPO is also working closely with the cities, counties, and transit agencies along the corridors and will conduct full public involvement efforts as well. This partnership will allow the results of the Project Readiness Program to seamlessly move into further environmental, design, and implementation stages.

8. Data in Transportation Planning – CAMPOCAMPO has established a Data and Operations program area in order to coordinate the MPO's role in data sharing and management. CAMPO has developed a series of data dashboards now available on the agency's website to serve as analysis tools and community resources for the MPO region. Currently there are five data dashboards on CAMPO's website including: American Community Survey (ACS) 2017-2019, ACS 2020 and Beyond, Performance Metrics, TxDOT Crash Records Information System, and Roadway Inventory. These dashboards are customizable and present a tremendous amount of data in comprehensible, graphical ways. CAMPO will continue making presentations on the availability of these dashboards and continue working with our partner agencies to provide more data on the dashboards which may be useful in regional transportation planning efforts

CAMPO will work cooperatively with TxDOT, CARTS and Capital Metropolitan Transportation Authority (CMTA) to define performance measures that emphasize these seven federal goals:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

- **OBJECTIVE**
  To accomplish, on a continuing basis, the plans and programs necessary to administer federal transportation planning requirements and maintain the transportation planning process in and for the Capital Area MPO's planning area.

- **EXPECTED PRODUCTS**
  Certified transportation planning process
  FY 2023 & FY 2024 Single Audit
  Unified Planning Work Program (FYs 2024 & 2025) and amendments
  Development of Unified Planning Work Program (FYs 2026 & 2027)
  FY 2023 & 2024 Annual Project Listing
  FY 2023 & 2024 Annual Performance and Expenditure Report
  New equipment and computer hardware/software

- **PREVIOUS WORK**
  Performed general administrative functions
  FY 2022 & 2023 Unified Planning Work Program and amendments
  FY 2021 & 2022 Annual Project Listing
  FY 2021 & 2022 Annual Performance and Expenditure Report
  FY 2021 & 2022 Single Audit
  Updated Public Participation Plan
  Updated Title VI Plan
  Coordinated transportation planning and implementation activities with other agencies and organizations
  Conducted a public involvement process compliant with federal and state regulations
  Provided support for all meetings of the transportation planning process
  Implemented policies to maintain the transportation planning process
  Provided staff access to courses, conferences, workshops and seminars
  Statistics and Metrics Dashboard

- **SUBTASKS**

Subtask 1.1 – MPO Staff Support for Task 1
The primary activities which will take place under MPO Staff Work include the following:

1.1.1 **<u>Program Administration</u>**:

This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the transportation planning process; maintenance of the FY 2024 & 2025 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2026 & 2027 Unified Planning Work Program, sponsoring and conducting meetings including providing support to policy and advisory bodies; coordinating and working with other agencies and organizations involved in planning, programming and implementation of transportation projects.

1.1.2 Public Participation:

This activity supports the implementation of the MPO's Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on Environmental Justice populations and the development/review processes of the Transportation Improvement Program, Metropolitan Transportation Plan and other planning products; develop and use of questionnaires, online surveys, newsletters and other participation techniques; and provide bilingual materials and translations as appropriate.

1.1.3 Title VI Civil Rights/Environmental Justice (EJ):

This activity supports monitoring and evaluating Title VI/EJ guidance and requirements, developing and implementing documents and procedures to ensure CAMPO's plans, programs and activities comply with Title VI/EJ guidance and requirements, collecting and analyzing data related to minority, low income, limited English proficiency and other populations vulnerable to potential disproportional adverse impacts from the planned transportation system and transportation projects, identifying possible strategies to minimize, avoid or mitigate potential disproportional adverse impacts on the EJ populations, maintaining, coordinating efforts to develop the Regional Toll Network Analysis that evaluates the impacts of the regional toll network on the EJ and non-EJ populations (see Task 2.0), implementing the CAMPO Limited English Proficiency Plan and updating that plan as needed

1.1.4 Travel and Training:

This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops (AMPO, APA, ESRI, TransCad, TxDOT, TRB, UT at Austin, CNU, TEMPO, Planning Conference, Planning Forum, etc.). CAMPO will seek prior approval from TxDOT for Out-of-State travel.

1.1.5 Equipment/Office Space & Computer Hardware/Software:

This activity is for the upgrade/addition of, equipment/office space and computer hardware or software to ensure program efficiency. A description of equipment purchases in excess of $5,000 will be submitted to the Texas Department of Transportation and the Federal Administration Highway for approval prior to acquisition. The MPO understands that split costs are not allowed.

Responsible Agency:	Capital Area MPO
Funding Requirement:	~~$ 4,708,834~~ PL $4,958,834
Product(s):	Certified transportation planning process; updated or new documents and reports; new equipment and/or computer hardware/software; APL; APER

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Subtask 1.2 – Legal Services – Consultant Work

1.2.1 Legal Services:
This activity is for legal services that are necessary for planning purposes. Ongoing contract.

Responsible Agency:	Capital Area MPO
Funding Requirement:	$200,000 PL
Product(s):	Legal opinion(s) and counsel, as necessary and appropriate, with prior approval from TxDOT and FHWA

Subtask 1.3 – Audit Services – Consultant Work

1.3.1 Audit Services:
This activity is for audit services that are necessary to comply with the Single Audit Act. Ongoing contract.

Responsible Agency:	Capital Area MPO
Funding Requirement:	$50,000 PL
Product(s):	Single Audit Report, financial statements

- **FUNDING SUMMARY**

Task 1.0 – 2-Year Funding Summary Table

FY 2024 and FY 2025

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		STBG		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
1.1	CAMPO	2,381,398	2,327,436					2,381,398	2,327,436	4,708,834
1.2	CAMPO	75,000	125,000					75,000	125,000	200,000
1.3	CAMPO	25,000	25,000					25,000	25,000	50,000
				-	-	-	-	-	-	-
TOTAL		2,481,398	2,477,436	-	-	-	-	2,481,398	2,477,436	4,958,834

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		STBG		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
1.1	CAMPO	2,381,398	2,577,436					2,381,398	2,577,436	4,958,834
1.2	CAMPO	75,000	125,000					75,000	125,000	200,000
1.3	CAMPO	25,000	25,000					25,000	25,000	50,000
				-	-	-	-	-	-	-
TOTAL		2,481,398	2,727,436	-	-	-	-	2,481,398	2,727,436	5,208,834

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III. TASK 2–0 - DATA DEVELOPMENT AND MAINTENANCE

- **OBJECTIVE**
  Provide updated information, demographic data and analysis to support the Metropolitan Planning Organizat'on's planning efforts.

- **EXPECTED PRODUCTS**
  Series of technical reports documenting the ongoing GIS data updates on traffic counts and mapping
  Transportation related air quality data collection and analysis, air quality planning and outreach products
  2045 Plan related performance measures
  Demographic forecasts and travel demand model for the 2050 Plan updates
  Interactive Web Viewer updates
  UrbanSim (Demographic Allocation Tool)
  Development 2050 Travel Demand Model

- **PREVIOUS WORK**
  Updated demographic forecasts and travel demand model for the 2045 Plan
  2045 Plan related performance measures
  Development 2050 Travel Demand Model
  UrbanSim (Demographic Allocation Tool)

- **SUBTASKS**

Subtask 2.1 – MPO Staff Support for Task 2
The primary activities which will take place under MPO Staff Work include the following:

2.1.1 General Administration:
This subtask allows for administrative activities related to data development and maintenance including procurement, contract management and appropriate review/processing of monthly billings for work related to Task 2, as well as conducting the activities in subtasks 2.1.2, 2.1.3, 2.1.4, and 2.1.5 and developing related performance measures.

2.1.2 General GIS:
Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting CAMPO programs; maintenance of the demographic and modeling databases of the 2045 Plan; develop and maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; develop technical memoranda documenting work completed.

2.1.3 Demographic Forecasting:
Run UrbanSim for producing demographic forecasts for 2050 Plan and TIP amendments. Specific activities will include production and review of demographic forecasts to be used for required 2050 Plan. Develop the datasets for running the Allocation Tool for the 2050 Plan.

2.1.4 Travel Demand Modeling:
Run CAMPO's FTA-compliant and time-of-day model. Specific activities will include coordination with TxDOT on development of the new 2025 base year model, performing model runs for the amendments of the 2045 Plan, 2023-2026 TIP and the development of the 2050 Plan; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities.

2.1.5 Environmental Analysis:
This subtask includes facilitating planning and environmental linkages by participating in NEPA related studies and Planning and Environmental Linkages (PEL) studies, monitoring and evaluating the effect of CAMPO plans and programs on the environment, identifying potential mitigation activities and locations where they might occur, coordinating outreach with resource agencies and working groups, developing and updating GIS analyses using GISST, and other relevant data. CAMPO is participating in NEPA related studies to facilitate the proper integration of planning outcomes in the environmental process.

Responsible Agency:	Capital Area MPO
Funding Requirement:	$231,588 PL
Product(s):	Technical memoranda, final reports, PEL and NEPA related reports and analyses.

Subtask 2.2 – GIS, Demographic Forecast, & Travel Demand – MPO Staff/Consultant Work

2.2.1 Demographic Forecast and Travel Demand Modeling Projects for 2050 Plan:
Conduct activities related to the travel demand model in support of development of the 2050 Plan. It is noted that the demographic forecasting and travel demand modeling procedures applied in the CAMPO area are integrated. Conduct activities related to the production of the regional employment and population profiles for inclusion in the CAMPO travel demand model and the 2045 toll analysis. Ongoing contract.

Responsible Agency:	Capital Area MPO
Funding Requirement:	$50,000 PL
Product(s):	Interactive Web Viewer, UrbanSim, Development 2050 Travel Demand Model, Model files for development of the 2045 RTA, draft and final 2045 RTA document.

- **FUNDING SUMMARY**

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Task 2–0 - 2-Year Funding Summary Table

FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Sect. 5304		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
2.1	CAMPO	111,764	119,824					111,764	119,824	231,588
2.2	CAMPO	50,000	-					50,000	-	50,000
TOTAL		161,764	119,824					161,764	119,824	281,588

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Sect. 5304		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
2.1	CAMPO	111,764	119,824					111,764	119,824	231,588
2.2	CAMPO	-	50,000					-	50,000	50,000
TOTAL		111,764	169,824					111,764	169,824	281,588

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[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

IV. TASK 3–0 - SHORT RANGE PLANNING

- **OBJECTIVE**
  Conduct short-range transportation and transportation-related planning activities with short-term planning and implementation focus, including the development and administration of the Transportation Improvement Program.

- **EXPECTED PRODUCTS**
  Maintenance of 2023-2026 Transportation Improvement Program
  Development and maintenance of 2025-2028 Transportation Improvement Program
  10 Year Plan
  Annual Listing of Obligated Projects
  Performance Measure Report
  Project Progress Report
  Deferred Project Refunding Process
  Project Call
  Congestion Management Process

- **PREVIOUS WORK**
  2023-2026 Transportation Improvement Program
  Project Tracking
  10 Year Plan
  Annual List of Obligated Projects
  Performance Measure Report
  Project Progress Report
  Congestion Management Process (CMP)

- **SUBTASKS**

Subtask 3.1 – MPO Staff Work for Task 3.0

3.1.1 General Administration:
This subtask allows for MPO staff support for administrative activities related to short range planning, including the development and management of agency contracts; procurement, development, and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3.

3.1.2 General Activities:
Specific activities will include, but are not limited to, maintenance of the FY 2023-2026 Transportation Improvement Program, development of the FY 2025-2028 Transportation Improvement Program, along with related performance measures.

3.1.3 Public Participation:
This subtask includes MPO staff participation in public outreach activities including video production, developing website information, writing newsletter articles, developing other printed materials, and public meeting facilitation as needed.

3.1.4 Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) and Operations Planning:
This subtask covers activities related to conducting the CMP, ITS and Operations Planning. Specific activities include, but are not limited to, developing, updating, refining, and implementing the CMP, incorporating congestion analysis results into the regional planning process, and incorporating ITS, systems management and operations into the planning process.

3.1.5 Transportation Improvement Program:
The four-year Transportation Improvement Program (TIP) lists surface transportation projects that are funded with federal dollars and are consistent with the long-range plan developed for the area. The TIP may also include non-federally funded projects that are regionally significant. The TIP development process includes public involvement activities and opportunities for public review and comment on all aspects of the program.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$535,089 PL
Product(s):	Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2023-2026 TIP amendments, 2025-2028 TIP, Congestion Management Process (CMP) Plan

Subtask 3.2 – Congestion Management – Consultant Work

3.2.1 Congestion Management Process Data Collection and Analysis:
This subtask provides support for the CMP through congestion data collection and analysis.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	~~$45,000~~ PL $294,000
Product(s):	Congestion data and analysis, data in GIS format

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Subtask 3.3 – Regional Transportation Demand Management Program– Consultant Work

3.3.1 Regional Transportation Demand Management Program:
The Regional Transportation Demand Management (TDM) Program will provide TDM services throughout the region with the goal of reducing congestion without adding capacity on the region's roadway network.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$160,000 STBG 40,000 TDCs
Product(s):	Contract procurement materials and billing packages, meeting packages and materials, technical memos

- **FUNDING SUMMARY**

Task 3.0 – 2-Year Funding Summary Table

FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		STBG		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
3.1	CAMPO	259,171	275,918					259,171	275,918	535,089
3.2	CAMPO	21,000	24,000			-		21,000	24,000	45,000
3.3	CAMPO	-	-	160,000	-			160,000	-	160,000
TOTAL		280,171	299,918	160,000	-	-	-	440,171	299,918	740,089

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		STBG		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
3.1	CAMPO	259,171	275,918					259,171	275,918	535,089
3.2	CAMPO	21,000	273,000			-		21,000	273,000	294,000
3.3	CAMPO	-	-	160,000	-			160,000	-	160,000
TOTAL		280,171	548,918	160,000	-	-	-	440,171	548,918	989,089

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[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

V. TASK 4–0 - METROPOLITAN TRANSPORTATION PLAN

- **OBJECTIVE**
  To develop, maintain and update a multi-modal Regional Transportation Plan for the CAMPO planning area for a 25-year horizon that meets federal requirements and regional goals.

- **EXPECTED PRODUCTS**
  Development of the 2050 Regional Transportation Plan
  Maintenance of the 2045 Regional Transportation Plan
  Maintenance and implementation of Coordinated Public Transit – Health and Human Services Transportation Plan
  Maintenance of Regional Active Transportation Plan
  Updated Regional Bicycle and Pedestrian Facility Inventory
  Regional State of Safety Report

- **PREVIOUS WORK**
  2045 Regional Transportation Plan
  2045 Regional Transportation Plan Amendments
  Regional Active Transportation Plan
  Regional Bicycle and Pedestrian Facility Inventory
  Coordinated Public Transit – Health and Human Services Transportation Plan Update
  Regional Traffic Safety Plan
  Regional State of Safety Report

- **SUBTASKS**

Subtask 4.1 – MPO Staff Work for Task 4.0

4.1.1 General Administration:
This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Tasks 4.1, 4.2, and 4.3, review and processing of monthly billings for work related to Tasks 4.1, 4.2, and 4.3, conduct access management, safety, sub-regional traffic management, and other related corridor studies, participation in study oversight committee meetings, amending and maintaining the CAMPO 2045 Regional Transportation Plan, developing the CAMPO 2050 Regional Transportation Plan and supporting materials and cooperatively developing related performance measures.

4.1.2 Public Participation:
This subtask includes MPO staff participation in public outreach activities including video production, developing website information, newsletter articles, other printed materials, and public meeting facilitation as needed.

4.1.3 Regional Public Transportation Coordination:
This subtask allows for MPO staff support for regional public transportation coordination including coordinating the Regional Transit Coordination Committee (RTCC) and associated activities, and implementing, maintaining and updating the Capital Area Coordinated Transit – Health and Human Services Transportation Plan.

4.1.4 Bicycle and Pedestrian Planning:
This subtask includes coordinating the Active Transportation Advisory Committee, conducting planning activities related to bicycle and pedestrian facilities, updating the regional active transportation plan, updating the regional bicycle and pedestrian facility inventory.

4.1.5 Safety Planning:
This subtask includes access management and corridor studies for the region, crash data hot spot analyses for regional and local governments, coordinating the regional safety coalition and its safety emphasis area team's associated activities, including, but not limited to, regional workshops, Safety Summits, data analyses, and updating and maintaining the safety analysis tool.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$1,153,529 PL
Product(s):	Planning documents, data sets, contract procurement materials and billing packages, and networks

Subtask 4.2 – 2050 Metropolitan Transportation Plan - Related MPO and Consultant Work

4.2.1 2050 Metropolitan Transportation Plan
CAMPO will contract a consultant to assist with the development of the CAMPO 2050 Regional Transportation Plan, including the public involvement, project prioritization, and draft plan documents. Contract TBD.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$500,000 PL
Product(s):	Meeting materials, technical report(s), plan documents

Subtask 4.3 – Regional Transit Coordination - Related MPO and Consultant Work

4.3.1 Regional Transit Coordination
This subtask provides support for regional public transportation coordination including the Regional Transit Coordination Committee and associated activities, implementing, maintaining and updating the Capital Area Coordinated Transit-Health and Human Services Transportation Plan. Contract ongoing.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$70,000 FTA 5304
Product(s):	Reports, memos, agendas

Subtask 4.4 – Planning Studies – Other agencies in the CAMPO region (MPO Staff Work is not applicable)

4.4.1 South Congress Light Rail Corridor

The Capital Metropolitan Transportation Authority will receive funding to plan for TOD at eight proposed stations along the 6.5-mile South Congress Light Rail Corridor. The South Congress Light Rail Corridor ETOD Study will focus on an approximately 6.5-mile light rail corridor with eight proposed stations, five of which are included in the Project Connect LRT Initial Investment, Auditorium Shores, SOCO, Oltorf, St. Edwards, and South Congress Transit Center. The additional three southern-most proposed stations, Stassney, William Cannon, and Slaughter, are part of the South Congress Light Rail Corridor extension. The project will deliver the ETOD Policy Plan, station area vision plans for North Lamar Transit Center and South Congress Transit Center, as well as an existing conditions dashboard expansion..

Responsible Agency: Capital Metro
Funding Requirement: $750,000 FTA and $400,000 Local Funds

4.4.2 Capturing Transit Value for Community Development: Pilot Sites for TOD Implementation with an Equity Lens

The Capital Metropolitan Transportation Authority received funding to plan for a pilot TOD site at the North Lamar Transit Center. The plan would enhance economic and community development by creating mixed-use development, increasing affordable housing, support bicycle and pedestrian access, and bringing essential services to the area.

Responsible Agency: Capital Metro
Funding Requirement: $900,000 FTA and $500,000 Local Funds

4.4.3 Capital Metro Training Academy – Staff Recruitment and Retention Plan for Service Restoration Post COVID-19

Funding would support planning and implementation efforts to define a training program that will improve the recruitment and retention of frontline staff.

Responsible Agency: Capital Metro
Funding Requirement: $780,100 FTA Funds

4.4.4 Travis County Safety Action Plan

The Travis County Safety Action plan will inventory, analyze and prioritize areas based on safety need, evaluate solutions and projects, and develop and implement safety messaging and public input strategies. The plan is funded by the Safe Streets 4 All (SS4A) discretionary grant program and will follow the program requirements for safety action plan development. Upon completion, the Travis County Safety Action Plan will provide local sponsors with eligibility to pursue SS4A implementation grants for the projects, programs, and strategies contained within.

Responsible Agency: Travis County
Funding Requirement: $350,000 USDOT (SS4A) and $87,500 In-Kind Donation of services (non-federal)

4.4.5 Central Texas Turnpike System - Capital Improvement Study
Feasibility study for Central Texas Turnpike System Capital Improvement Plan..

Responsible Agency: TxDOT District
Funding Requirement: $9,858,733 State Funds

4.4.6 FM 734 (Parmer Ln) - RM 1431 to SL 1
Feasibility study.

Responsible Agency: TxDOT District
Funding Requirement: $2,000,000 State Funds

4.4.7 FM 973 - FM 1660 to US 290
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: $2,321,637 State Funds

4.4.8 IH 35 - SH 29 to RM 1431
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: 5,995,210 State Funds

4.4.9 IH 35 - RM 1431 to SH 45N
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: 7,460,127 State Funds

4.4.10 IH 35 - US 290E to US 290 / SH 71 (CapEx Central)
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: $12,931,345 State Funds

4.4.11 IH 35 - SH 123 to Posey Rd
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: $4,029,098 State Funds

4.4.12 IH 35 - SH 45SE to CR 382 (M35 PEL)
Feasibility study.

Responsible Agency: TxDOT District
Funding Requirement: $5,000,000 State Funds

4.4.13 RM 1826 - Hays CL to US 290 in Travis County
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: $2,852,910 State Funds

4.4.14 RM 1826 - RM 150 to Travis CL in Hays County
Feasibility study.

Responsible Agency: TxDOT District
Funding Requirement: $2,000,000 State Funds

4.4.15 SH 21 - SH 80 to SH 130
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: $5,000,000 State Funds

4.4.16 SH 21 - CR 130 to Paint Creek Rd (US 290)
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: $3,955,863 State Funds

4.4.17 US 183 - SH 29 to FM 963
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: $7,000,000 State Funds

4.4.18 US 183 - SH 71 to SH 130
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: $3,651,596 State Funds

4.4.19 US 281 - US 290 to CR 413; CR 413 to Comal CL
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: $4,634,819 State Funds

4.4.20 US 281 - SH 71 Interchange
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: $2,391,901 State Funds

4.4.21 US 290 - RM 12 to Travis CL; Hays CL to RM 1826
Environmental study and schematic design.

Responsible Agency: TxDOT District
Funding Requirement: $5,021,449 State Funds

4.4.22 US 290 - US 281 to RM 12
Feasibility study.

Responsible Agency: TxDOT District
Funding Requirement: $3,000,000 State Funds

4.4.23 FM 969 Feasibility Study
Identify future safety and mobility improvements to FM 969, from SH 130 to SH 21, in Travis and Bastrop Counties.

Responsible Agency: TxDOT District
Funding Requirement: $2,000,000 State Funds

4.4.24 Red Line Trail Feasibility Study
The goal of the Red Line Trail Study, a partnership between City of Austin Public Works Department and Capital Metro, is to identify a feasible and safe off-street alignment for Red Line Trail with recommendations for near-, mid-, and long-term implementation. The Study should result in a context sensitive corridor plan based on Federal Railroad Administration and Rails with Trails best practices identifying an off-street alignment for Red Line Trail, following the Capital Metro Red Line MetroRail route and providing connections to stations.

Responsible Agency: Capital Metro
Funding Requirement: $480,000 Local Funds

4.4.25 Bergstrom Spur Study
Conduct a feasibility study on potential transit service extending eastward from the Todd Lane Station destined for the airport or an eastern terminus at the Blue Line MetroCenter Station. Consider feasibility of limited stop service supplementing and expanding the transit service coverage of the existing CapMetro bus routes along Burleson Road and other network streets. Consider connections to existing and future service and existing and potential areas with transit-supportive densities.

Responsible Agency: Capital Metro
Funding Requirement: $400,000 Local Funds

4.4.26 US Hwy 183 Corridor Study

The City of Leander will lead a multimodal corridor study on US HWY 183 from Osage Drive to the Bryson Ridge Trail split at 183A. The study will identify multimodal corridor needs and develop a context-sensitive transportation vision for each subarea along the corridor. The study will also identify catalytic land use and place making opportunities within key focus areas.

Responsible Agency: City of Leander
Funding Requirement: $500,000 Local Funds

4.4.27 City of Leander ADA Transition Plan

The City of Leander will lead a planning effort to develop an ADA Transition Plan, which will include an inventory of the existing sidewalk infrastructure network and needs assessment.

Responsible Agency: City of Leander
Funding Requirement: $300,000 Local Funds

4.4.28 City of San Marcos Transportation Master Plan

The City of San Marcos will update the 2018 Transportation Master Plan.

Responsible Agency: City of San Marcos
Funding Requirement: $500,000 Local Funds

4.4.29 Connecting Austin Equitably Mobility Study

The study, Our Future 35: Connecting Austin Equitably Mobility Study, focuses on 8 miles of the I-35 corridor from US 290 (north) to SH 71 (south). The study will identify affordable housing, anti-displacement and business support strategies for neighborhoods surrounding new freeway caps, identify transportation equity-focused action items, develop a placemaking plan, and evaluate transportation-related health and environmental justice concerns, and recommend mitigation for impacted neighborhoods.

Responsible Agency: City of Austin
Funding Requirement: $ 1,120,000 USDOT Funds and $280,000 Local Funds

4.4.30 183A Added Capacity Study

The Central Texas Regional Mobility Authority (CTRMA) will conduct an environmental study and schematic design for capacity improvements on 183A from SH 45 to Hero Way.

Responsible Agency: CTRMA
Funding Requirement: $ 2,000,000 Local Funds

4.4.31 Building Complete Communities: Affordable Housing and Transit Integration at Crestview Station and Ryan Drive Development:

CapMetro, in partnership with the City of Austin's Housing Department (Housing), the Austin Housing Finance Corporation (AHFC), and the City of Austin's Planning Department (Planning), are joined in a multi-agency effort to develop a sustainable multimodal transit hub at Crestview Station integrated with new affordable housing in the adjoining Ryan Drive property. The grant funding will produce a programming and pre-design study, up to

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20% design development of the transit plaza and multimodal hub, a robust public engagement plan, recommendations for regulatory updates to the existing North Lamar/Justin Lane corridor Transit Oriented Development (TOD) regulating plan and implementation of the Equitable Transit Oriented Development (ETOD) Policy Toolkit.

Responsible Agency: Cap Metro
Funding Requirement: $ 1,500,000 FTA Funds

4.4.32 Great Springs Project Corridor Planning Study

This project will fund a third-party contract for a consultant to conduct a review and identify priority areas of the route for enhance planning and design to achieve the recommendations of the Great Spring Project Trails Plan, recently update April 2024. Priority areas in Bexar County, Comal County, Hays County and Travis County will be identified through the study analysis and public engagement. It is anticipated that targeted areas will include trail crossings, challenging corridors and opportunities to strategically align the trail project with regional ecological restoration objectives including recharge of the Edwards Aquifer.

Responsible Agency: Great Springs Project (non-profit)
Funding Requirement: $ 1,840,000 FHWA & $460,000 local Funds

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- **FUNDING SUMMARY**

Task 4.0 – 2-Year Funding Summary Table

FY 2024 and FY 2025

Sub task	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Sect. 5304		STATE		LOCAL		FTA		USDOT (SS4A)		IN-KIND DONTATION		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
4.1	CAMPO	561,842	591,687					-								561,842	591,687	1,153,529
4.2	CAMPO	500,000	-													500,000	-	500,000
4.3	CAMPO			35,000	35,000											35,000	35,000	70,000
4.4	OTHER AGENCIES	-		-		91,104,688	-	5,360,000	-	2,430,100	-	1,470,000		87,500		100,452,288	-	100,452,288
		-	-					-	-	-						-	-	-
	TOTAL	1,061,842	591,687	35,000	35,000	91,104,688	-	5,360,000	-	2,430,100	-	1,470,000	-	87,500	-	101,549,130	626,687	102,175,817

Sub task	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Sect. 5304		STATE		LOCAL		FTA		FHWA		USDOT (SS4A)		IN-KIND DONTATION		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
4.1	CAMPO	561,842	591,687					-										561,842	591,687	1,153,529
4.2	CAMPO	200,000	300,000															200,000	300,000	500,000
4.3	CAMPO			35,000	35,000													35,000	35,000	70,000
4.4	OTHER AGENCIES	-		-		91,104,688	-	5,360,000	460,000	2,430,100	1,500,000		1,840,000	1,470,000		87,500		100,452,288	3,800,000	104,252,288
		-	-					-	-	-								-	-	-
TOTAL		761,842	891,687	35,000	35,000	91,104,688	-	5,360,000	460,000	2,430,100	1,500,000	-	1,840,000	1,470,000	-	87,500	-	101,249,130	4,726,687	105,975,817

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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VI. TASK 5–0 - SPECIAL STUDIES

- **OBJECTIVE**
  To conduct special studies of transportation facilities and/or corridors and transportation-related topics and to implement specialized studies. Includes the assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

- **EXPECTED PRODUCTS**
  Continued analysis of corridors in the region
  FM 1626/RM 967 Intersection
  Garlic Creek Parkway
  Freight Study
  Bottleneck Study
  Project Readiness for Regional Corridor Improvement Projects
  SL 150/Chestnut Street Corridor Study
  Austin Avenue Corridor Study
  Regional Safety Action Plan
  Regional Mobile Emission Reduction Plan
  Northeast Burnet County Corridor Study

- **PREVIOUS WORK**
  Western Caldwell County Transportation Study and Schematic Development
  San Marcos Transportation Corridor Study

- **SUBTASKS**

Subtask 5.1 – MPO Staff Work for Task 5.0

5.1.1 General Activities:
This subtask allows for MPO staff support for activities related to special transportation planning studies in Subtask 5.1 and 5.2. Specific activities will include participating in special studies. MOU/MOA or other similar documents will be developed to address specific written provision for cooperatively developing and sharing information related to transportation performance data; selection of performance targets; reporting performance targets; reporting and tracking progress.

Responsible Agency:	CAMPO
Funding Requirement:	$253,474 PL
Product(s):	Contract procurement materials and billing packages, meeting packages and materials, technical memos

Subtask 5.2 Special Studies (undertaken by CAMPO and/or Consultant(s)

5.2.1 FM 1626/RM 967 Intersection

Lane use and transportation nodal analysis. Contract ongoing.

Responsible Agency: CAMPO and City of Buda
Funding Requirement: $160,000 STBG and $40,000 Local Funds

5.2.2 Garlic Creek Parkway

Corridor and connectivity analysis. Contract TBD.

Responsible Agency: CAMPO and City of Buda
Funding Requirement: $280,000 STBG and $70,000 Local Funds

5.2.3 Freight Study

The Freight Study will evaluate freight and shipping needs throughout CAMPO's six-county region. The study will build on the work TxDOT completed in its 2018 Freight Mobility Plan and evaluate how the needs for freight policies and projects are shifting in Central Texas as the economy is changing. With the development of new industrial, warehousing, and distribution facilities being constructed throughout the region, along with the continuing growth of e-commerce, the changing nature of freight planning must be better understood to encourage efficient freight transportation and enhance economic development. Contract ongoing.

Responsible Agency: CAMPO
Funding Requirement: $200,000 STBG and 50,000 TDCs

5.2.4 Bottleneck Study

The Bottleneck Study will evaluate major interchanges throughout CAMPO's six-county region. Currently, most freeway-to-freeway interchanges in the CAMPO region lack full connectivity through direct-connect ramps and drivers must uses frontage road intersections to make connections between many highways. The Bottleneck Study will evaluate these interchanges to identify where improvements between highways may be needed, including additional direct-connect ramps. The Study will also evaluate connections between high-volume principle arterial roadways to identify bottlenecks where intersection or interchange improvements may be needed. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: $225,000 STBG and 56,250 TDCs

5.2.5 Project Readiness for Regional Corridor Improvement Projects

Multimodal corridor studies to advance recommendations for inclusion in CAMPO's long-range Regional Transportation Plan (RTP) and for future funding consideration in CAMPO's Transportation Improvement Program (TIP). Contract ongoing.

Responsible Agency: CAMPO
Funding Requirement: $4,600,000 State Funds

5.2.6 SL 150/Chestnut Street Corridor Study

The SL 150/Chestnut Street Corridor Study will assess multimodal mobility and safety needs for the 3-mile section of SL 150/Chestnut Street between SH 71/Childers Drive and SH 71/Tahitian Drive in the City of Bastrop. Building upon community visioning work completed in 2019 as part of the Bastrop Building Block (B3) Code, the study will include public/stakeholder engagement, needs assessment, a corridor concept plan, and an implementation plan. Contract ongoing.

Responsible Agency: CAMPO and City of Bastrop
Funding Requirement: $250,000 PL and $50,000 Local Funds

5.2.7 Austin Avenue Corridor Study

The Austin Avenue Corridor Study will assess multimodal mobility/safety needs and catalytic land use opportunities for the 5-mile section of Austin Avenue between SE Inner Loop and NE Inner Loop in the City of Georgetown. The study will run concurrently with and inform several local planning efforts including the Downtown Master Plan Update, Downtown Parking Study, and Overall Transportation Plan Update. The study will include public/stakeholder engagement, needs assessment, a corridor concept plan, and an implementation plan. Contract ongoing.

Responsible Agency: CAMPO and City of Georgetown
Funding Requirement: $200,000 PL and $60,000 Local Funds

5.2.8 Regional Safety Action Plan

The Regional Safety Action plan will analyze, identify, and prioritize projects, programs, and strategies to improve transportation safety throughout the six-county CAMPO region. The plan is funded by the Safe Streets 4 All (SS4A) discretionary grant program and will follow the program requirements for safety action plan development. Upon completion, the Regional Safety Action Plan will provide local sponsors with eligibility to pursue SS4A implementation grants for the projects, programs, and strategies contained within. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: $2,320,000 SS4A (USDOT) and $580,000 In-Kind Donation of Services (non-federal)

5.2.9 Regional ~~Mobile Emission~~Carbon Reduction Plan

Develop a comprehensive, data-driven, and practical mobile emission reduction plan that will evaluate emissions related to transportation and provide a regional implementation strategy that will contribute to their reduction. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: $1,000,000 FHWA and 250,000 TDCs

5.2.10 Northeast Burnet County Corridor Study

Planning level analyses and providing corridor planning support to develop, evaluate, and advance a broad range of mobility improvements in northeast Burnet County. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: $150,000 PL Funds

- **FUNDING SUMMARY**

Task 5.0 – 2-Year Funding Summary Table

FY 2024 and FY 2025

Sub task	Responsible Agency	Transportation Planning Funds (TPF)[1]		STBG		Local		State		FHWA		USDOT (SS4A)		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
5.1	CAMPO	106,712	146,762	-		-								106,712	146,762	253,474
5.2	CAMPO	600,000	-	865,000	-	220,000	-	4,600,000	-	1,000,000	-	2,320,000	-	9,605,000	-	9,605,000
TOTAL		706,712	146,762	865,000	-	220,000	-	4,600,000	-	1,000,000	-	2,320,000	-	9,711,712	146,762	9,858,474

Sub task	Responsible Agency	Transportation Planning Funds (TPF)[1]		STBG		Local		State		FHWA		USDOT (SS4A)		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
5.1	CAMPO	106,712	146,762	-		-								106,712	146,762	253,474
5.2	CAMPO	600,000	-	205,000	660,000	110,000	110,000	400,000	4,200,000	110,000	890,000	164,000	2,156,000	1,589,000	8,016,000	9,605,000
TOTAL		706,712	146,762	205,000	660,000	110,000	110,000	400,000	4,200,000	110,000	890,000	164,000	2,156,000	1,695,712	8,162,762	9,858,474

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[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

VII. BUDGET SUMMARY

Capital Area MPO: 2-Year Funding Summary - FY 2024 and FY 2025

UPWP Task	Description	TPF[1] Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	FHWA	USDOT	In-Kind Donation	Total Funds
1.0	Administration-Management	4,958,834								-	-	4,958,834
2.0	Data Development and Maintenance	281,588								-	-	281,588
3.0	Short Range Planning	580,089				160,000				-	-	740,089
4.0	Metropolitan Transportation Plan	1,653,529	70,000				-			-	-	1,723,529
4.4	MTP (other agencies)		-		2,430,100		5,360,000	91,104,688		1,470,000	87,500	100,452,288
5.0	Special Studies	853,474				865,000	220,000	4,600,000	1,000,000	2,320,000	-	9,858,474
TOTAL		8,327,514	70,000	-	2,430,100	1,025,000	5,580,000	95,704,688	1,000,000	3,790,000	87,500	118,014,802

UPWP Task	Description	TPF[1] Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	FHWA	USDOT	In-Kind Donation	Total Funds
1.0	Administration-Management	5,208,834								-	-	5,208,834
2.0	Data Development and Maintenance	281,588								-	-	281,588
3.0	Short Range Planning	829,089				160,000				-	-	989,089
4.0	Metropolitan Transportation Plan	1,653,529	70,000				-			-	-	1,723,529
4.4	MTP (other agencies)		-		3,930,100		5,820,000	91,104,688	1,840,000	1,470,000	87,500	104,252,288
5.0	Special Studies	853,474				865,000	220,000	4,600,000	1,000,000	2,320,000	-	9,858,474
TOTAL		8,826,514	70,000	-	3,930,100	1,025,000	6,040,000	95,704,688	2,840,000	3,790,000	87,500	122,313,802

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds [2]	$6,420,172
Estimated Unexpended Carryover	$ 1,907,342 $2,406,342
TOTAL TPF:	~~$ 8,327,514~~ $8,826,514

[2] Estimate based on prior years' authorizations

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Date:	October 7, 2024
Continued From:	N/A
Action Requested:	Information

To:	Transportation Policy Board
From:	Mr. Jeff Kaufman, Texas A&M Transportation Institute
Agenda Item:	7
Subject:	Presentation and Discussion on Congestion Management Process

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

Mr. Kaufman will provide an overview and update of the Congestion Management Process (CMP) to the Transportation Policy Board (TPB).

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Metropolitan Planning Organizations (MPO) are required to establish a Congestion Management Process (CMP) per 23 CFR 450.322, which serves to 1) monitor the state and extent of congestion on the transportation system, 2) identify alternative strategies to better manage the current transportation system and minimize the need for adding physical capacity, and 3) evaluate the effectiveness of implemented transportation projects, including management strategies.

The TPB adopts the CMP with each update of the Regional Transportation Plan. Mr. Kaufman's update provides an overview to the TPB regarding the CMP.

SUPPORTING DOCUMENTS

Attachment A – *2021 CMP Update*
Attachment B – *CAMPO 2021 Network Results*

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CENTRAL TEXAS

CONGESTION MANAGEMENT PROCESS UPDATE

Texas A&M Transportation Institute

AUGUST 2023

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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.[1] 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

[1] 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.

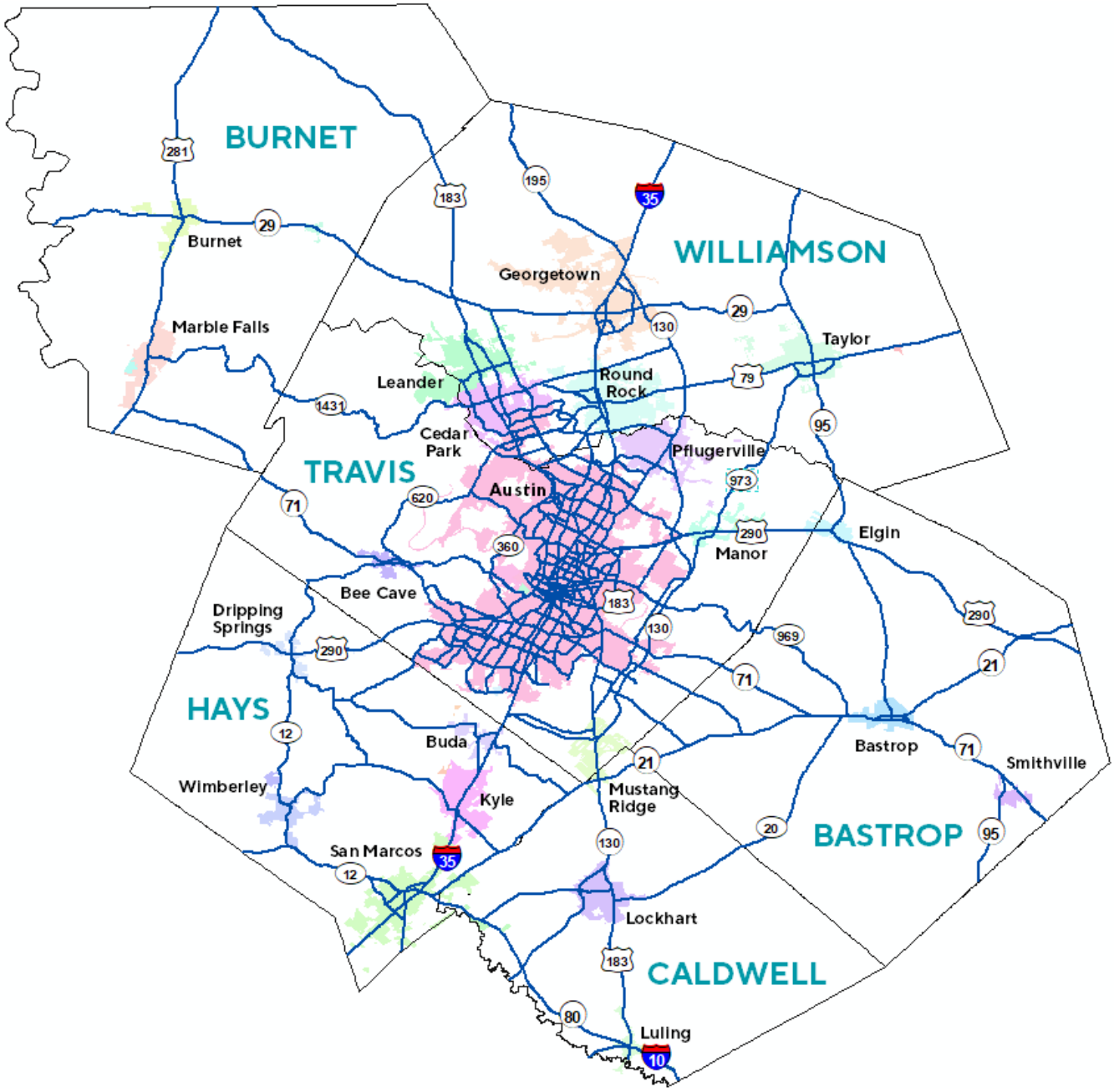
Functional Classification – Within the confines of INRIX data availability, the CMP network utilizes TxDOT's 2021 Roadway inventory, which contains volume information on regional roadways. The CMP network includes urban and rural interstates, freeways, expressways, toll roads, and arterials (both principal 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.[2] 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 on-time 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.

[2] Texas A&M Transportation Institute, Texas 100 Most Congested Road Sections, 2022, Released November 2022, https://mobility.tamu.edu/texas-most-congested-roadways/

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)

- 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 80th 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):

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

Facility Name	Segment Limits	Hours Delay per Mile	Free Flow Speed	Average Speed	AM Speed	PM Speed	Congestion Index	Planning Time Index (PTI95 ≥ 1.50 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

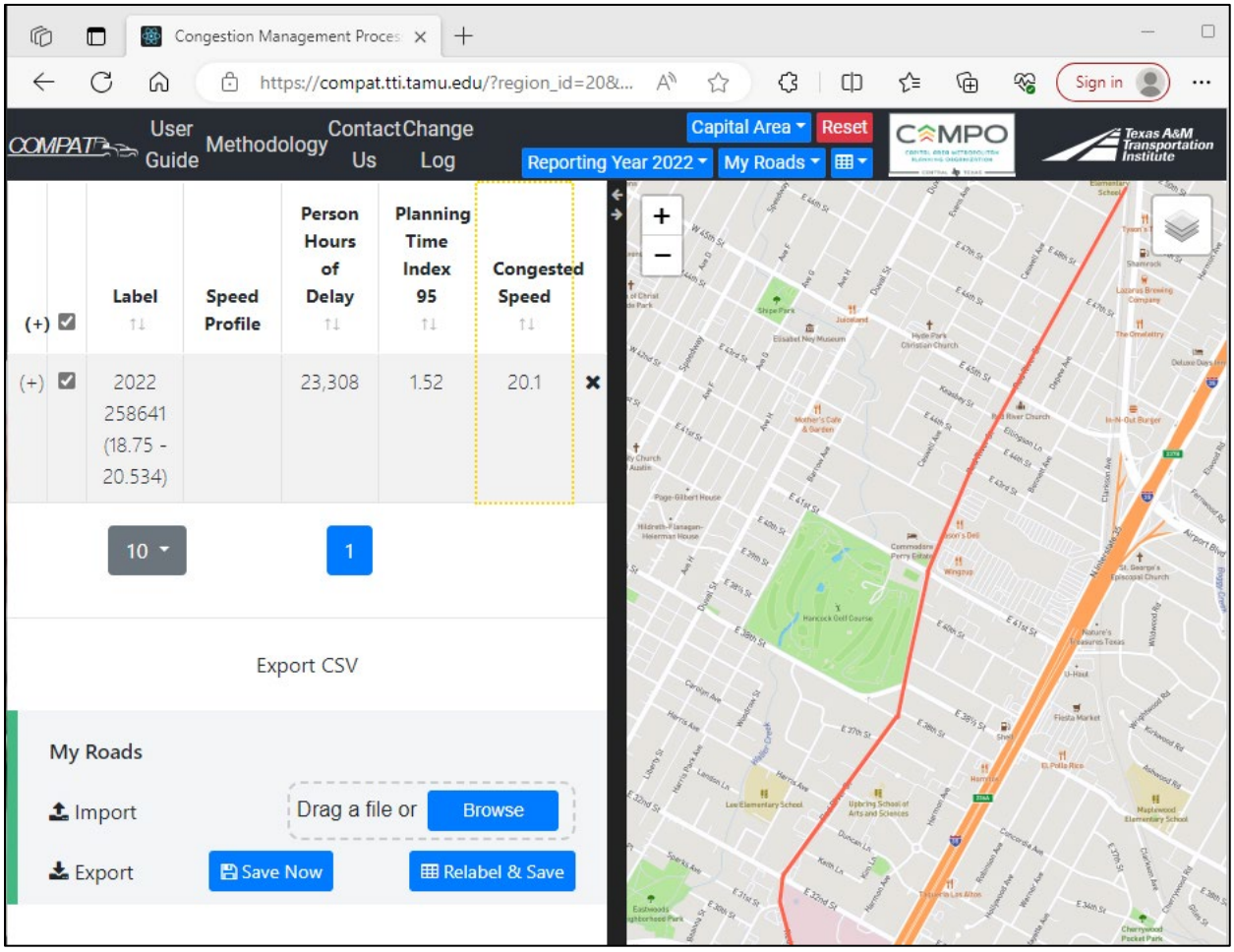
COMPAT TOOL

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 before-after 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 https://compat.tti.tamu.edu.

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.

Roadway Improvements

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.

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

Pedestrian Facility Expansion and Improvement	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.
Bicycle Facility Expansion and Improvement	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	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	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 Information	Dynamic traveler information provide real-time information to 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 helps users make informed decisions on travel including which routes or modes to take, and when is the best time to travel.
ITS Communication Networks	Creating an ITS communication network will allow for the 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 and Centralization	Improvements in traffic signal technology has allowed for the 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 center instead of sending out a maintenance crew to repair the signal.
Traffic Management Centers/System Monitoring Technology	Roadway system monitoring can provide information about system performance in real time. Radar and Bluetooth-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 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 A: CMP SEGMENT CONGESTION BASED ON DELAY PER MILE

				VEHICLES									TRUCK/COMMERCIAL					TRANSIT			SAFETY				
Congestion Rank (Based on Delay per Mile)	Facility Name	Segment Limits	Segment Length (Miles)	VMT	Delay (person-hours)	Hours Delay per Mile	Annual Congestion Cost (Dollars)	Free Flow Speed	Average Speed	AM Speed	PM Speed	Congestion Index	Planning Time Index (PTI95 ≥ 1.50 Unreliable)	Truck VMT	Truck Delay (hours)	Annual Commercial Delay Cost (Dollars)	Truck Congestion Index	Truck PTI 95	Stops	Number of Routes	Weekday Average Boardings	Fatalities 2020–22	Fatality Rate (Regional Avg = 1.39)	Serious Injuries 2020–22	Serious Injury Rate (Regional Avg = 6.62)	Bike/Ped Fatalities & Serious Injuries 2020–22
1	IH 35	MLK to Airport	1.83	352,803	2,686,502	1,466,431	$ 68,393,057	61.1	36.2	52.7	22.3	2.46	4.32	37,215	189,918	$ 11,419,775	2.26	4.28	0	0	0	6	1.55	10	2.59	3
2	IH 35	MLK to Cesar Chavez	1.27	191,552	1,593,194	1,253,496	$ 41,273,774	60.3	34.3	50.4	20.9	2.31	3.69	22,652	131,426	$ 7,994,110	2.15	3.73	0	0	0	2	0.95	8	3.81	0
3	IH 35	Cesar Chavez to Ben White	3.31	555,055	2,759,050	832,795	$ 71,409,936	62.0	44.9	46.2	43.9	1.69	2.34	58,904	229,762	$ 13,909,085	1.67	2.37	0	0	0	4	0.66	19	3.13	1
4	IH 35	Airport to US 183	2.76	475,048	1,180,203	427,920	$ 30,080,762	63.0	46.4	50.2	42.8	1.51	2.17	52,683	93,789	$ 5,634,393	1.51	2.21	0	0	0	16	3.08	14	2.69	7
5	IH 35	SH 45 to University/RM 1431	5.52	916,903	2,306,025	417,531	$ 59,071,874	65.0	49.8	56.4	45.0	1.46	1.96	102,829	198,624	$ 11,741,063	1.46	2.03	0	0	0	5	0.50	23	2.29	2
6	US 290	McCarty Lane to RM 1826	1.76	101,942	550,257	313,002	$ 13,514,588	37.4	27.5	29.7	26.0	1.50	2.00	4,918	19,949	$ 1,210,507	1.49	2.07	0	0	0	0	0.00	7	6.27	0
7	IH 35	Ben Whilte to Slaughter	3.98	591,898	1,125,324	282,674	$ 29,311,530	65.0	49.6	52.3	47.0	1.49	2.23	82,162	111,170	$ 6,565,617	1.47	2.26	0	0	0	11	1.70	12	1.85	3
8	MoPac	Lake Austin Blvd to Northland/2222	4.28	640,763	943,988	220,816	$ 21,954,393	64.9	51.2	63.7	41.8	1.44	2.23	18,390	20,860	$ 1,244,366	1.39	2.32	0	0	0	2	0.29	8	1.14	0
9	Parmer	IH 35 to MoPac	2.00	121,656	435,576	218,225	$ 10,440,204	34.4	27.8	32.9	25.2	1.32	1.65	3,163	8,789	$ 534,298	1.28	1.94	1	1	1	2	1.50	14	10.51	5
10	Cesar Chavez	S. 1st to IH 35	0.71	21,054	146,259	205,132	$ 3,442,794	21.7	17.2	20.6	15.5	1.31	1.59	420	1,936	$ 112,858	1.22	1.82	6	1	129	0	0.00	9	39.04	4
11	Cesar Chavez	S. 1st to Lamar	0.33	14,666	64,575	194,443	$ 1,523,233	26.0	20.6	25.3	18.1	1.32	1.65	254	588	$ 34,729	1.19	1.77	2	5	120	0	0.00	3	18.68	1
12	IH 35	Slaughter to SH 45	4.15	555,283	794,898	191,588	$ 20,785,245	64.8	53.1	57.2	48.9	1.35	1.89	81,058	80,382	$ 4,747,912	1.33	1.93	0	0	0	5	0.82	10	1.64	2
13	MoPac	Lake Austin Blvd to Cap. of Texas	2.97	401,395	550,675	185,537	$ 12,855,490	64.4	54.3	63.5	47.9	1.33	1.82	12,126	13,280	$ 794,808	1.31	1.92	6	1	22	0	0.00	4	0.91	0
14	SH 80	IH 35 to SH 21	1.05	43,379	171,366	163,362	$ 4,197,504	32.5	28.1	31.1	26.6	1.21	1.48	2,470	5,797	$ 349,730	1.15	1.54	0	0	0	1	2.11	15	31.58	2
15	Capital of Texas	Lamar to Bee Caves	4.97	303,254	699,624	140,628	$ 16,518,394	49.7	41.6	42.6	40.9	1.25	1.57	6,514	12,307	$ 752,300	1.27	1.72	0	0	0	3	0.90	3	0.90	0
16	S. Lamar	Ben White to Riverside	3.12	147,881	405,628	129,930	$ 9,711,455	32.9	28.0	31.9	26.0	1.19	1.41	2,508	6,597	$ 398,717	1.21	1.76	27	4	810	2	1.24	16	9.88	7
17	US 183	Whitestone to Lakeline Blvd	2.76	129,781	347,674	126,060	$ 8,225,253	37.8	28.9	34.0	26.1	1.36	1.72	2,694	4,677	$ 284,869	1.26	1.86	0	0	0	2	1.41	7	4.93	1
18	Whitestone	Parmer to US 183	2.98	134,139	374,057	125,396	$ 9,084,966	36.5	30.4	34.3	28.3	1.24	1.48	5,873	10,674	$ 649,753	1.18	1.58	0	0	0	0	0.00	1	0.68	1
19	Riverside	IH 35 to Pleasant Valley	1.23	44,801	144,661	117,386	$ 3,512,331	25.2	21.8	24.5	20.4	1.17	1.35	1,430	4,015	$ 237,328	1.15	1.58	11	6	548	1	2.04	10	20.38	5
20	Rundberg	Lamar to Dessau	1.51	42,226	175,480	116,058	$ 4,169,907	22.0	17.8	17.8	17.8	1.25	1.46	1,406	3,213	$ 187,578	1.16	1.59	13	3	637	5	10.81	18	38.93	9
21	US 183	MoPac to Spicewood Springs	4.68	626,561	521,334	111,349	$ 12,162,754	65.0	55.7	61.3	51.6	1.23	1.63	18,804	15,046	$ 883,157	1.26	1.75	16	2	216	3	0.44	13	1.89	0
22	Wonder World	IH 35 to SH 123	1.06	27,520	116,917	110,717	$ 2,958,966	29.0	22.7	26.9	20.5	1.31	1.59	2,056	6,113	$ 368,738	1.24	1.74	0	0	0	2	6.64	3	9.96	1
23	US 290	FM 973 to Parmer	2.00	105,806	207,168	103,688	$ 4,989,842	46.0	36.5	40.1	34.4	1.30	1.62	6,498	6,830	$ 422,933	1.22	1.62	0	0	0	2	1.73	11	9.49	0
24	US 79	IH 35 to FM 685	7.00	281,883	718,213	102,631	$ 17,552,718	42.0	32.9	38.2	30.0	1.33	1.68	16,281	26,486	$ 1,624,077	1.25	1.72	0	0	0	2	0.65	18	5.83	5
25	Lamar	US 183 to Braker	2.87	92,129	294,702	102,612	$ 6,952,118	29.2	24.5	27.7	22.8	1.21	1.42	1,189	2,135	$ 127,527	1.13	1.53	25	3	1,783	6	5.95	26	25.77	10
26	Parmer	IH 35 to Dessau	2.35	99,698	230,140	98,141	$ 5,461,273	37.4	31.1	36.2	28.4	1.24	1.46	3,014	3,549	$ 218,301	1.14	1.56	0	0	0	2	1.83	13	11.91	2
27	FM 620	RM 2222 to Anderson Mill	3.96	160,355	362,621	91,687	$ 8,672,799	47.2	39.5	45.7	36.3	1.27	1.58	5,531	9,513	$ 586,281	1.22	1.71	0	0	0	2	1.14	11	6.26	0
28	SH 71	Bee Cave Parkway to Old Bee Caves	4.37	214,646	386,681	88,425	$ 9,617,957	48.8	42.8	44.2	42.1	1.17	1.39	10,477	19,497	$ 1,208,492	1.22	1.58	0	0	0	0	0.00	9	3.83	1
29	Cesar Chavez	IH 35 to Chicon	0.75	9,808	66,190	88,019	$ 1,591,238	20.4	16.6	18.9	15.4	1.26	1.48	434	1,926	$ 111,268	1.20	1.67	7	1	208	0	0.00	3	27.93	0
30	US 290/SH 71	Westgate to McCarty Lane	3.67	229,542	317,552	86,550	$ 7,767,839	61.8	57.2	56.8	57.5	1.19	1.57	13,423	14,700	$ 870,213	1.22	1.65	10	1	113	3	1.19	4	1.59	0
31	IH 35	SH 45 to Parmer	5.08	771,653	437,365	86,146	$ 11,029,201	65.0	58.2	63.1	54.9	1.15	1.34	84,032	36,705	$ 2,107,449	1.14	1.37	0	0	0	11	1.30	16	1.89	8
32	Parmer	FM 620 to Whitestone	4.34	175,453	361,039	83,285	$ 8,662,932	44.3	34.3	40.8	30.8	1.34	1.76	6,886	10,524	$ 649,762	1.27	1.90	0	0	0	1	0.52	2	1.04	0
33	Slaughter	IH 35 to Manchaca	2.43	79,841	200,135	82,259	$ 4,825,668	32.1	27.0	30.2	25.2	1.24	1.54	3,401	4,324	$ 262,651	1.15	1.59	17	4	325	1	1.14	12	13.73	5
34	IH-35 Frontage	MLK to Cesar Chavez	2.68	35,221	220,419	82,215	$ 5,314,103	27.0	19.6	24.9	16.8	1.47	1.90	1,338	5,532	$ 326,621	1.35	2.20	0	0	0	3	7.78	14	36.30	1
35	Anderson Mill	US 183 to FM 620	2.34	52,038	182,377	77,839	$ 4,447,310	32.6	27.8	29.5	26.8	1.22	1.47	1,661	5,508	$ 332,243	1.25	1.72	2	1	10	0	0.00	4	7.02	1
36	Lamar	Riverside to 15th Street	1.13	23,508	86,753	76,434	$ 2,086,313	27.6	23.0	27.1	20.8	1.24	1.63	595	1,817	$ 108,217	1.21	1.83	10	3	49	0	0.00	4	15.54	0
37	Howard	IH 35 to Wells Branch	1.90	27,090	137,478	72,509	$ 3,292,236	29.3	22.8	24.9	21.8	1.44	1.94	879	3,056	$ 182,042	1.38	2.11	1	1	1	2	6.74	4	13.48	0
38	Braker	Lamar to Dessau	1.40	32,754	100,480	71,771	$ 2,469,834	25.8	20.4	22.1	19.5	1.29	1.52	1,046	3,736	$ 220,244	1.36	1.94	13	1	95	0	0.00	6	16.73	1
39	US 183	IH 35 to MoPac	3.83	447,456	271,690	71,030	$ 6,530,646	63.9	57.1	56.6	57.6	1.14	1.37	23,260	13,622	$ 805,857	1.17	1.45	14	5	345	5	1.02	13	2.65	1
40	SH 71	Old Bee Caves to US 290	3.88	150,009	271,669	70,090	$ 6,844,205	48.2	43.4	45.2	42.4	1.17	1.32	8,270	15,806	$ 959,767	1.19	1.50	1	1	82	1	0.61	18	10.96	1
41	Capital of Texas	Spicewood Springs to Capital of Texas	1.43	82,874	98,535	68,906	$ 2,357,230	44.4	40.0	42.2	38.2	1.13	1.29	2,273	2,938	$ 179,710	1.15	1.44	1	1	12	0	0.00	7	7.71	2
42	Barton Springs	Congress to Lamar	0.77	10,181	52,749	68,684	$ 1,285,485	20.0	16.5	19.2	15.2	1.23	1.44	333	2,021	$ 117,030	1.28	2.07	5	1	22	0	0.00	2	17.94	0
43	Oltorf	IH 35 to Pleasant Valley	0.67	15,558	45,219	67,650	$ 1,092,852	21.9	18.9	21.2	17.8	1.17	1.35	490	1,359	$ 78,901	1.16	1.65	11	3	707	1	5.87	6	35.22	5
44	Wells Branch	IH 35 to MoPac	2.10	59,543	140,710	67,132	$ 3,371,054	31.1	26.3	29.2	24.6	1.30	1.64	1,902	2,810	$ 169,186	1.21	1.82	15	1	72	0	0.00	4	6.14	2
45	Capital of Texas	RM 2222 to Spicewood Springs	2.42	141,270	161,229	66,761	$ 3,847,216	54.3	47.0	51.9	44.3	1.21	1.55	3,811	4,497	$ 281,100	1.21	1.71	0	0	0	1	0.65	3	1.94	0
46	FM 620	RM 2222 to Colorado River	3.61	122,309	237,501	65,790	$ 5,748,877	50.7	42.7	49.8	38.7	1.34	1.77	4,680	8,112	$ 497,384	1.33	2.03	0	0	0	3	2.24	9	6.72	0
47	Ben White	IH 35 to Westgate	3.27	473,741	214,771	65,719	$ 5,190,261	64.8	60.2	60.0	60.4	1.09	1.26	22,887	12,302	$ 719,993	1.12	1.34	11	2	585	2	0.39	12	2.31	2
48	FM 620	Anderson Mill to US 183	1.99	67,291	130,152	65,272	$ 3,157,232	35.5	31.2	34.0	29.7	1.16	1.42	2,412	3,634	$ 222,385	1.13	1.49	0	0	0	0	0.00	10	13.57	1
49	Cameron	51st Street to US 183	1.90	33,723	120,730	63,554	$ 2,913,027	23.8	20.1	22.6	18.8	1.21	1.49	1,075	3,250	$ 190,110	1.18	1.79	21	5	915	4	10.83	15	40.62	6
50	Koenig/Allandale/Northland	Lamar to Balcones	2.16	62,938	136,715	63,235	$ 3,283,338	27.7	23.9	27.0	22.3	1.18	1.37	1,530	2,404	$ 144,116	1.13	1.52	17	1	177	0	0.00	5	7.26	1
51	University Blvd	IH 35 to SH 130	6.39	126,195	396,099	61,978	$ 9,902,020	42.4	34.8	37.1	33.4	1.26	1.47	11,552	18,992	$ 1,167,278	1.25	1.63	4	1	2	2	1.45	10	7.24	0
52	IH-35 Frontage	Cesar Chavez to SH 71/Ben White	6.50	95,004	402,781	61,957	$ 9,862,210	35.9	28.8	31.1	27.5	1.33	1.68	4,025	14,391	$ 870,195	1.40	2.17	0	0	0	1	0.96	19	18.26	8
53	IH-35 Frontage	Airport to MLK	3.69	46,361	223,806	60,570	$ 5,433,268	37.3	26.5	33.4	22.7	1.49	2.02	2,525	6,914	$ 414,874	1.28	2.07	0	0	0	2	3.94	5	9.85	3
54	IH-35 Frontage	University/RM 1431 to SH 45/Louis Henna	11.04	254,264	666,819	60,402	$ 16,578,832	40.5	34.1	36.8	32.6	1.26	1.64	9,844	31,027	$ 1,886,262	1.37	2.05	0	0	0	5	1.80	20	7.18	5
55	Whitestone	IH 35 to Parmer	5.66	225,163	340,395	60,172	$ 8,356,981	50.5	44.7	46.0	44.0	1.14	1.26	10,410	15,814	$ 979,431	1.18	1.44	0	0	0	3	1.22	1	0.41	0
56	Howard	Dessau to IH 35	2.48	74,715	146,402	59,128	$ 3,713,572	32.8	27.4	29.1	26.4	1.23	1.41	5,224	8,178	$ 496,850	1.21	1.53	2	2	30	0	0.00	20	24.45	2
57	Riverside	Pleasant Valley to Ben White	2.19	86,167	128,788	58,700	$ 3,173,215	31.3	28.8	30.4	27.9	1.09	1.20	4,237	4,424	$ 269,260	1.08	1.37	21	6	987	4	4.24	20	21.20	10
58	FM 620	SH 71 to Colorado River	9.22	342,898	540,231	58,562	$ 13,043,410	48.2	42.5	45.5	40.9	1.16	1.33	12,505	17,389	$ 1,074,904	1.16	1.50	0	0	0	4	1.07	21	5.59	3
59	Barton Springs	MoPac to Lamar	1.14	16,038	63,053	55,117	$ 1,513,504	28.1	24.1	27.5	22.3	1.20	1.44	512	1,666	$ 98,068	1.18	1.83	10	1	30	0	0.00	11	62.64	0
60	Burnet	US 183 to MoPac	2.55	97,937	140,439	55,009	$ 3,424,134	30.0	27.6	28.0	27.4	1.10	1.24	1,776	3,736	$ 224,684	1.17	1.56	11	5	264	2	1.86	17	15.85	6
61	Hopkins	Moore St. to IH 35	1.59	29,543	83,161	52,369	$ 2,009,670	24.5	22.0	24.1	20.9	1.14	1.35	1,193	2,238	$ 131,675	1.09	1.52	0	0	0	0	0.00	9	27.82	3
62	US 290	FM 973 to SH 95	9.07	333,330	464,997	51,273	$ 11,443,564	59.2	52.1	51.4	52.7	1.23	1.55	24,519	23,842	$ 1,425,784	1.25	1.60	0	0	0	5	1.37	22	6.03	0
63	Capital of Texas	Bee Caves to RM 2222	5.16	272,181	263,085	50,995	$ 6,272,784	55.3	49.0	53.1	46.8	1.16	1.42	7,706	8,437	$ 522,837	1.18	1.60	0	0	0	2	0.67	11	3.69	0
64	Parmer	FM 620 to McNeil	2.66	132,396	134,898	50,656	$ 3,334,186	45.7	39.8	40.9	38.9	1.16	1.33	4,635	6,963	$ 429,905	1.24	1.70	0	0	0	4	2.76	5	3.45	2
65	Dessau/FM 685	Parmer to SH 130	6.41	183,687	324,010	50,548	$ 8,055,336	37.4	33.0	35.5	31.8	1.15	1.32	6,945	14,803	$ 905,442	1.19	1.63	0	0	0	6	2.98	23	11.43	3
66	FM 620	SH 45 to IH 35	4.51	168,531	227,179	50,406	$ 5,753,478	39.7	36.4	37.7	35.8	1.10	1.26	9,464	14,093	$ 854,292	1.13	1.52	0	0	0	0	0.00	7	3.79	0
67	FM 1825/Pecan	Wells Branch to SH 130	5.53	134,560	276,273	50,004	$ 6,740,314	35.3	29.7	31.4	28.7	1.21	1.38	5,369	8,605	$ 524,733	1.19	1.60	0	0	0	2	1.36	15	10.18	4
68	Lamar	US 183 to 51st St.	1.94	43,725	96,248	49,604	$ 2,368,419	28.9	25.0	26.8	24.1	1.17	1.34	1,396	3,205	$ 193,083	1.20	1.63	25	8	1,555	0	0.00	12	25.06	4
69	38th Street/35th Street	MoPac to Guadalupe	1.25	20,171	60,700	48,677	$ 1,486,172	25.0	21.9	23.1	21.3	1.16	1.35	659	2,131	$ 125,802	1.21	1.73	14	5	270	0	0.00	2	9.05	0
70	US 290	SH 95 N to SH 95 S	1.92	60,643	90,997	47,493	$ 2,211,212	46.1	40.8	43.0	39.4	1.14	1.33	4,061	3,634	$ 226,522	1.11	1.33	0	0	0	2	3.01	9	13.55	0
71	SH 45 (Estimated)	MoPac to RM 1826	2.74	61,023	129,085	47,060	$ 3,220,024	28.8	25.9	25.9	25.9	1.11	1.37	2,435	5,022	$ 310,473	1.16	1.63	0	0	0	0	0.00	5	7.48	0
72	North Mays/Spur 379	IH 35 to CR 171	2.18	48,459	102,228	46,936	$ 2,494,507	28.0	24.5	24.7	24.3	1.16	1.36	1,094	2,900	$ 172,185	1.22	1.77	0	0	0	1	1.88	2	3.77	1
73	11th/Shoal Creek	Congress to Lamar	0.49	4,357	22,803	46,727	$ 562,413	13.6	12.0	11.1	13.0	1.17	1.46	191	1,030	$ 60,498	1.22	1.63	0	0	0	0	0.00	0	0.00	0
74	SH 29	IH 35 to SH 130	3.72	60,792	171,276	46,005	$ 4,061,538	34.7	30.1	33.4	28.4	1.21	1.45	1,993	2,518	$ 150,485	1.11	1.45	0	0	0	0	0.00	7	10.52	1
75	US 183	US 183A to SH 29	3.51	141,134	160,846	45,825	$ 4,081,343	52.1	44.9	45.3	44.8	1.18	1.37	9,719	10,423	$ 655,169	1.20	1.48	0	0	0	0	0.00	9	5.82	1
76	IH-35 Frontage	US 183 to Airport	5.45	91,004	249,530	45,760	$ 6,139,748	39.3	32.4	37.0	29.9	1.29	1.66	3,535	9,791	$ 596,009	1.32	2.08	0	0	0	3	3.01	22	22.08	4
77	Bee Caves	MoPac to Capital of Texas	3.66	108,816	165,709	45,288	$ 4,453,225	37.3	33.8	35.0	33.2	1.13	1.27	6,958	16,588	$ 1,010,408	1.24	1.81	0	0	0	1	0.84	11	9.23	2
78	Pleasant Valley	Oltorf to Colorado River	1.54	30,202	69,121	44,974	$ 1,698,997	28.6	25.8	27.7	24.8	1.13	1.33	1,065	2,518	$ 149,947	1.14	1.68	14	6	1,047	1	3.02	7	21.17	2
79	Montopolis/Grove Blvd	Burleson to Riverside	1.66	25,700	73,874	44,395	$ 1,815,461	23.2	19.9	20.1	19.8	1.20	1.49	821	3,003	$ 175,088	1.30	1.88	9	2	176	1	3.55	6	21.32	0
80	Airport	MLK to IH 35	1.58	40,645	70,045	44,388	$ 1,804,108	29.8	26.1	28.3	24.9	1.15	1.30	2,810	4,471	$ 270,265	1.14	1.51	9	5	148	1	2.25	8	17.97	2
81	MoPac	US 183 to Northland/RM 2222	2.70	353,346	119,406	44,152	$ 2,881,419	65.0	60.8	63.5	58.3	1.09	1.24	10,864	5,974	$ 349,888	1.13	1.40	0	0	0	1	0.26	6	1.55	0

APPENDIX A: CMP SEGMENT CONGESTION BASED ON DELAY PER MILE

				VEHICLES									TRUCK/COMMERCIAL					TRANSIT			SAFETY				
Congestion Rank (Based on Delay per Mile)	Facility Name	Segment Limits	Segment Length (Miles)	VMT	Delay (person-hours)	Hours Delay per Mile	Annual Congestion Cost (Dollars)	Free Flow Speed	Average Speed	AM Speed	PM Speed	Congestion Index	Planning Time Index (PTI95 ≥ 1.50 Unreliable)	Truck VMT	Truck Delay (hours)	Annual Commercial Delay Cost (Dollars)	Truck Congestion Index	Truck PTI 95	Stops	Number of Routes	Weekday Average Boardings	Fatalities 2020–22	Fatality Rate (Regional Avg = 1.39)	Serious Injuries 2020–22	Serious Injury Rate (Regional Avg = 6.62)	Bike/Ped Fatalities & Serious Injuries 2020–22
82	SH 123/Loop 82	Hopkins to RR 12	2.57	45,084	111,831	43,582	$ 2,816,369	31.9	26.8	28.1	26.0	1.21	1.43	3,128	6,051	$ 367,181	1.19	1.63	0	0	0	7	14.18	5	10.13	4
83	Braker	Jollyville to Burnet	1.77	38,441	76,001	42,987	$ 1,865,740	26.5	24.1	26.1	23.0	1.12	1.30	1,228	2,653	$ 157,327	1.13	1.57	11	3	194	0	0.00	11	26.13	0
84	FM 1626	Brodie to IH 35	3.27	53,352	139,475	42,666	$ 3,372,425	37.2	28.7	32.9	26.4	1.34	1.71	2,306	3,623	$ 222,879	1.22	1.84	0	0	0	1	1.71	5	8.56	0
85	US 290	RR 12 to RM 1826	12.77	467,535	544,048	42,587	$ 13,576,261	53.2	46.8	49.3	45.4	1.16	1.29	28,471	30,002	$ 1,888,730	1.17	1.42	0	0	0	5	0.98	24	4.69	3
86	IH-35 Frontage	SH 45/Louis Henna to Parmer	10.10	207,807	427,994	42,359	$ 10,378,241	42.0	35.4	39.6	33.1	1.25	1.55	7,677	13,762	$ 842,285	1.23	1.73	0	0	0	4	1.76	31	13.62	2
87	Aquarena Springs/University	IH 35 to Hopkins	2.02	54,424	85,483	42,277	$ 2,158,112	32.4	29.1	30.6	28.5	1.13	1.30	3,137	4,653	$ 281,267	1.12	1.48	0	0	0	1	1.68	10	16.78	1
88	5th Street	Congress to IH 35	0.49	3,173	20,529	41,981	$ 502,787	13.1	11.8	11.6	11.9	1.11	1.30	190	827	$ 48,557	1.08	1.43	0	0	0	0	0.00	2	57.56	1
89	S. Congress	Slaughter to Ben White	4.15	90,837	170,122	40,964	$ 4,065,367	33.5	28.9	32.1	27.3	1.18	1.37	1,558	3,059	$ 183,525	1.17	1.67	28	4	1,010	6	6.03	21	21.11	10
90	William Cannon	Manchaca to MoPac	2.19	57,323	89,335	40,867	$ 2,189,370	33.1	29.4	31.2	28.5	1.14	1.30	1,829	2,810	$ 172,578	1.14	1.54	13	2	229	1	1.59	5	7.97	0
91	US 183	US 183A (N. End) to Whitestone	6.24	166,514	250,653	40,137	$ 6,018,851	40.1	35.0	37.8	33.5	1.17	1.36	5,856	7,030	$ 429,007	1.15	1.58	1	1	39	2	1.10	11	6.03	2
92	Airport	7th Street to MLK	2.58	49,927	100,083	38,777	$ 2,415,071	33.2	28.3	30.6	26.8	1.19	1.38	1,205	2,161	$ 130,888	1.19	1.61	15	4	210	6	10.97	20	36.58	9
93	William Cannon	US 290 to MoPac	2.16	41,430	83,620	38,731	$ 2,072,390	31.7	28.2	29.9	27.3	1.15	1.30	1,280	3,310	$ 199,531	1.21	1.78	0	0	0	1	2.20	2	4.41	0
94	SH 29	US 183 to IH 35	11.27	283,399	433,105	38,444	$ 10,852,312	53.8	48.7	50.1	47.8	1.16	1.33	22,902	25,190	$ 1,533,496	1.15	1.42	0	0	0	9	2.90	27	8.70	0
95	IH 35	Parmer to US 183	5.16	751,212	197,878	38,334	$ 5,029,822	64.5	60.9	62.4	59.7	1.07	1.17	83,456	19,282	$ 1,081,338	1.07	1.18	0	0	0	10	1.22	11	1.34	5
96	RM 2222	Capital of Texas to FM 620	5.16	212,817	196,036	38,014	$ 4,723,676	48.8	45.0	46.3	44.3	1.10	1.21	4,565	6,351	$ 391,275	1.17	1.48	0	0	0	1	0.43	17	7.30	3
97	15th Street	IH 35 to Lamar	1.06	17,527	39,148	36,872	$ 961,481	23.7	21.2	22.4	20.6	1.14	1.30	562	1,532	$ 89,981	1.18	1.57	4	2	18	0	0.00	3	15.63	0
98	Dessau/Cameron	US 183 to Parmer	4.55	133,515	165,263	36,337	$ 3,991,267	37.2	33.1	34.0	32.7	1.14	1.32	4,261	4,583	$ 283,016	1.14	1.47	8	3	50	4	2.74	23	15.73	1
99	6th Street	Congress to IH 35	0.51	5,890	18,581	36,080	$ 443,298	16.9	16.5	16.8	16.4	1.03	1.09	188	460	$ 26,553	1.05	1.32	0	0	0	0	0.00	3	46.52	0
100	Lakeline	Parmer to Cypress Creek	3.99	95,210	142,974	35,842	$ 3,463,626	34.9	30.7	33.2	29.2	1.15	1.31	2,756	3,938	$ 239,775	1.13	1.52	4	1	8	0	0.00	8	7.67	0
101	Parmer	McNeil to MoPac	2.83	140,167	101,264	35,833	$ 2,440,000	45.7	41.7	42.7	40.9	1.11	1.21	3,954	3,583	$ 220,357	1.14	1.42	0	0	0	1	0.65	4	2.61	0
102	Berkman	Manor to 51st	0.59	4,858	20,994	35,795	$ 515,708	21.5	17.8	18.8	17.2	1.23	1.41	155	857	$ 49,993	1.34	2.20	6	2	191	0	0.00	0	0.00	0
103	Anderson Mill	Parmer to US 183	2.30	32,457	81,102	35,293	$ 1,989,758	36.0	30.3	29.2	31.5	1.22	1.52	993	2,876	$ 174,742	1.30	2.04	2	1	23	1	2.81	0	0.00	0
104	Burnet	Koenig to US 183	2.79	57,724	97,284	34,906	$ 2,405,464	32.3	29.5	31.4	28.4	1.10	1.21	1,841	3,537	$ 217,283	1.13	1.54	23	6	476	0	0.00	8	12.66	1
105	US 183 Frontage/Research-And	MoPac to IH-35	6.97	110,197	242,881	34,847	$ 6,096,648	35.6	31.9	33.9	30.8	1.18	1.44	5,062	12,926	$ 780,717	1.23	1.81	0	0	0	5	4.14	28	23.20	5
106	S. Mays/Hesters Crossing	IH 35 to CR 171	1.38	24,006	46,958	34,077	$ 1,154,552	29.1	25.7	27.5	24.7	1.14	1.32	615	1,579	$ 94,268	1.21	1.79	5	2	9	0	0.00	3	11.41	1
107	SH 45 Frontage/Louis Henna	MoPac to Schultz Lane	9.45	179,447	319,650	33,825	$ 8,866,522	38.0	33.9	34.8	33.7	1.17	1.42	19,735	37,923	$ 2,335,265	1.23	1.65	2	2	4	5	2.54	23	11.71	1
108	Slaughter	IH 35 to Bluff Springs	4.04	64,763	136,217	33,742	$ 3,291,041	38.0	31.1	35.2	28.9	1.26	1.55	2,237	3,544	$ 218,622	1.22	1.81	8	1	81	1	1.41	10	14.10	6
109	7th St.	IH 35 to Pleasant Valley	1.09	19,747	36,317	33,463	$ 890,252	25.1	22.9	23.4	22.7	1.10	1.20	636	1,170	$ 69,584	1.12	1.45	14	1	234	2	9.25	9	41.62	5
110	Manchaca	Slaughter to FM 1626	2.45	72,818	81,578	33,324	$ 1,935,936	38.3	34.6	36.9	33.5	1.12	1.24	1,241	1,502	$ 91,535	1.13	1.64	0	0	0	2	2.51	3	3.76	3
111	FM 973	SH 71 to SH 130	7.51	156,883	247,635	32,992	$ 6,147,391	49.9	41.8	43.2	41.0	1.30	1.62	8,645	12,351	$ 752,571	1.31	1.93	0	0	0	7	4.07	26	15.14	2
112	Koenig	IH 35 to Lamar	1.88	35,982	61,496	32,798	$ 1,592,605	26.3	23.9	25.0	23.2	1.13	1.33	1,336	4,454	$ 265,473	1.22	1.71	4	1	15	1	2.54	7	17.77	1
113	RR 12	Old RR 12 to IH 35	3.64	70,484	118,410	32,512	$ 2,893,532	44.9	40.3	42.6	39.2	1.18	1.39	3,506	4,133	$ 253,940	1.17	1.52	0	0	0	3	3.89	19	24.62	1
114	S. Congress	Ben White to Cesar Chavez	1.90	24,371	61,701	32,416	$ 1,497,822	23.5	21.4	22.4	20.9	1.11	1.29	775	1,895	$ 110,787	1.12	1.55	22	4	832	3	11.24	14	52.46	5
115	Loop 150	SH 71/21 to SH 71/95	3.12	39,492	100,939	32,384	$ 2,471,358	32.9	29.4	30.4	28.9	1.15	1.39	3,117	3,796	$ 226,105	1.11	1.51	0	0	0	0	0.00	5	11.56	1
116	FM 969	US 183 to SH 130	4.40	138,816	142,333	32,378	$ 3,574,175	39.4	35.3	36.0	34.8	1.16	1.37	9,221	7,823	$ 478,929	1.14	1.50	2	1	8	3	1.97	16	10.53	1
117	MLK	IH 35 to Airport	1.57	15,744	50,615	32,259	$ 1,275,107	21.6	18.5	19.1	18.0	1.19	1.37	764	2,987	$ 173,830	1.26	1.80	18	2	210	0	0.00	3	17.40	0
118	SH 71	SH 130 to SH 21	13.89	588,493	445,364	32,068	$ 11,483,240	62.5	57.3	58.3	56.7	1.12	1.29	63,431	41,924	$ 2,472,598	1.12	1.35	0	0	0	15	2.33	41	6.36	3
119	Braker	Burnet to Lamar	2.40	57,693	74,473	31,043	$ 1,848,268	31.7	28.6	30.1	27.8	1.12	1.26	2,118	2,845	$ 174,188	1.13	1.44	15	1	46	0	0.00	6	9.50	1
120	Anderson Lane	Lamar to MoPac	1.63	28,555	50,003	30,679	$ 1,260,978	28.2	25.9	26.9	25.3	1.10	1.23	947	2,614	$ 155,927	1.20	1.72	12	4	273	0	0.00	4	12.79	0
121	Lamar	Braker to Howard	2.46	40,618	74,731	30,383	$ 1,782,594	34.3	30.7	31.8	30.1	1.13	1.29	557	1,234	$ 74,412	1.20	1.68	13	2	170	3	6.75	10	22.48	4
122	Congress	Cesar Chavez to 11th Street	0.68	4,364	20,728	30,348	$ 505,588	12.1	11.1	11.8	10.8	1.10	1.29	146	761	$ 44,807	1.15	1.67	0	0	0	0	0.00	8	167.42	1
123	Whitestone/RM 1431	Bar K Ranch Road to US 183	11.48	288,657	346,830	30,222	$ 8,781,092	47.8	43.4	44.2	43.0	1.15	1.32	20,528	19,987	$ 1,242,334	1.16	1.43	10	1	0	4	1.27	24	7.59	3
124	US 183 Frontage/Research	Spicewood Springs/McNeil to MoPac	9.47	181,355	283,366	29,931	$ 7,336,903	38.2	35.1	36.6	34.4	1.12	1.32	7,720	20,508	$ 1,247,121	1.25	1.89	0	0	0	2	1.01	19	9.57	6
125	IH-35 Frontage	Willams/FM 2338 to SH 29	2.78	70,256	82,535	29,732	$ 2,050,139	45.7	43.1	43.6	42.9	1.08	1.24	2,595	3,936	$ 241,724	1.13	1.48	0	0	0	0	0.00	4	5.20	0
126	US 183	SH 71 to SH 130	9.68	277,554	287,544	29,699	$ 7,416,347	50.2	43.4	44.4	42.6	1.18	1.36	25,783	22,559	$ 1,404,293	1.18	1.47	0	0	0	13	4.28	48	15.79	3
127	Airport	IH 35 to Lamar	2.61	43,739	74,704	28,633	$ 1,880,665	26.8	24.5	25.2	24.2	1.10	1.24	1,438	3,734	$ 222,863	1.19	1.68	20	5	544	1	2.09	5	10.44	2
128	Guadalupe	MLK to 29th Street	0.97	11,596	27,337	28,241	$ 668,906	20.6	19.4	20.0	19.0	1.07	1.27	370	1,092	$ 63,272	1.11	1.60	10	13	2,198	0	0.00	1	7.88	1
129	51st Street	Lamar to IH 35	1.39	12,280	39,119	28,204	$ 949,420	20.5	18.4	18.8	18.2	1.13	1.33	392	1,360	$ 78,951	1.15	1.71	0	0	0	1	7.44	0	0.00	0
130	US 281	Blanco Cty to RM 1431	7.74	161,000	217,717	28,140	$ 5,488,294	51.0	48.0	48.8	47.6	1.09	1.19	11,441	12,054	$ 740,163	1.10	1.26	0	0	0	1	0.57	7	3.97	0
131	Wells Branch	IH 35 to Dessau	3.01	66,604	84,530	28,055	$ 2,111,009	35.3	31.8	32.3	31.4	1.14	1.32	2,181	4,102	$ 246,340	1.20	1.61	5	1	47	1	1.37	6	8.23	2
132	SH 71 Toll	SH 130 to Presidential Blvd	6.14	304,468	171,495	27,940	$ 4,535,554	58.8	56.1	57.1	55.4	1.07	1.24	20,158	17,033	$ 1,042,522	1.10	1.33	8	3	359	1	0.30	17	5.10	3
133	Brodie	Slaughter to Ben White	3.85	68,773	107,608	27,921	$ 2,667,963	33.0	30.2	31.8	29.4	1.10	1.23	2,197	4,360	$ 265,042	1.15	1.66	4	1	34	0	0.00	6	7.97	0
134	Hunter/Hopkins	RR 12 to Moore St.	1.56	13,049	43,491	27,915	$ 1,068,560	25.2	22.1	23.2	21.5	1.15	1.37	468	1,590	$ 93,671	1.20	1.72	0	0	0	0	0.00	6	41.99	0
135	Parmer	Dessau to US 290	5.21	143,048	145,358	27,900	$ 3,541,544	44.3	38.6	40.5	37.4	1.16	1.32	5,473	5,890	$ 362,654	1.17	1.46	0	0	0	7	4.47	23	14.68	3
136	SH 71	Bee Cave Parkway to Blanco Cty	13.33	442,231	368,436	27,638	$ 9,456,410	56.1	51.3	52.4	50.7	1.13	1.27	33,996	28,564	$ 1,761,742	1.16	1.43	0	0	0	6	1.24	19	3.92	2
137	MoPac Service Road	Merrilltown to Parmer	4.19	59,769	115,757	27,594	$ 2,989,694	38.6	32.0	32.0	32.5	1.23	1.52	2,935	8,302	$ 510,192	1.43	1.99	0	0	0	2	3.06	5	7.64	4
138	US 290	RR 12 to Blanco Cty. Line	9.53	149,806	262,963	27,593	$ 6,511,316	54.7	49.7	51.4	48.7	1.21	1.51	8,947	12,347	$ 754,811	1.18	1.57	0	0	0	6	3.66	10	6.10	1
139	Cesar Chavez	MoPac to Lamar	1.10	15,521	30,022	27,367	$ 738,769	37.9	34.3	37.0	32.8	1.15	1.33	558	1,106	$ 67,351	1.17	1.59	0	0	0	2	11.77	5	29.42	1
140	Metric	US 183 to Braker	1.76	27,615	47,378	26,858	$ 1,172,569	29.1	26.8	27.6	26.4	1.10	1.26	882	1,716	$ 104,324	1.14	1.47	10	2	74	0	0.00	7	23.15	1
141	38th Street/38-1/2 Street	Guadalupe to IH 35	1.25	15,082	33,304	26,707	$ 802,559	22.5	20.1	21.5	19.3	1.13	1.27	481	868	$ 50,696	1.12	1.49	7	1	42	1	6.06	5	30.28	1
142	RM 2222	Capital of Texas to Balcones	3.44	95,393	91,933	26,686	$ 2,225,789	41.7	39.6	39.9	39.4	1.06	1.16	2,367	3,210	$ 194,301	1.13	1.57	0	0	0	1	0.96	8	7.66	1
143	Manchaca	Slaughter to Ben White	4.46	99,594	117,712	26,381	$ 2,874,642	35.9	32.5	33.8	31.8	1.11	1.24	2,564	3,927	$ 238,532	1.14	1.61	39	2	530	3	2.75	21	19.26	5
144	William Cannon	IH 35 to Manchaca	1.95	49,354	51,292	26,271	$ 1,297,729	28.8	26.6	27.4	26.2	1.08	1.20	2,124	2,731	$ 164,817	1.11	1.49	21	5	581	0	0.00	17	31.46	3
145	Riverside	IH 35 to Congress	0.96	16,074	24,997	26,066	$ 626,014	28.2	25.1	27.6	23.8	1.14	1.31	613	1,125	$ 67,707	1.15	1.61	9	6	189	1	5.68	8	45.45	1
146	MoPac Frontage	US 183 to Railroad Tracks/Esparanza Xing	3.05	57,282	78,096	25,614	$ 1,932,871	42.9	40.2	41.9	39.4	1.08	1.22	1,733	3,498	$ 214,250	1.16	1.64	1	1	5	2	3.19	10	15.94	1
147	US 183 Frontage/Anderson-Ed E	IH-35 to Manor	5.55	69,292	141,468	25,485	$ 3,603,785	37.1	32.7	34.3	31.8	1.19	1.40	4,325	8,294	$ 507,359	1.20	1.61	0	0	0	4	5.27	31	40.86	1
148	IH-35 Frontage	Parmer to US 183	10.35	216,786	262,156	25,339	$ 6,548,612	41.2	37.0	38.0	36.5	1.13	1.31	8,418	13,564	$ 833,695	1.19	1.60	0	0	0	11	4.63	27	11.37	4
149	Manor	51st to US 183	2.04	26,846	50,412	24,766	$ 1,238,369	25.8	23.6	24.3	23.2	1.11	1.27	857	1,861	$ 110,129	1.14	1.59	16	4	700	0	0.00	5	17.01	3
150	FM 973	SH 130 to US 290	5.41	62,608	133,263	24,642	$ 3,288,603	43.4	38.2	39.9	37.2	1.24	1.52	3,569	5,463	$ 330,352	1.19	1.67	0	0	0	3	4.38	6	8.75	0
151	Cesar Chavez	Chicon to 7th	1.78	25,512	43,681	24,595	$ 1,073,329	27.2	24.8	25.4	24.4	1.10	1.24	840	1,528	$ 91,182	1.14	1.57	11	2	385	1	3.58	9	32.22	2
152	Rundberg	Lamar to Metric	1.62	16,287	38,902	23,954	$ 967,400	22.5	19.6	19.7	19.7	1.16	1.36	780	1,853	$ 108,196	1.18	1.62	15	6	891	1	5.61	5	28.04	2
153	St. John's	IH 35 to Lamar	0.93	6,672	22,311	23,913	$ 552,077	24.4	20.2	20.6	20.0	1.22	1.43	213	949	$ 55,580	1.32	2.31	6	1	214	0	0.00	5	68.44	2
154	MLK	Airport to US 183	2.33	51,663	55,651	23,844	$ 1,356,305	33.9	31.2	32.1	30.7	1.09	1.21	1,168	1,741	$ 105,674	1.13	1.51	12	1	65	1	1.77	10	17.68	3
155	8th Street	Guadalupe to IH 35	0.73	2,897	17,418	23,795	$ 436,849	13.0	11.2	11.1	11.3	1.17	1.33	114	995	$ 58,340	1.34	2.15	3	8	325	0	0.00	4	126.10	2
156	US 79	SH 130 to FM 397	8.56	218,774	202,942	23,705	$ 5,006,172	56.0	52.5	54.0	51.7	1.10	1.23	14,160	9,454	$ 578,908	1.08	1.27	0	0	0	5	2.09	20	8.35	3
157	Old Settlers/Sam Bass	IH 35 to Whitestone	4.49	79,893	104,911	23,360	$ 2,501,871	38.7	34.0	35.6	33.0	1.15	1.31	2,609	2,257	$ 138,623	1.11	1.42	0	0	0	0	0.00	3	3.43	1
158	St. John's	IH 35 to Cameron	0.86	6,252	20,052	23,289	$ 493,061	21.0	17.6	18.0	17.4	1.20	1.39	200	853	$ 49,505	1.28	2.03	10	2	329	1	14.61	6	87.64	3
159	US 290	US 183 to IH 35	2.06	129,497	47,660	23,159	$ 1,565,293	60.3	58.5	57.7	59.2	1.04	1.10	19,387	12,884	$ 792,599	1.07	1.20	0	0	0	3	2.12	0	0.00	3
160	MLK	Lamar to IH 35	1.38	17,592	32,031	23,129	$ 800,041	22.9	21.4	21.7	21.2	1.08	1.23	491	1,706	$ 99,621	1.17	1.68	5	8	52	0	0.00	2	10.38	1
161	Berkman	51st to US 290	1.36	14,705	31,368	23,099	$ 770,254	23.9	21.2	22.5	20.6	1.13	1.33	470	1,156	$ 67,882	1.16	1.66	13	1	246	0	0.00	1	6.21	1
162	Riverside	Congress to Lamar	0.81	4,448	18,614	22,867	$ 444,672	17.9	16.0	17.2	15.4	1.12	1.31	143	439	$ 25,679	1.11	1.56	2	8	119	0	0.00	2	41.06	0

APPENDIX A: CMP SEGMENT CONGESTION BASED ON DELAY PER MILE

				VEHICLES									TRUCK/COMMERCIAL					TRANSIT			SAFETY				
Congestion Rank (Based on Delay per Mile)	Facility Name	Segment Limits	Segment Length (Miles)	VMT	Delay (person-hours)	Hours Delay per Mile	Annual Congestion Cost (Dollars)	Free Flow Speed	Average Speed	AM Speed	PM Speed	Congestion Index	Planning Time Index (PTI95 ≥ 1.50 Unreliable)	Truck VMT	Truck Delay (hours)	Annual Commercial Delay Cost (Dollars)	Truck Congestion Index	Truck PTI 95	Stops	Number of Routes	Weekday Average Boardings	Fatalities 2020-22	Fatality Rate (Regional Avg = 1.39)	Serious Injuries 2020-22	Serious Injury Rate (Regional Avg = 6.62)	Bike/Ped Fatalities & Serious Injuries 2020-22
163	Ronald Reagan	SH 29 to Whitestone	7.68	173,986	175,261	22,809	$ 4,459,867	51.4	45.2	46.9	44.3	1.15	1.27	12,491	12,723	$ 782,255	1.18	1.47	0	0	0	1	0.52	0	0.00	0
164	IH-35 Frontage	SH 71/Ben White to Slaughter	7.97	120,887	177,997	22,342	$ 4,454,102	43.0	37.6	38.4	37.7	1.20	1.48	4,983	9,360	$ 572,301	1.24	1.78	0	0	0	5	3.78	24	18.13	7
165	Bee Caves	Capital of Texas to SH 71	7.57	238,052	168,944	22,324	$ 4,429,775	47.3	45.0	45.8	44.6	1.06	1.17	13,760	14,565	$ 902,186	1.11	1.41	0	0	0	3	1.15	20	7.67	1
166	MoPac Frontage	Parmer to Railroad Tracks/Esparanza Xing	3.98	53,486	88,016	22,143	$ 2,286,106	36.6	33.3	33.3	34.0	1.13	1.39	2,081	6,912	$ 413,399	1.32	2.25	0	0	0	1	1.71	6	10.24	2
167	Duval Rd	US 183 to MoPac	2.06	47,587	45,453	22,097	$ 1,137,704	31.8	29.4	28.5	30.5	1.09	1.24	1,244	2,068	$ 125,334	1.15	1.58	0	0	0	0	0.00	3	5.76	0
168	Southwest Parkway	MoPac to SH 71	6.84	198,444	148,809	21,756	$ 3,680,901	49.2	46.0	45.7	46.4	1.08	1.19	8,834	7,533	$ 463,745	1.11	1.35	0	0	0	2	0.92	6	2.76	1
169	MoPac	Slaughter to Capital of Texas	5.20	385,235	112,889	21,705	$ 2,796,025	64.7	61.6	64.3	59.2	1.08	1.27	16,131	7,672	$ 450,038	1.11	1.43	0	0	0	0	0.00	2	0.47	0
170	SH 95	US 79 to FM 397	3.23	47,508	69,505	21,539	$ 1,778,513	36.7	33.3	35.4	32.1	1.12	1.26	3,807	4,622	$ 282,267	1.11	1.42	0	0	0	0	0.00	3	5.77	2
171	7th Street	Guadalupe to IH 35	0.73	5,431	15,689	21,521	$ 377,409	15.0	14.5	14.5	14.6	1.04	1.16	207	440	$ 25,686	1.06	1.38	3	9	210	1	16.82	8	134.52	3
172	IH 35	FM 150 to Comal Cty Line	15.84	1,872,741	340,134	21,470	$ 9,515,333	65.0	63.8	65.0	63.1	1.03	1.19	338,535	57,032	$ 3,216,236	1.03	1.15	0	0	0	11	0.54	59	2.88	3
173	Pleasant Valley	Colorado River to Chestnut	1.11	10,920	23,799	21,402	$ 616,856	25.0	22.4	23.9	21.6	1.13	1.31	592	1,797	$ 105,552	1.20	1.84	11	4	867	1	8.36	5	41.81	2
174	SH 95	SH 71 to FM 2336	7.56	137,298	160,288	21,211	$ 4,109,157	54.2	48.5	49.6	47.9	1.14	1.29	14,703	12,816	$ 765,786	1.15	1.40	0	0	0	1	0.67	11	7.32	2
175	45th Street	Airport to Guadalupe	1.14	14,509	23,713	20,819	$ 588,879	25.3	23.5	24.3	23.1	1.09	1.23	463	1,047	$ 61,958	1.14	1.61	11	3	168	0	0.00	3	18.88	1
176	29th Street	Lamar to Guadalupe	0.39	1,474	7,943	20,471	$ 195,576	18.4	15.6	15.4	15.7	1.21	1.47	47	354	$ 20,612	1.38	2.27	0	0	0	1	61.96	0	0.00	0
177	6th Street	Lamar to Congress	0.70	5,266	14,309	20,354	$ 342,714	18.0	17.2	18.0	16.8	1.05	1.21	168	393	$ 22,705	1.06	1.41	4	9	90	0	0.00	5	86.70	3
178	Springdale	MLK to Manor	1.70	18,658	34,487	20,311	$ 852,049	31.3	27.3	28.2	26.8	1.16	1.30	596	1,234	$ 74,594	1.18	1.80	3	1	28	0	0.00	4	19.58	2
179	Lamar	29th Street to 51st Street	1.82	25,492	36,327	20,004	$ 926,392	28.7	26.2	28.0	25.2	1.11	1.26	1,043	2,039	$ 123,001	1.14	1.60	10	4	98	1	3.58	2	7.16	0
180	S. 1st	Ben White to Cesar Chavez	2.91	32,831	57,933	19,895	$ 1,457,568	26.7	23.9	25.3	23.2	1.13	1.33	1,004	2,890	$ 171,785	1.20	1.75	28	2	490	2	5.56	11	30.60	4
181	US 281	RM 1431 to SH 29	12.86	284,105	252,545	19,643	$ 6,283,319	55.7	53.2	54.0	52.8	1.07	1.18	17,755	12,788	$ 784,613	1.07	1.22	0	0	0	7	2.25	19	6.11	2
182	Slaughter	Manchaca to MoPac	3.32	86,047	65,081	19,614	$ 1,581,057	36.2	33.5	34.2	33.1	1.09	1.22	2,746	2,012	$ 124,943	1.09	1.36	6	2	45	1	1.06	2	2.12	2
183	5th Street	Lamar to Congress	0.72	4,482	14,017	19,494	$ 337,252	16.9	15.5	16.6	14.9	1.10	1.26	143	421	$ 24,429	1.11	1.49	5	8	349	0	0.00	8	163.02	1
184	US 183	US 290 to IH 35	1.86	80,692	36,034	19,383	$ 969,221	64.2	60.2	57.5	63.1	1.10	1.38	8,189	4,492	$ 265,247	1.14	1.43	0	0	0	3	3.40	7	7.92	1
185	Guadalupe	29th Street to Lamar	1.34	16,615	25,764	19,229	$ 636,396	27.8	25.5	26.7	25.0	1.10	1.23	530	931	$ 55,975	1.12	1.52	17	7	914	0	0.00	3	16.49	0
186	Dean Keeton	Guadalupe to Manor	1.22	10,620	23,491	19,220	$ 598,286	23.6	22.4	22.3	22.6	1.06	1.19	517	1,508	$ 88,520	1.13	1.57	15	11	1,590	0	0.00	0	0.00	0
187	Sam Bass	IH 35 to Old Settlers	2.19	18,730	41,755	19,084	$ 1,027,219	29.1	24.7	26.7	23.8	1.20	1.43	682	1,470	$ 88,231	1.20	1.71	0	0	0	0	0.00	4	19.50	1
188	SH 80/US 183	FM 86 to Guadalupe Cty Line	1.98	17,361	37,793	19,058	$ 964,433	38.5	35.1	36.2	34.3	1.14	1.41	2,230	2,453	$ 148,880	1.11	1.42	0	0	0	0	0.00	2	10.52	0
189	Oltorf	IH 35 to Lamar	2.04	26,772	38,838	19,008	$ 980,915	25.4	23.5	23.8	23.4	1.09	1.26	774	2,064	$ 122,088	1.18	1.81	17	1	780	0	0.00	12	40.93	5
190	IH 35	FM 150 to SH 45	9.17	1,116,223	172,866	18,849	$ 5,042,170	65.0	63.0	64.8	61.3	1.05	1.20	189,535	35,262	$ 1,972,943	1.06	1.22	0	0	0	3	0.25	26	2.13	1
191	Lakeline	Crystal Falls to Cypress Creek	5.00	102,722	94,067	18,832	$ 2,311,021	38.5	35.8	36.5	35.4	1.09	1.21	3,267	3,865	$ 237,413	1.12	1.50	0	0	0	1	0.89	5	4.45	1
192	Montopolis	US 183 to Grove	0.92	7,213	17,378	18,790	$ 469,050	26.9	23.4	24.4	22.8	1.17	1.42	528	1,809	$ 106,763	1.27	1.95	15	3	232	1	12.66	10	126.62	4
193	San Jacinto	MLK to 12th Street	0.57	2,698	10,642	18,769	$ 260,850	15.9	14.1	13.3	14.9	1.15	1.38	68	456	$ 26,698	1.29	2.04	4	9	180	0	0.00	1	33.85	0
194	Springdale	Cesar Chavez to MLK	2.77	23,103	51,866	18,711	$ 1,276,763	24.3	21.2	21.8	20.9	1.15	1.30	737	1,932	$ 113,571	1.18	1.77	19	3	474	0	0.00	10	39.53	4
195	24th Street	Lamar to Guadalupe	0.68	3,285	12,621	18,698	$ 308,753	16.9	15.6	16.2	15.1	1.11	1.33	105	511	$ 29,774	1.17	1.72	0	0	0	0	0.00	0	0.00	0
196	FM 150	IH 35 to SH 21	3.15	45,720	58,899	18,679	$ 1,443,478	41.8	37.1	37.7	36.9	1.15	1.33	2,770	2,303	$ 141,492	1.11	1.41	0	0	0	0	0.00	8	15.98	0
197	William Cannon	US 290 to Southwest Pkwy	1.63	28,418	30,187	18,576	$ 811,636	36.8	33.7	33.2	34.0	1.11	1.26	1,020	2,988	$ 180,920	1.34	2.24	0	0	0	0	0.00	6	19.28	1
198	Crystal Falls Parkway	Lakeline to Ronald Reagan	4.51	46,182	83,264	18,483	$ 2,096,928	32.9	28.3	29.7	27.6	1.19	1.37	1,898	4,209	$ 255,981	1.23	1.74	0	0	0	1	1.98	3	5.93	0
199	MoPac Frontage	US 183 to FM 2222/Northland	4.41	71,995	81,227	18,430	$ 2,411,906	40.7	38.8	39.7	38.3	1.07	1.23	3,215	14,421	$ 867,154	1.31	2.27	5	2	154	1	1.27	1	1.27	0
200	Burleson	Ben White to Oltorf	1.16	9,252	20,937	18,065	$ 520,433	27.4	23.8	22.8	24.5	1.16	1.38	296	868	$ 51,734	1.21	1.84	0	0	0	1	9.87	3	29.61	1
201	Guadalupe (Estimated)	MLK to 12th Street	0.49	3,824	8,759	17,767	$ 226,410	28.6	25.6	25.6	25.6	1.12	1.44	231	543	$ 33,723	1.18	1.76	3	13	386	0	0.00	1	23.88	0
202	Pleasant Valley/Todd Lane	William Cannon to Ben White	2.65	28,636	46,884	17,699	$ 1,201,025	27.3	24.5	24.3	24.8	1.12	1.30	1,165	2,942	$ 175,169	1.20	1.79	8	2	227	1	3.19	10	31.89	0
203	Lamar	15th Street to 29th Street	1.53	22,369	26,986	17,673	$ 664,324	32.4	29.9	32.3	28.6	1.10	1.26	714	914	$ 56,282	1.11	1.49	5	1	21	3	12.25	3	12.25	1
204	MoPac	US 183 to Parmer	3.71	373,185	64,496	17,380	$ 1,556,262	64.8	62.9	63.9	62.1	1.03	1.12	13,422	3,717	$ 215,214	1.05	1.24	0	0	0	2	0.49	11	2.69	5
205	Ben White	IH 35 to US 183	4.24	346,613	73,470	17,328	$ 1,919,948	64.8	62.8	63.6	62.1	1.04	1.17	23,354	8,078	$ 469,794	1.07	1.28	1	1	3	8	2.11	10	2.63	3
206	Great Hills Trail	Capital of Texas to Stonelake	1.45	9,650	24,820	17,121	$ 672,929	22.0	19.9	19.4	20.4	1.13	1.38	375	2,786	$ 163,000	1.45	2.64	4	3	191	0	0.00	2	18.93	1
207	Metric	Braker to Howard	3.18	53,542	53,973	16,989	$ 1,357,942	31.2	29.0	29.5	28.8	1.08	1.20	2,283	2,588	$ 157,715	1.11	1.43	24	3	259	3	5.12	10	17.06	2
208	US 183	SH 71 to Airport/7th St.	1.73	79,416	29,159	16,889	$ 742,885	61.7	59.0	59.2	58.8	1.06	1.17	5,686	2,448	$ 147,798	1.07	1.23	0	0	0	1	1.15	4	4.60	2
209	S. 1st	Slaughter to Ben White	4.20	54,982	70,335	16,762	$ 1,738,759	29.3	26.4	26.8	26.1	1.13	1.29	1,780	2,622	$ 158,657	1.15	1.51	34	1	634	0	0.00	17	28.24	2
210	Burleson	Ben White to US 183	4.01	73,475	66,927	16,698	$ 1,870,786	34.1	31.5	32.0	31.1	1.10	1.24	5,799	8,377	$ 510,512	1.13	1.49	3	1	23	2	2.49	15	18.64	2
211	FM 812	US 183 to SH 21	10.08	171,253	168,028	16,672	$ 4,311,127	51.1	47.5	47.6	47.6	1.09	1.26	10,933	12,273	$ 740,450	1.17	1.52	0	0	0	14	7.47	46	24.53	4
212	W. 2nd Street	US 79 to SH 95	1.55	29,530	25,919	16,668	$ 626,435	37.1	36.0	35.8	36.2	1.03	1.15	884	701	$ 43,218	1.04	1.23	0	0	0	1	3.09	0	0.00	0
213	McNeil	Parmer to US 183l	1.78	35,885	29,467	16,508	$ 775,601	32.8	30.5	31.4	30.1	1.09	1.17	1,421	2,371	$ 144,702	1.15	1.49	0	0	0	3	7.63	3	7.63	1
214	Springdale/Tuscany Way	US 183 to US 290	1.04	11,331	16,875	16,304	$ 429,247	23.1	21.3	20.8	21.8	1.09	1.26	376	1,058	$ 61,838	1.19	1.74	1	1	1	0	0.00	13	104.77	1
215	Oltorf	Pleasant Valley to Montopolis	1.39	14,399	22,524	16,239	$ 563,490	31.1	29.3	30.3	28.7	1.09	1.24	460	1,176	$ 70,134	1.17	1.73	10	2	73	0	0.00	0	0.00	0
216	SH 71/Ben White Frontage	IH-35 to South Lamar	5.67	41,128	91,831	16,209	$ 2,406,433	30.7	27.4	29.0	26.6	1.15	1.37	3,517	7,203	$ 434,581	1.15	1.66	2	2	87	9	19.98	13	28.87	9
217	FM 973	FM 812 to SH 71	4.13	71,687	66,420	16,067	$ 1,724,560	42.3	37.4	38.0	36.9	1.15	1.37	6,209	5,480	$ 334,911	1.14	1.55	3	1	56	2	2.55	6	7.64	0
218	US 183 Frontage/Research	Spicewood Springs/McNeil to Avery Ranch	6.84	85,587	109,853	16,053	$ 2,927,304	39.1	37.6	38.6	37.2	1.05	1.17	4,338	10,101	$ 613,861	1.15	1.62	0	0	0	3	3.20	13	13.87	2
219	IH 35	SH 29 to University/RM 1431	5.25	710,085	82,336	15,689	$ 2,293,039	65.0	63.9	64.7	63.4	1.02	1.14	84,974	14,189	$ 791,389	1.04	1.16	0	0	0	2	0.26	9	1.16	1
220	Spur 26/Austin Avenue	IH 35 to Williams@IH 35	3.01	23,981	47,135	15,644	$ 1,177,908	26.3	24.6	25.2	24.4	1.09	1.25	892	2,405	$ 142,068	1.16	1.81	0	0	0	1	3.81	8	30.46	1
221	US 290/SH 71 Frontage	MoPAC to Joe Tanner	7.53	70,205	117,726	15,638	$ 3,073,578	36.9	34.0	35.6	33.1	1.11	1.30	3,167	9,427	$ 573,386	1.25	1.90	3	1	3	1	1.30	8	10.41	0
222	William Cannon	IH 35 to McKinney Falls	3.40	72,933	52,679	15,498	$ 1,280,492	32.1	30.8	31.1	30.7	1.05	1.15	2,328	1,768	$ 105,568	1.06	1.33	13	4	396	1	1.25	10	12.52	3
223	6th Street	Lamar to MoPac	0.96	14,862	14,711	15,327	$ 383,001	30.8	29.5	30.5	29.0	1.05	1.15	477	1,031	$ 62,949	1.16	1.64	5	2	21	0	0.00	2	12.29	1
224	RM 967/Main Street	IH 35 to IH 35 (S. of Buda)	4.55	44,667	69,072	15,184	$ 1,708,447	31.2	28.6	29.5	28.1	1.11	1.25	1,959	2,683	$ 162,360	1.11	1.49	0	0	0	2	4.09	2	4.09	1
225	35th Street	Balcones to MoPac	0.71	7,074	10,525	14,929	$ 292,473	32.3	29.7	30.5	29.3	1.10	1.27	294	1,282	$ 77,287	1.36	2.29	1	1	2	0	0.00	0	0.00	0
226	11th Street	IH 35 to Congress	0.51	2,792	7,538	14,666	$ 187,926	15.1	14.5	14.4	14.6	1.05	1.28	89	407	$ 23,759	1.12	1.65	5	2	31	1	32.71	5	163.56	0
227	Manchaca	Ben White to Lamar	1.10	12,424	16,041	14,636	$ 427,158	28.3	26.3	27.1	25.8	1.09	1.20	397	1,412	$ 84,427	1.29	1.97	12	2	96	1	7.35	5	36.75	3
228	US 183	SH 130 to FM 20	3.40	64,571	49,525	14,553	$ 1,287,032	43.6	41.6	42.8	41.0	1.06	1.14	7,210	3,695	$ 229,147	1.06	1.21	0	0	0	3	4.24	5	7.07	1
229	45th Street	MoPac to Guadalupe	1.55	15,895	21,767	14,075	$ 561,073	23.0	21.4	21.7	21.4	1.08	1.21	540	1,575	$ 92,164	1.18	1.71	4	1	7	0	0.00	1	5.75	0
230	IH-35 Frontage	Slaughter to SH 45/FM 1327	8.02	83,387	112,683	14,050	$ 2,853,856	47.0	40.7	43.2	39.7	1.18	1.42	4,094	7,325	$ 450,157	1.25	1.80	0	0	0	3	3.29	8	8.76	3
231	Red River	Cesar Chavez to 15th	1.01	3,315	14,072	13,988	$ 352,467	12.0	10.9	10.4	11.5	1.11	1.28	121	775	$ 45,573	1.19	1.60	0	0	0	0	0.00	3	82.63	2
232	RM 2243/FM 1460	IH 35 to Inner Loop	2.03	44,076	28,385	13,969	$ 722,303	36.0	33.8	34.6	33.3	1.07	1.18	1,858	1,752	$ 107,148	1.10	1.41	0	0	0	0	0.00	2	4.14	0
233	Burnet/Medical Pkwy	Koenig to 38th Street	1.77	14,746	24,363	13,775	$ 611,607	26.6	24.6	26.0	23.8	1.09	1.22	470	1,223	$ 72,465	1.14	1.69	25	3	380	0	0.00	3	18.58	1
234	SH 123	RR 12 to Comal Cty Line	2.76	38,501	37,559	13,589	$ 973,464	51.7	45.8	46.7	45.3	1.13	1.27	3,756	2,936	$ 186,791	1.13	1.33	0	0	0	5	11.86	9	21.35	1
235	12th Street	IH 35 to Springdale	2.75	18,609	35,616	12,933	$ 895,715	25.3	23.0	23.7	22.6	1.11	1.24	594	1,822	$ 107,413	1.19	1.82	33	1	125	0	0.00	6	29.45	4
236	Steck	Burnet to MoPac	0.90	6,629	11,480	12,813	$ 300,245	24.0	21.9	22.0	21.8	1.11	1.28	211	945	$ 55,244	1.31	2.25	5	1	7	0	0.00	0	0.00	0
237	Jollyville/Arboretum	Great Hills Trail to US 183	3.27	35,433	41,884	12,805	$ 1,099,430	35.2	33.2	32.9	33.6	1.08	1.26	1,133	3,443	$ 207,912	1.25	2.15	5	3	4	1	2.58	3	7.73	1
238	MoPac Frontage	Capital of Texas to Barton Springs	5.77	58,377	73,668	12,763	$ 1,981,387	38.2	35.7	36.9	35.0	1.09	1.29	3,280	7,682	$ 460,411	1.17	1.73	0	0	0	0	0.00	2	3.13	1
239	US 290 Frontage	US 183 to IH-35	4.12	43,036	52,487	12,737	$ 1,489,364	38.4	36.1	37.2	35.6	1.08	1.22	2,974	7,174	$ 441,691	1.21	1.73	0	0	0	1	2.12	26	55.17	2
240	Avery Ranch	Great Oaks to US 183	4.41	71,882	55,363	12,540	$ 1,442,375	35.0	32.6	32.4	32.8	1.08	1.20	2,080	4,271	$ 260,319	1.21	1.77	0	0	0	1	1.27	1	1.27	1
241	5th Street	MoPac to Lamar	1.07	6,910	13,238	12,326	$ 341,154	23.3	21.7	23.0	21.0	1.09	1.27	224	976	$ 57,218	1.23	1.84	4	2	156	0	0.00	4	52.86	0
242	24th Street/Windsor	Lamar to MoPac	0.52	3,546	6,365	12,216	$ 169,481	22.8	21.5	21.3	21.7	1.07	1.22	109	624	$ 36,472	1.32	2.10	0	0	0	0	0.00	3	77.25	0
243	West Gate	US 290 to Slaughter	4.74	46,621	57,556	12,153	$ 1,467,312	30.2	28.1	28.5	28.1	1.08	1.22	1,486	3,430	$ 205,551	1.19	1.77	37	4	238	1	1.96	8	15.67	2

APPENDIX A: CMP SEGMENT CONGESTION BASED ON DELAY PER MILE

				VEHICLES									TRUCK/COMMERCIAL					TRANSIT			SAFETY				
Congestion Rank (Based on Delay per Mile)	Facility Name	Segment Limits	Segment Length (Miles)	VMT	Delay (person-hours)	Hours Delay per Mile	Annual Congestion Cost (Dollars)	Free Flow Speed	Average Speed	AM Speed	PM Speed	Congestion Index	Planning Time Index (PTI95 ≥ 1.50 Unreliable)	Truck VMT	Truck Delay (hours)	Annual Commercial Delay Cost (Dollars)	Truck Congestion Index	Truck PTI 95	Stops	Number of Routes	Weekday Average Boardings	Fatalities 2020–22	Fatality Rate (Regional Avg = 1.39)	Serious Injuries 2020–22	Serious Injury Rate (Regional Avg = 6.62)	Bike/Ped Fatalities & Serious Injuries 2020–22
244	51st Street	IH 35 to Manor	1.65	18,039	19,921	12,088	$ 510,450	25.9	24.6	25.6	24.1	1.06	1.18	783	1,255	$ 74,316	1.08	1.41	9	1	251	0	0.00	0	0.00	0
245	Manor	Dean Keeton to Airport	0.85	6,567	10,167	11,920	$ 258,707	26.1	23.9	24.7	23.5	1.10	1.24	209	591	$ 34,921	1.18	1.77	7	2	137	0	0.00	1	13.91	0
246	SH 71	SH 21 to SH 95	6.55	299,859	77,598	11,856	$ 2,040,238	64.2	62.7	63.9	61.8	1.04	1.22	29,255	8,801	$ 505,983	1.05	1.21	0	0	0	3	0.91	15	4.57	2
247	38th St/Anchor Ln	IH 35 to Manor	0.82	2,918	9,589	11,735	$ 237,649	18.3	15.6	14.5	16.7	1.21	1.56	134	487	$ 28,244	1.27	1.90	9	2	85	1	31.30	3	93.89	1
248	Howard/McNeil	MoPac to Parmer	2.81	60,100	32,717	11,639	$ 826,956	38.2	35.8	35.6	36.1	1.07	1.19	1,851	1,899	$ 116,876	1.11	1.35	2	4	104	2	3.04	7	10.64	0
249	IH-35 Frontage	SH 45/FM 1327 to FM 150	18.80	306,688	218,139	11,604	$ 5,669,231	46.1	43.6	44.3	43.4	1.07	1.19	14,688	17,365	$ 1,074,700	1.14	1.47	0	0	0	2	0.60	15	4.47	3
250	Lake Creek Pkwy	FM 620 West to Lakeline	3.30	23,976	38,208	11,589	$ 982,646	25.4	23.4	23.7	23.4	1.10	1.26	781	2,539	$ 149,609	1.21	1.84	14	1	96	0	0.00	9	34.28	0
251	IH-35 Frontage	SH 29 to University/RM 1431	10.50	91,999	121,408	11,558	$ 3,123,313	47.4	44.4	44.6	44.5	1.11	1.30	3,563	8,682	$ 533,261	1.31	1.88	0	0	0	1	0.99	3	2.98	0
252	MoPac Frontage	Southwest Parkway to Convict Hill	3.95	23,865	44,762	11,335	$ 1,110,004	39.5	36.1	38.2	35.0	1.15	1.38	1,026	2,122	$ 127,518	1.20	1.84	0	0	0	1	3.83	5	19.13	2
253	IH-35 Frontage	FM 150 to Comal Cty Line	31.82	271,114	358,977	11,280	$ 9,142,400	46.5	42.9	43.6	42.6	1.12	1.35	13,194	23,988	$ 1,472,523	1.21	1.67	0	0	0	3	1.01	30	10.11	4
254	SH 29	RM 243 to US 183	8.27	177,514	93,080	11,254	$ 2,461,275	53.7	50.5	50.6	50.6	1.08	1.17	17,929	9,096	$ 559,963	1.09	1.24	0	0	0	4	2.06	20	10.29	2
255	SH 21	SH 130 to SH 71	17.69	245,704	194,197	10,978	$ 5,049,026	58.9	52.8	53.4	52.5	1.13	1.24	31,907	19,359	$ 1,137,171	1.12	1.27	0	0	0	10	3.72	48	17.84	1
256	Bluff Springs/Old Lockhart	Slaughter to William Cannon	2.59	19,906	28,055	10,832	$ 694,161	35.0	32.2	32.7	32.0	1.10	1.28	636	1,204	$ 72,997	1.16	1.70	5	5	762	2	9.18	4	18.35	3
257	Lake Austin Blvd	MoPac to Enfield	1.59	12,302	17,173	10,821	$ 435,864	33.1	30.5	32.3	29.6	1.09	1.21	393	987	$ 59,995	1.19	1.82	12	2	178	0	0.00	0	0.00	0
258	Stassney	IH 35 to West Gate	2.97	25,772	32,122	10,808	$ 839,901	25.0	23.3	22.8	23.9	1.08	1.26	873	2,584	$ 151,914	1.20	1.78	26	2	541	1	3.54	12	42.52	2
259	FM 620 (SH45 Frontage)	US 183 to FM 620	4.01	34,071	42,169	10,513	$ 1,363,000	43.6	40.1	39.1	41.4	1.13	1.39	4,251	10,072	$ 623,602	1.32	2.00	0	0	0	2	5.36	3	8.04	1
260	RR 12	RM 32 to Old Oaks Ranch	7.90	84,311	81,779	10,356	$ 1,966,889	45.1	42.9	43.9	42.3	1.06	1.17	3,043	2,065	$ 126,760	1.06	1.27	0	0	0	1	1.08	6	6.50	0
261	Stassney	IH 35 to Burleson	3.49	36,284	35,894	10,297	$ 994,646	32.9	31.1	30.9	31.6	1.07	1.23	2,362	4,236	$ 256,896	1.15	1.57	20	3	445	6	15.10	12	30.20	3
262	Guadalupe	12th Street to Cesar Chavez	0.76	4,496	7,686	10,117	$ 198,222	17.0	15.8	16.6	15.4	1.08	1.18	169	616	$ 35,744	1.16	1.75	5	18	1,668	0	0.00	4	81.25	1
263	Brushy Creek	Great Oaks to Parmer	2.65	29,101	26,730	10,068	$ 724,163	38.1	36.4	37.0	36.0	1.06	1.21	1,827	2,897	$ 175,432	1.15	1.64	0	0	0	0	0.00	1	3.14	0
264	Bee Cave Parkway	Bee Caves to SH 71	2.45	23,742	24,644	10,038	$ 609,134	38.2	34.8	36.7	33.8	1.11	1.23	757	1,100	$ 68,021	1.15	1.65	0	0	0	1	3.85	5	19.23	1
265	US 290 Frontage	Parmer to US 183	12.54	143,970	124,378	9,918	$ 3,267,314	38.6	35.9	35.5	36.5	1.10	1.29	6,531	10,575	$ 646,265	1.20	1.70	1	1	2	4	2.54	37	23.47	0
266	RR 12	US 290 to Hamilton Pool	7.41	90,440	73,360	9,904	$ 1,752,121	52.9	49.2	49.8	48.9	1.10	1.24	2,444	2,073	$ 127,922	1.12	1.41	0	0	0	2	2.02	5	5.05	0
267	FM 2001	IH 35 to SH 21	8.93	96,852	88,148	9,874	$ 2,246,029	48.8	45.3	45.6	45.2	1.10	1.23	6,505	5,966	$ 364,930	1.12	1.34	0	0	0	2	1.89	18	16.97	0
268	Brodie	Slaughter to FM 1626	3.40	40,592	33,474	9,831	$ 838,848	36.9	34.0	35.7	33.1	1.10	1.23	1,452	1,737	$ 107,080	1.12	1.45	0	0	0	0	0.00	0	0.00	0
269	Old RR 12/Moore St.	RR 12 to Hopkins	2.84	24,608	27,847	9,798	$ 699,084	33.7	31.4	32.5	30.8	1.08	1.19	1,219	1,381	$ 83,935	1.10	1.44	0	0	0	3	11.13	13	48.25	1
270	Manor	Airport to 51st	0.95	5,775	9,072	9,597	$ 225,415	27.1	24.8	24.5	25.0	1.09	1.29	147	357	$ 21,327	1.19	1.86	13	3	193	1	15.81	1	15.81	0
271	US 183 Frontage	MLK/FM 1969 to Manor	4.28	30,693	40,922	9,572	$ 1,037,527	41.4	37.4	39.3	36.5	1.13	1.31	1,424	2,530	$ 154,123	1.17	1.71	0	0	0	1	2.98	7	20.83	1
272	S. 1st Street	Slaughter to FM 1626	2.08	16,433	19,840	9,543	$ 477,637	39.3	35.2	35.5	35.2	1.13	1.34	588	600	$ 36,878	1.12	1.49	3	1	126	0	0.00	0	0.00	0
273	US 183	Airport/7th to MLK	3.07	145,740	29,230	9,525	$ 785,851	64.8	63.6	63.0	64.3	1.02	1.07	14,120	4,043	$ 231,326	1.04	1.15	0	0	0	1	0.63	3	1.88	0
274	Trinity	Cesar Chavez to 11th Street	0.67	1,013	6,259	9,314	$ 153,139	10.0	8.9	8.9	8.9	1.12	1.27	32	234	$ 13,834	1.19	1.74	1	7	211	0	0.00	1	90.15	0
275	SH 29	US 281 to FM 243	5.93	96,960	54,550	9,197	$ 1,515,605	55.4	53.7	53.6	53.9	1.05	1.10	12,319	6,998	$ 425,264	1.07	1.19	0	0	0	4	3.77	12	11.30	2
276	11th Street/Rosewood	IH 35 to Chicon	0.86	4,449	7,786	9,064	$ 200,314	22.0	20.8	20.9	20.7	1.06	1.24	142	559	$ 32,819	1.17	1.73	13	3	117	1	20.53	2	41.06	0
277	Slaughter	RM 1826 to MoPac	2.39	23,405	21,590	9,041	$ 526,266	38.9	36.2	37.8	35.0	1.08	1.21	746	768	$ 47,190	1.10	1.49	2	1	0	0	0.00	1	3.90	0
278	Spicewood Springs	MoPac to Capital of Texas	2.24	24,161	20,117	8,969	$ 540,316	32.6	31.2	31.4	31.1	1.05	1.15	772	1,959	$ 119,443	1.19	1.73	0	0	0	0	0.00	2	7.56	1
279	15th Street/Enfield	Lamar to MoPac	0.92	10,636	8,242	8,930	$ 223,462	30.7	29.3	30.2	28.8	1.06	1.16	339	843	$ 51,138	1.18	1.75	4	1	23	0	0.00	1	8.59	0
280	CR 171	Howard to IH 35	4.53	57,237	40,293	8,895	$ 1,061,168	43.9	41.3	41.4	41.4	1.08	1.19	2,658	3,569	$ 217,678	1.17	1.56	2	1	1	0	0.00	5	7.98	0
281	51st Street	Manor to US 183	1.52	12,120	13,493	8,865	$ 346,787	28.8	26.9	27.0	26.9	1.07	1.20	532	838	$ 50,221	1.12	1.63	4	1	91	0	0.00	2	15.07	1
282	7th St.	Pleasant Valley to Airport/US183	0.98	7,687	8,602	8,773	$ 221,531	32.5	30.1	30.4	30.0	1.08	1.21	405	547	$ 33,576	1.12	1.47	5	1	97	2	23.76	4	47.52	3
283	SH 21	FM 1966 to SH 130	10.66	149,346	92,740	8,698	$ 2,642,137	54.4	50.5	51.1	50.2	1.09	1.17	19,310	13,525	$ 847,710	1.12	1.26	0	0	0	5	3.06	15	9.17	0
284	SH 71/Ben White Frontage	IH-35 to US 183	8.64	90,942	73,385	8,494	$ 2,019,825	41.8	39.2	40.0	38.7	1.08	1.19	5,332	8,781	$ 540,869	1.17	1.53	0	0	0	5	5.02	26	26.11	6
285	Escarpment	William Cannon to SH 45	4.28	41,451	35,668	8,334	$ 910,855	34.2	31.8	31.8	31.9	1.08	1.19	1,118	2,217	$ 134,008	1.19	1.88	4	1	3	0	0.00	1	2.20	0
286	SH 195	IH 35 to FM 487	13.57	282,176	110,951	8,179	$ 2,906,566	62.3	60.3	60.4	60.1	1.04	1.16	22,623	11,376	$ 683,239	1.06	1.23	0	0	0	11	3.56	18	5.83	0
287	US 183	Spicewood Springs to Lakeline Blvd	3.62	466,005	29,573	8,179	$ 756,568	64.7	64.0	63.6	64.4	1.01	1.15	14,607	2,799	$ 162,481	1.04	1.23	0	0	0	1	0.20	8	1.57	0
288	Brushy Creek	US 183 to Parmer	2.64	25,496	21,041	7,985	$ 528,753	38.4	36.3	35.9	36.7	1.07	1.19	661	1,167	$ 70,723	1.15	1.62	0	0	0	0	0.00	1	3.58	0
289	Lavaca	12th Street to MLK	0.29	1,362	2,278	7,949	$ 59,340	16.0	15.6	15.8	15.5	1.03	1.17	53	199	$ 11,570	1.13	1.55	4	12	310	0	0.00	1	67.05	0
290	FM 150	IH 35 to RM 3237	8.87	71,393	68,976	7,779	$ 1,744,212	48.7	45.8	46.2	45.6	1.10	1.21	4,490	4,368	$ 264,480	1.12	1.39	0	0	0	0	0.00	13	16.63	0
291	Hamilton Pool Road	RR 12 to SH 71	6.65	103,668	51,467	7,742	$ 1,232,923	53.3	50.4	50.5	50.4	1.06	1.12	2,529	1,710	$ 107,462	1.09	1.28	0	0	0	0	0.00	2	1.76	0
292	FM 1327	IH 35 to US 183	7.33	91,053	56,526	7,711	$ 1,477,419	53.4	49.9	49.9	50.0	1.07	1.15	6,328	5,248	$ 318,162	1.13	1.34	0	0	0	3	3.01	5	5.01	0
293	Stonelake	US 183 to Braker	1.13	4,129	8,608	7,645	$ 217,780	26.5	23.5	23.8	23.2	1.15	1.38	132	478	$ 28,245	1.27	2.26	2	2	8	0	0.00	0	0.00	0
294	SH 71	FM 20 to Colorado River	7.85	43,872	58,766	7,486	$ 1,428,597	40.1	37.8	39.4	37.0	1.07	1.27	2,095	1,891	$ 115,614	1.07	1.39	0	0	0	0	0.00	1	2.08	0
295	O'Connor	Great Oaks to SH 45	2.63	27,540	19,269	7,340	$ 502,880	39.1	36.9	36.6	37.1	1.07	1.20	1,003	1,604	$ 98,673	1.17	1.62	0	0	0	0	0.00	3	9.95	0
296	US 183A Frontage	RM 1431/Whitestone to Hero Way	10.34	77,374	75,863	7,335	$ 2,181,499	40.8	38.6	38.8	38.7	1.08	1.23	3,794	11,733	$ 709,131	1.30	2.01	0	0	0	3	3.54	4	4.72	0
297	US 183 Frontage	MLK/FM 1969 to Airport/Levander Loop	6.19	22,549	45,350	7,332	$ 1,141,016	34.7	30.9	30.8	31.0	1.12	1.49	1,041	2,132	$ 132,561	1.17	1.76	0	0	0	2	8.10	5	20.25	1
298	RR 12	US 290 to Old Oaks Ranch	10.84	94,444	76,282	7,038	$ 1,847,695	49.5	47.3	47.6	47.1	1.07	1.21	3,017	2,367	$ 146,434	1.10	1.33	0	0	0	3	2.90	11	10.64	0
299	RM 967	RM 1826 to Main St.	12.21	95,676	84,284	6,901	$ 2,077,644	45.5	40.7	41.6	40.3	1.15	1.37	4,447	3,887	$ 238,836	1.15	1.51	0	0	0	3	2.86	13	12.41	0
300	Windsor	Exposition to MoPac	0.60	2,951	4,093	6,799	$ 109,603	24.0	22.9	22.4	23.5	1.06	1.18	94	403	$ 23,600	1.23	2.06	0	0	0	0	0.00	2	61.89	0
301	Inner Loop-South	IH 35 to SH 29	3.94	21,120	26,151	6,641	$ 631,079	41.1	36.8	37.3	36.4	1.16	1.29	676	758	$ 46,553	1.17	1.45	0	0	0	2	8.65	6	25.94	0
302	FM 3177/Decker	FM 969 to US 290	4.46	41,020	29,613	6,634	$ 807,276	40.9	38.5	37.7	39.5	1.07	1.18	3,634	3,216	$ 199,563	1.10	1.38	3	2	35	4	8.91	10	22.26	2
303	San Jacinto	12th Street to Cesar Chavez	0.68	1,688	4,373	6,441	$ 116,975	9.0	8.7	8.9	8.6	1.05	1.17	55	440	$ 26,054	1.20	1.70	0	0	0	0	0.00	5	270.58	2
304	RM 1826	US 290 to SH 45	3.61	62,960	22,795	6,309	$ 540,614	47.3	45.8	46.2	45.6	1.04	1.09	634	586	$ 36,173	1.09	1.38	0	0	0	0	0.00	1	1.45	0
305	Chicon	Holly to Rosewood	0.93	3,016	5,878	6,306	$ 151,523	17.0	16.0	16.2	16.0	1.07	1.20	113	466	$ 27,087	1.16	1.80	14	1	87	0	0.00	3	90.85	0
306	Burleson/Elroy	US 183 to SH 130	3.16	32,785	19,469	6,159	$ 510,875	40.9	38.4	38.2	38.7	1.07	1.18	1,755	1,722	$ 105,383	1.10	1.42	0	0	0	1	2.79	2	5.57	0
307	SH 45	US 183 to IH 35	8.19	395,913	49,194	6,009	$ 1,245,406	63.8	63.5	63.5	63.5	1.01	1.18	20,084	3,297	$ 197,646	1.01	1.13	0	0	0	1	0.23	8	1.85	0
308	US 183A	Lakeline Blvd to US 183 N	10.20	611,743	61,118	5,991	$ 1,668,061	64.5	63.9	64.1	63.8	1.01	1.17	35,714	7,164	$ 423,969	1.02	1.12	0	0	0	3	0.45	13	1.94	0
309	FM 969	SH 130 to FM 1704	13.04	73,131	77,972	5,981	$ 1,955,953	51.3	47.1	45.8	48.3	1.15	1.40	5,526	4,330	$ 270,380	1.15	1.42	0	0	0	2	2.50	15	18.73	3
310	Trinity	11th Street to MLK	0.57	687	3,355	5,875	$ 88,597	16.6	14.0	12.8	15.4	1.21	1.58	51	322	$ 18,848	1.35	2.26	2	8	129	0	0.00	2	265.71	1
311	US 183	MLK to US 290	3.05	191,354	17,714	5,814	$ 472,503	65.0	64.6	64.3	64.8	1.01	1.04	16,264	2,359	$ 134,300	1.02	1.07	0	0	0	2	0.95	3	1.43	0
312	Great Oaks	Brushy Creek to FM 620	2.66	12,689	15,097	5,684	$ 391,557	27.2	25.4	25.1	25.8	1.08	1.25	454	1,061	$ 63,077	1.16	1.71	0	0	0	0	0.00	1	7.20	0
313	Lavaca	Cesar Chavez to MLK	0.76	2,596	4,242	5,596	$ 108,295	16.0	15.6	15.8	15.5	1.03	1.16	119	308	$ 17,897	1.07	1.42	9	19	1,337	0	0.00	6	211.06	3
314	US 183	SH 80 to Gonzales Cty Line	5.00	41,580	27,241	5,451	$ 906,582	49.8	47.8	48.7	47.4	1.06	1.15	8,598	7,158	$ 448,059	1.06	1.20	0	0	0	0	0.00	0	0.00	0
315	RM 1826	SH 45 to RM 150	8.46	92,494	46,022	5,438	$ 1,210,335	51.9	49.2	49.8	49.0	1.06	1.15	6,230	4,050	$ 255,727	1.08	1.27	0	0	0	4	3.95	14	13.82	0
316	Enfield	Lake Austin Blvd to MoPac	1.38	6,058	7,362	5,351	$ 215,952	26.6	25.5	26.1	25.3	1.05	1.17	297	1,224	$ 72,201	1.25	2.26	6	1	17	0	0.00	1	15.07	0
317	US 290 Toll	US 183 to Parmer	6.27	341,098	33,360	5,323	$ 916,775	64.6	64.1	64.3	63.9	1.01	1.18	20,936	4,893	$ 281,680	1.03	1.15	0	0	0	2	0.54	7	1.87	0
318	McKinney Falls Pkwy	William Cannon (Cotton Bluff Springs) to US 183	5.50	38,858	27,896	5,073	$ 698,460	43.5	40.5	39.8	41.4	1.08	1.20	1,384	1,607	$ 99,663	1.16	1.55	2	1	17	1	2.35	4	9.40	0
319	IH-35 Frontage	SH 130 to Williams/FM 2338	3.69	24,328	18,703	5,069	$ 561,476	45.9	44.8	44.7	45.0	1.04	1.15	1,148	3,506	$ 214,031	1.28	1.90	0	0	0	0	0.00	3	11.26	1
320	Duval	San Jacinto to North Loop	2.11	5,715	10,546	4,993	$ 263,553	21.2	19.8	19.6	20.1	1.07	1.24	188	565	$ 32,895	1.16	1.68	22	1	465	0	0.00	1	15.98	1
321	FM 535/Pearce	FM 973 to SH 21	7.84	36,074	38,971	4,971	$ 990,553	47.9	43.2	42.5	43.8	1.15	1.40	2,523	2,599	$ 159,322	1.18	1.62	2	1	48	4	10.13	10	25.32	2
322	SH 80	SH 21 to FM 20	6.91	78,732	34,013	4,921	$ 928,806	55.6	53.5	54.3	53.1	1.05	1.10	8,300	4,154	$ 252,801	1.08	1.22	0	0	0	4	4.64	5	5.80	1
323	Convict Hill	US 290 to Brodie	3.24	11,382	15,801	4,878	$ 396,404	29.9	27.5	28.4	27.3	1.10	1.30	363	734	$ 44,192	1.16	1.69	17	2	40	0	0.00	1	8.02	0
324	US 183	FM 86 to FM 20	12.48	164,049	60,650	4,861	$ 1,582,569	58.6	57.2	57.6	57.0	1.03	1.09	16,538	5,684	$ 341,100	1.04	1.13	0	0	0	3	1.67	17	9.46	1

APPENDIX A: CMP SEGMENT CONGESTION BASED ON DELAY PER MILE

				VEHICLES										TRUCK/COMMERCIAL					TRANSIT			SAFETY				
Congestion Rank (Based on Delay per Mile)	Facility Name	Segment Limits	Segment Length (Miles)	VMT	Delay (person-hours)	Hours Delay per Mile	Annual Congestion Cost (Dollars)	Free Flow Speed	Average Speed	AM Speed	PM Speed	Congestion Index	Planning Time Index (PTI95 ≥ 1.50 Unreliable)	Truck VMT	Truck Delay (hours)	Annual Commercial Delay Cost (Dollars)	Truck Congestion Index	Truck PTI 95	Stops	Number of Routes	Weekday Average Boardings	Fatalities 2020–22	Fatality Rate (Regional Avg = 1.39)	Serious Injuries 2020–22	Serious Injury Rate (Regional Avg = 6.62)	Bike/Ped Fatalities & Serious Injuries 2020–22
325	Exposition	Lake Austin Blvd to 35th St.	2.10	10,252	10,028	4,773	$ 270,512	28.9	26.8	26.0	27.6	1.09	1.29	327	985	$ 58,668	1.27	2.34	7	2	104	0	0.00	1	8.91	0
326	12th Street	Lavaca to Lamar	0.53	772	2,425	4,619	$ 58,848	15.2	13.8	13.9	13.8	1.11	1.28	24	88	$ 5,098	1.15	1.58	1	1	44	0	0.00	1	118.30	0
327	Inner Loop-North	IH 35 to SH 29	3.12	15,148	14,255	4,573	$ 353,839	37.1	34.0	34.1	33.9	1.10	1.25	487	653	$ 39,657	1.13	1.59	0	0	0	0	0.00	4	24.12	0
328	SH 142	SH 80 to US 183	11.14	92,384	50,122	4,501	$ 1,350,927	55.0	53.4	53.5	53.4	1.04	1.12	9,833	5,487	$ 330,076	1.06	1.21	0	0	0	1	0.99	1	0.99	1
329	Davis Lane	Escarpment to Brodie	2.57	20,327	11,394	4,440	$ 298,357	35.4	33.9	33.7	34.1	1.05	1.15	650	910	$ 55,927	1.12	1.57	0	0	0	0	0.00	1	4.49	1
330	US 79	W. 2nd to E. 4th	4.54	49,653	19,914	4,388	$ 541,542	59.2	56.7	57.0	56.3	1.05	1.11	6,024	2,447	$ 151,721	1.06	1.16	0	0	0	3	5.52	3	5.52	0
331	FM 973	US 79 to US 290	16.26	149,442	71,238	4,381	$ 1,749,107	59.0	56.1	56.1	56.1	1.06	1.14	10,348	4,223	$ 247,565	1.07	1.21	0	0	0	6	3.67	26	15.89	0
332	MoPac	SH 45 to Slaughter	2.29	53,895	9,801	4,285	$ 241,453	64.2	62.7	61.8	63.4	1.03	1.07	1,869	701	$ 41,047	1.06	1.20	0	0	0	3	5.08	2	3.39	0
333	RR 12	Old RR 12 to RM 32	7.32	108,739	30,583	4,180	$ 924,682	59.0	57.2	56.7	57.6	1.03	1.08	18,646	6,288	$ 384,813	1.05	1.14	0	0	0	3	2.52	8	6.72	1
334	Mesa	RM 2222 to Steck	2.66	10,346	10,850	4,080	$ 282,241	27.0	25.3	25.7	25.1	1.08	1.19	329	790	$ 46,890	1.17	1.92	6	1	24	1	8.83	4	35.31	2
335	Steck	MoPac to Mesa	0.95	3,967	3,851	4,050	$ 105,643	25.4	24.2	24.8	24.0	1.06	1.19	141	440	$ 25,924	1.19	1.86	10	1	38	0	0.00	0	0.00	0
336	FM 973	US 183 to FM 812	2.48	14,679	10,016	4,034	$ 301,705	47.1	44.0	44.7	43.7	1.08	1.27	2,687	1,916	$ 118,074	1.10	1.39	0	0	0	0	0.00	4	24.89	0
337	SH 95	US 290 to FM 2336	8.92	102,578	35,786	4,013	$ 1,023,221	62.5	60.8	61.1	60.6	1.03	1.09	20,349	6,241	$ 366,526	1.04	1.14	0	0	0	2	1.78	12	10.68	0
338	Chicon	Manor to Rosewood	0.98	2,246	3,847	3,929	$ 94,978	19.0	17.8	18.2	17.5	1.08	1.21	71	182	$ 10,550	1.12	1.63	14	1	49	0	0.00	1	40.66	0
339	SH 95	US 79 to US 290	14.96	118,719	53,655	3,588	$ 1,572,674	61.2	59.9	60.1	59.9	1.04	1.10	15,661	9,788	$ 580,294	1.06	1.18	0	0	0	3	2.31	12	9.23	2
340	E. 4th Street	SH 95 to US 79	1.68	13,125	5,798	3,459	$ 150,494	46.6	45.8	45.5	46.1	1.02	1.11	769	465	$ 28,912	1.06	1.25	0	0	0	0	0.00	4	27.83	1
341	SH 21	SH 80 to FM 1966	6.31	58,968	20,727	3,287	$ 603,468	56.1	54.5	54.4	54.5	1.03	1.09	8,427	3,654	$ 220,539	1.06	1.19	0	0	0	4	6.19	14	21.68	0
342	Balcones	RM 2222 to 35th	2.15	5,190	6,976	3,246	$ 185,800	25.9	24.2	24.0	24.4	1.08	1.27	166	652	$ 38,482	1.26	2.15	2	1	9	0	0.00	0	0.00	0
343	SH 29	Llano Cty Line to US 281	10.82	96,121	34,899	3,226	$ 1,121,465	55.0	53.9	54.0	53.7	1.03	1.10	16,584	8,743	$ 531,942	1.06	1.21	0	0	0	1	0.95	13	12.35	1
344	RM 32	RR 12 to Comal Cty Line	3.68	25,921	11,428	3,108	$ 328,812	57.3	55.1	54.9	55.2	1.05	1.12	3,182	1,863	$ 114,999	1.08	1.24	0	0	0	0	0.00	7	24.66	0
345	SH 95	FM 487 to FM 397	13.97	121,237	41,100	2,943	$ 1,134,520	59.4	58.1	58.1	58.1	1.03	1.09	15,025	5,765	$ 345,657	1.05	1.19	0	0	0	3	2.26	11	8.29	1
346	SH 130 Frontage/US 183	SH 45 South to US 183 in Lockhart	22.80	166,173	65,467	2,872	$ 1,634,839	60.0	58.0	57.8	58.4	1.04	1.12	8,099	4,631	$ 280,576	1.08	1.25	0	0	0	6	3.30	19	10.44	1
347	MoPac Toll Road	Parmer to SH 45	3.98	289,306	10,434	2,623	$ 269,581	65.0	65.0	65.0	65.0	1.00	1.05	12,364	1,111	$ 64,250	1.01	1.06	0	0	0	3	0.95	5	1.58	0
348	FM 969	FM 1704 to SH 71	9.09	45,328	22,228	2,444	$ 568,969	61.0	58.4	57.8	59.0	1.05	1.15	3,530	2,077	$ 122,444	1.09	1.24	0	0	0	4	8.06	7	14.10	0
349	US 281	SH 29 to Lampasas Cty Line	19.68	173,847	48,057	2,442	$ 1,315,356	61.3	60.1	60.0	60.4	1.03	1.17	26,230	5,993	$ 355,409	1.04	1.17	0	0	0	2	1.05	8	4.20	0
350	US 90	US 183 to Guadalupe Cty Line	3.52	8,974	8,200	2,329	$ 214,419	46.6	44.9	45.5	44.6	1.05	1.15	881	722	$ 43,044	1.07	1.25	0	0	0	2	20.35	5	50.88	0
351	RM 3237	FM 150 to RR 12	9.18	48,809	19,718	2,148	$ 516,107	55.1	53.6	53.1	54.1	1.03	1.12	2,906	1,873	$ 115,325	1.08	1.25	0	0	0	0	0.00	12	22.45	0
352	IH-35 Frontage	Bell County Line to SH 130	17.89	56,904	37,631	2,104	$ 988,164	47.3	45.4	44.9	45.9	1.05	1.21	2,639	3,360	$ 207,045	1.14	1.51	0	0	0	1	1.60	8	12.84	0
353	SH 21	Loop 150 to US 290	11.70	154,202	24,436	2,089	$ 684,433	62.6	61.6	61.4	61.9	1.02	1.06	20,050	4,049	$ 233,489	1.03	1.09	0	0	0	4	2.37	8	4.74	1
354	US 183	SH 29 to US 281	33.50	276,608	69,739	2,082	$ 1,974,779	63.5	61.8	61.4	62.2	1.03	1.11	34,039	11,942	$ 697,511	1.06	1.20	0	0	0	8	2.64	25	8.25	2
355	SH 29	SH 130 to SH 95	12.06	57,542	24,005	1,990	$ 648,222	55.6	53.6	53.4	53.7	1.04	1.12	5,580	2,653	$ 167,617	1.06	1.19	0	0	0	1	1.59	6	9.52	0
356	RM 1431	RM 1174 to US 281	12.22	75,629	24,220	1,982	$ 606,447	54.7	53.5	53.3	53.6	1.03	1.08	3,984	1,583	$ 97,615	1.04	1.17	0	0	0	2	2.42	8	9.66	0
357	FM 150	RR 12 to RM 3237	12.15	55,686	23,960	1,972	$ 663,490	52.2	50.8	50.8	50.8	1.03	1.10	3,280	2,985	$ 186,638	1.11	1.39	0	0	0	3	4.92	12	19.68	1
358	SH 71	US 281 to Blanco Cty Line	11.49	159,168	22,505	1,959	$ 817,985	64.4	63.9	63.7	64.2	1.01	1.10	33,163	9,044	$ 521,683	1.04	1.13	0	0	0	1	0.57	7	4.02	0
359	US 290	SH 21 to Lee Cty. Line	5.10	70,430	9,881	1,939	$ 297,738	64.8	64.0	63.9	64.2	1.02	1.06	10,188	2,378	$ 132,679	1.04	1.12	0	0	0	0	0.00	9	11.67	0
360	FM 20	SH 71 to FM 535	8.29	46,895	15,763	1,901	$ 417,138	60.5	59.6	59.7	59.6	1.02	1.07	4,023	1,803	$ 105,898	1.05	1.16	0	0	0	1	1.95	2	3.89	0
361	SH 95	SH 71 to Fayette Cty Line	10.00	31,675	18,427	1,842	$ 503,634	49.0	47.8	47.8	47.8	1.03	1.13	3,414	2,131	$ 131,593	1.05	1.23	0	0	0	0	0.00	0	0.00	0
362	FM 20	FM 535 to US 183	17.93	78,638	30,801	1,718	$ 840,030	57.8	56.4	56.4	56.5	1.03	1.11	6,937	4,094	$ 243,018	1.07	1.25	0	0	0	2	2.32	7	8.13	0
363	US 290	SH 95 South to SH 21	16.22	214,066	26,949	1,661	$ 781,822	64.4	63.4	63.3	63.5	1.02	1.09	25,621	5,399	$ 305,415	1.04	1.12	0	0	0	10	4.27	11	4.69	2
364	SH 80	SH 130 to US 183	11.49	74,082	18,042	1,571	$ 502,239	59.2	57.9	57.7	58.2	1.03	1.08	11,368	2,848	$ 164,302	1.04	1.12	0	0	0	2	2.47	8	9.86	0
365	IH 35	SH 130 to Bell Cty Line	12.44	1,094,924	19,409	1,560	$ 1,055,895	65.0	65.0	65.0	65.0	1.00	1.20	223,765	19,118	$ 1,049,501	1.01	1.06	0	0	0	8	0.67	20	1.67	1
366	IH 35	SH 29 to SH 130	4.17	391,069	5,943	1,425	$ 245,574	65.0	65.0	65.0	65.0	1.00	1.14	56,277	3,466	$ 191,028	1.01	1.06	0	0	0	2	0.47	16	3.74	1
367	SH 21	US 290 to Lee Cty Line	4.40	33,758	6,131	1,393	$ 184,693	63.4	62.5	62.7	62.3	1.02	1.09	5,895	1,319	$ 78,024	1.03	1.09	0	0	0	1	2.71	3	8.12	0
368	US 79	E. 4th St. to Milam Cty. Line	10.12	95,438	13,343	1,319	$ 382,876	62.4	61.6	61.4	61.8	1.02	1.06	11,879	2,307	$ 137,910	1.03	1.10	0	0	0	1	0.96	8	7.66	0
369	US 183 Frontage	Airport/Levander Loop to SH 71	2.73	1,779	2,845	1,043	$ 72,167	44.0	39.8	40.7	39.4	1.13	1.49	94	156	$ 9,705	1.16	1.67	1	1	28	1	51.33	1	51.33	1
370	RM 1431	RM 1174 to Bar K Ranch road	13.92	37,940	12,633	907	$ 314,561	54.3	53.0	53.1	53.0	1.02	1.09	1,572	775	$ 48,092	1.06	1.21	0	0	0	3	7.22	5	12.04	0
371	SH 45	IH 35 to SH 130	8.63	143,563	6,891	798	$ 348,832	65.0	64.9	65.0	64.9	1.00	1.15	57,397	5,869	$ 326,216	1.01	1.11	0	0	0	0	0.00	5	3.18	0
372	SH 130 Frontage	US 183 to Old Fentress	11.59	9,325	8,726	753	$ 213,972	53.6	49.0	48.0	50.0	1.11	1.39	323	418	$ 25,853	1.22	1.70	0	0	0	1	9.79	3	29.38	0
373	SH 71	SH 95 N. to SH 95 S.	10.21	249,162	6,312	618	$ 227,027	65.0	64.9	64.9	64.9	1.00	1.13	28,622	2,614	$ 145,661	1.01	1.10	0	0	0	3	1.10	22	8.06	0
374	SH 130	US 79 to SH 45	4.72	231,285	2,513	532	$ 85,879	65.0	65.0	65.0	65.0	1.00	1.17	21,078	897	$ 49,973	1.00	1.07	0	0	0	0	0.00	4	1.58	0
375	SH 130	SH 45/US 183 to US 183 S	11.15	160,282	5,432	487	$ 272,878	65.0	65.0	65.0	65.0	1.00	1.16	63,851	4,609	$ 254,761	1.01	1.11	0	0	0	2	1.14	5	2.85	0
376	SH 130	SH 45 to US 290	9.27	441,321	4,314	465	$ 165,766	65.0	64.9	65.0	64.9	1.00	1.12	40,413	2,105	$ 117,164	1.01	1.07	0	0	0	2	0.41	3	0.62	0
377	SH 45	IH 35 to SH 130	5.21	173,787	2,181	418	$ 65,720	65.0	65.0	65.0	65.0	1.00	1.12	8,862	498	$ 28,660	1.01	1.07	0	0	0	0	0.00	8	4.20	0
378	SH 130	IH 35 to US 79	11.76	342,944	4,786	407	$ 200,159	65.0	65.0	65.0	65.0	1.00	1.16	87,351	2,824	$ 156,548	1.00	1.14	0	0	0	1	0.27	9	2.40	0
379	SH 130	SH 71 to SH 45/US 183	9.72	309,059	3,704	381	$ 118,552	65.0	64.9	65.0	64.9	1.00	1.13	85,089	1,070	$ 60,104	1.00	1.12	0	0	0	3	0.89	21	6.21	1
380	SH 130	US 183 S to Comal Cty Line	13.61	108,978	2,352	173	$ 128,288	65.0	65.0	65.0	65.0	1.00	1.17	22,033	2,312	$ 127,405	1.02	1.08	0	0	0	0	0.00	4	3.35	0
381	SH 130	US 290 to SH 71	11.28	432,180	1,814	161	$ 100,467	65.0	65.0	65.0	65.0	1.00	1.15	45,566	1,806	$ 100,308	1.00	1.11	0	0	0	7	1.48	9	1.90	1
382	Business SH 195	SH 195 N to SH 195 S	4.45	74,571	385	87	$ 15,205	65.0	65.0	65.0	65.0	1.00	1.14	4,042	185	$ 10,798	1.01	1.12	0	0	0	0	0.00	5	6.12	0
383	SH 71	SH 95 to Fayette Cty Line	5.35	85,675	389	73	$ 20,431	65.0	65.0	65.0	65.0	1.00	1.11	11,891	346	$ 19,481	1.00	1.09	0	0	0	3	3.20	14	14.92	1

Date:	October 7, 2024
Continued From:	N/A
Action Requested:	Information

To:	Transportation Policy Board
From:	Mr. Jeff Kaufman, Texas A&M Transportation Institute
Agenda Item:	8
Subject:	Presentation and Discussion on Regional State of Safety Report

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

Mr. Kaufman will provide a presentation to the Transportation Policy Board regarding transportation safety trends for the CAMPO region for 2023.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Each year, CAMPO, with assistance from the Texas A&M Transportation Institute, produces a Regional State of Safety Report which identifies the latest trends regarding vehicular crashes in the region. Mr. Kaufman will provide a presentation discussing those trends and potential strategies available to CAMPO to address safety concerns in the region.

SUPPORTING DOCUMENTS

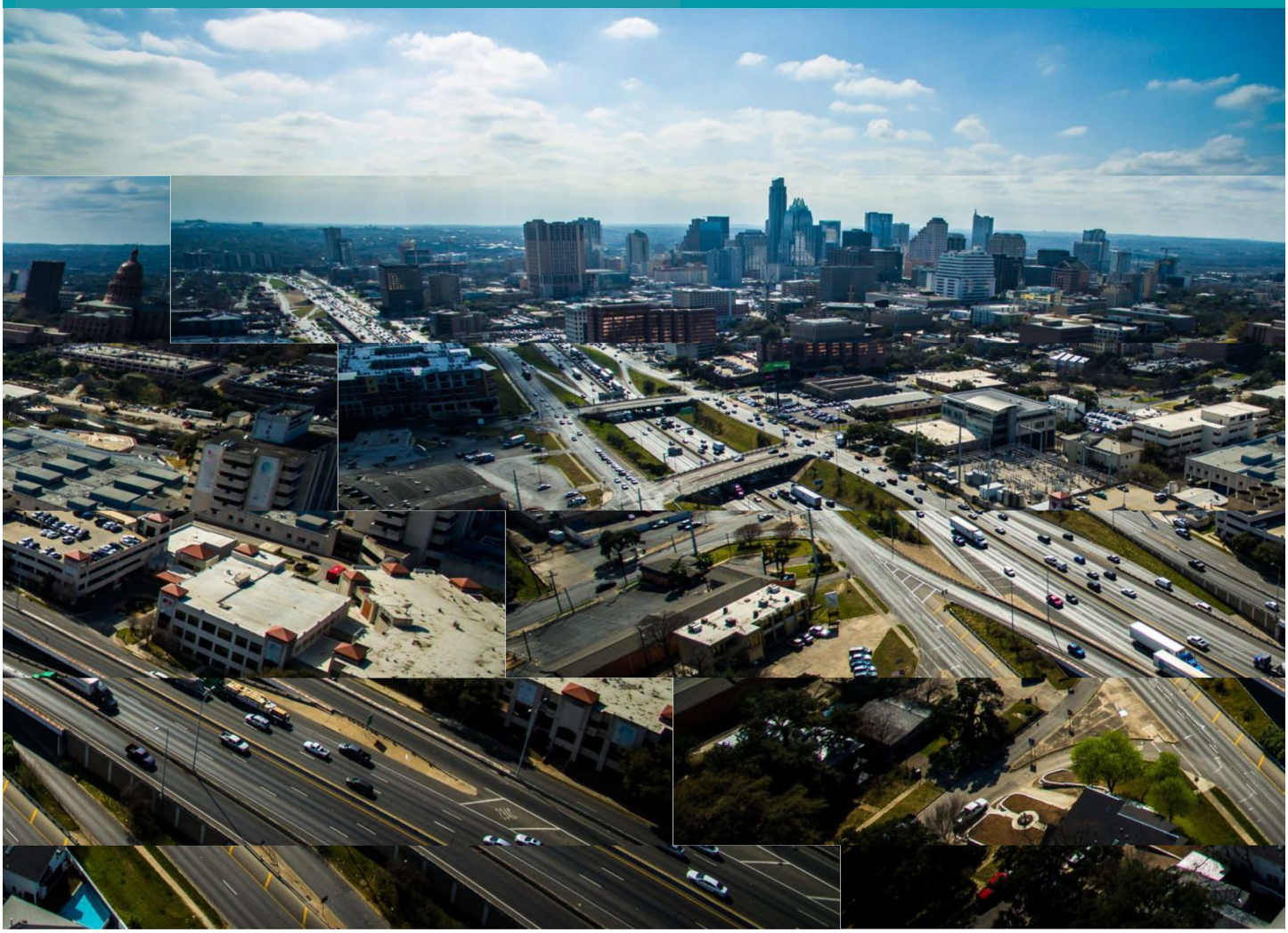
Attachment A – *State of Safety Report: 2014-2023*

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CENTRAL TEXAS

STATE OF SAFETY UPDATE 2014-2023



Texas A&M Transportation Institute

OCTOBER 2024

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.

STATE OF SAFETY UPDATE: 2014-2023

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.

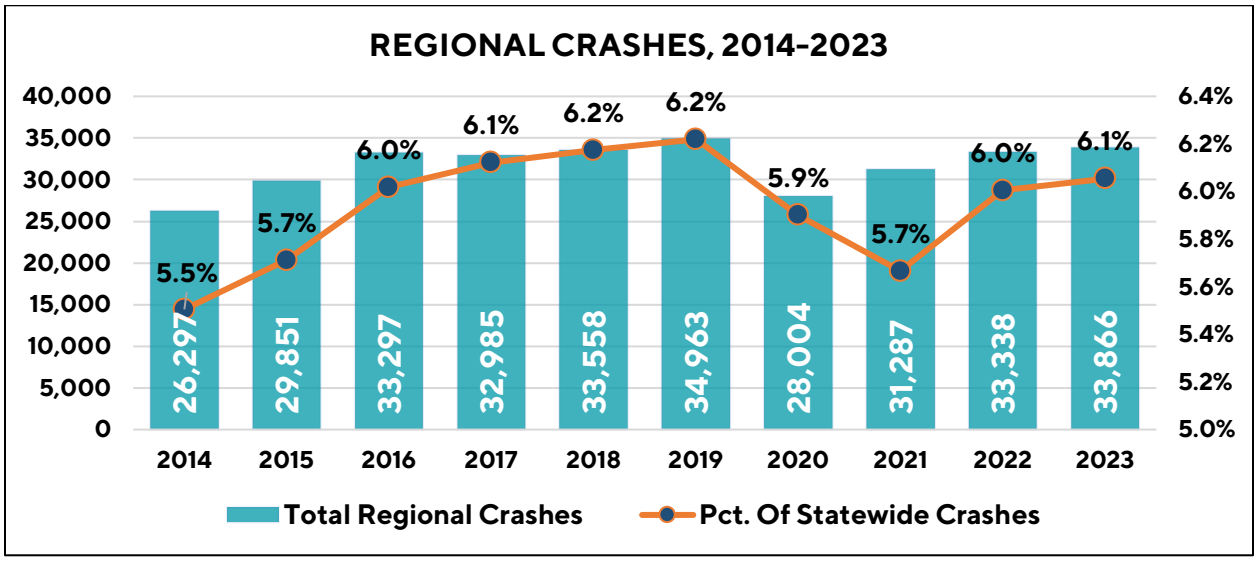
Crash Focus Area*	Crashes	Pct. of all crashes	Fatalities	Pct. of Fatalities	Serious Injuries	Pct. of Injuries
Unsignalized Intersections	**9,416**	**27.8%**	52	17.5%	**348**	**24.4%**
Distracted Driving	8,682	25.6%	36	12.1%	283	19.9%
Failure to Control Speed	6,857	20.2%	44	14.8%	256	18.0%
Road Departures	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%

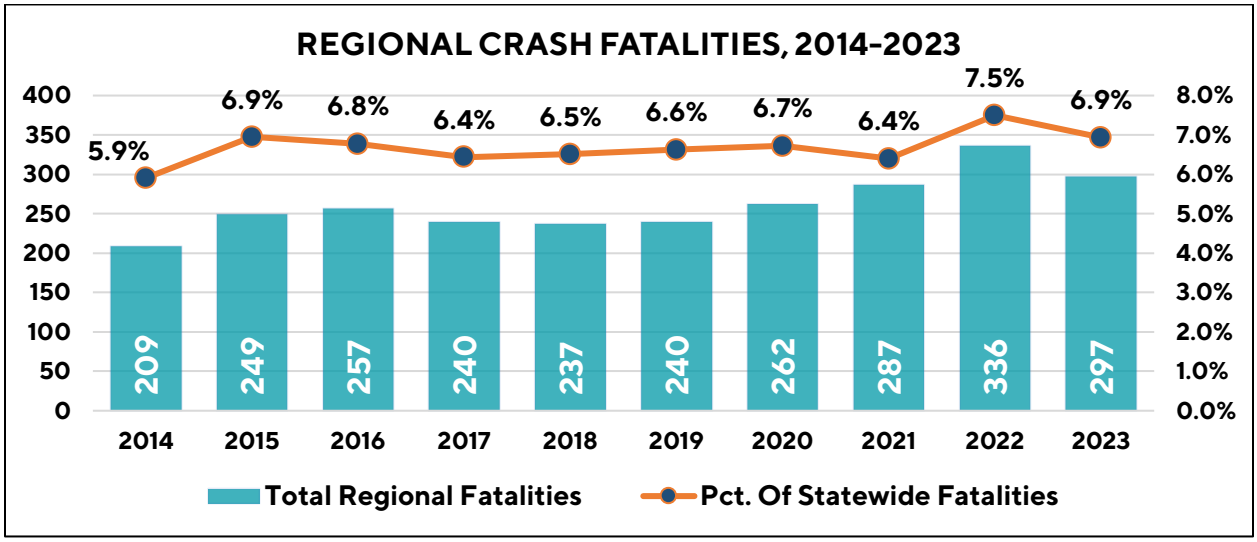
*Crash focus areas reflect crashes where the focus area is a factor, but not necessarily the sole factor in the crash. Data should not be added together for a cumulative result.

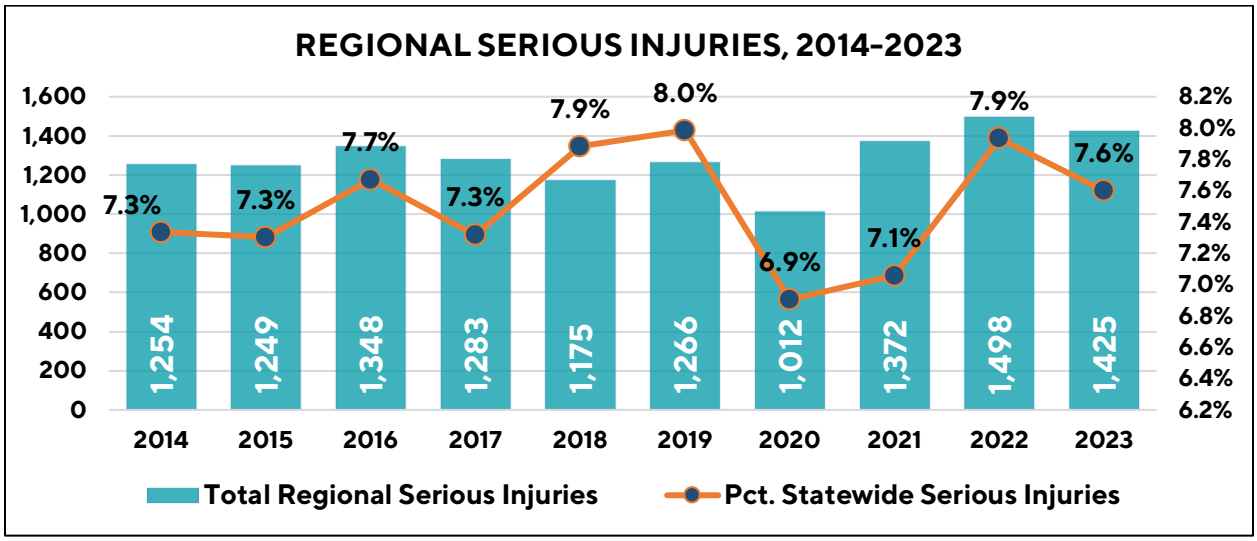
Five focus areas - alcohol, speeding, unrestrained occupants, motorcycles, and pedestrians – continue to register considerably disproportionate fatality and serious injury levels compared to the number of crashes experienced.

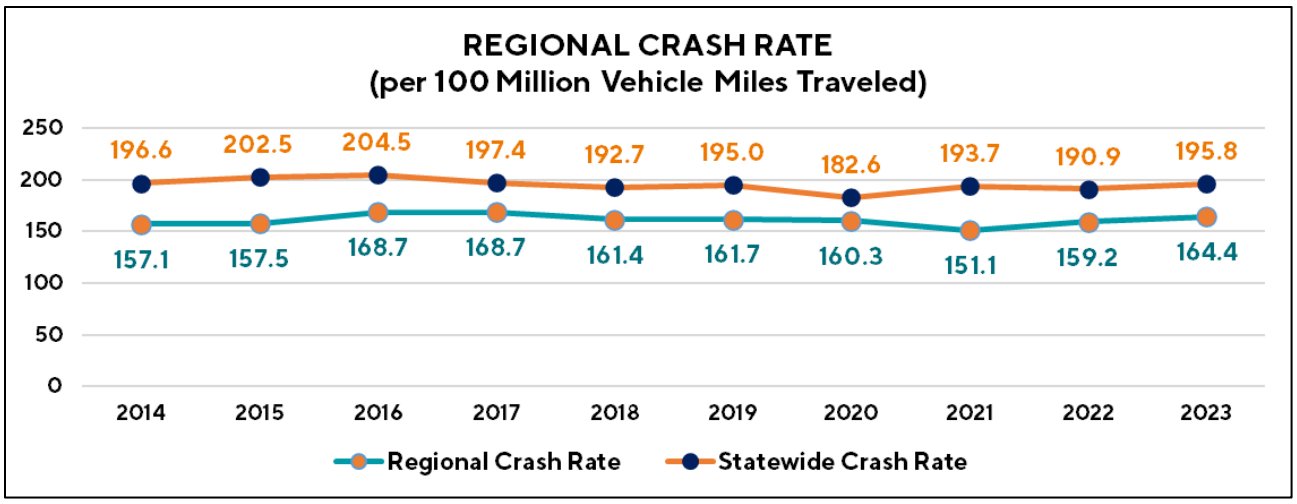
The following set of charts provides a synopsis of regional crashes based on the 16 identified focus areas addressed in the Regional State of Safety Report.

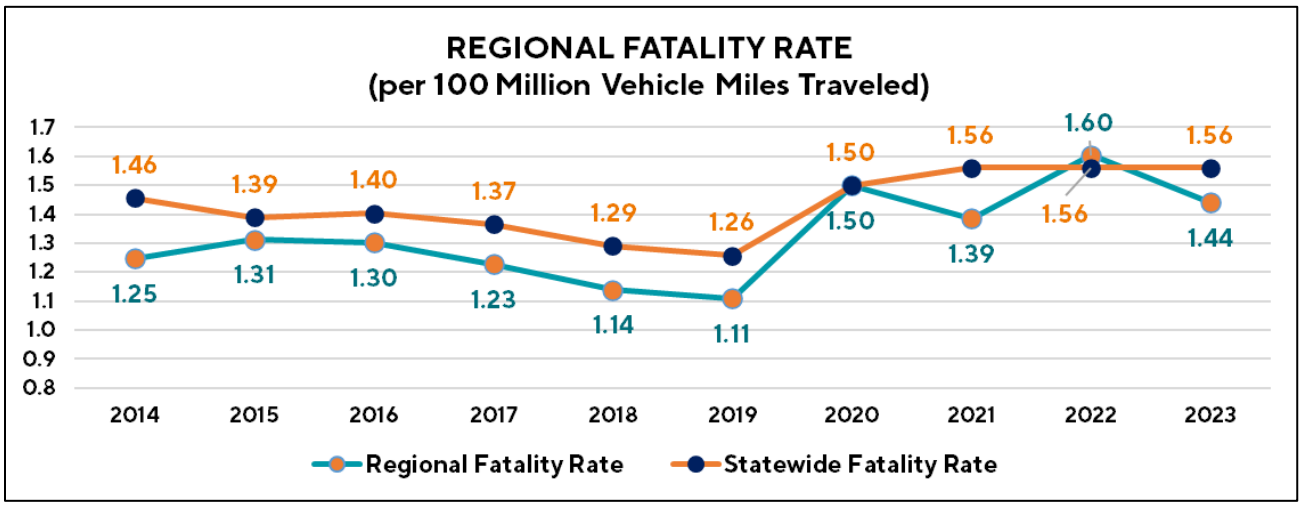
REGIONAL OVERVIEW

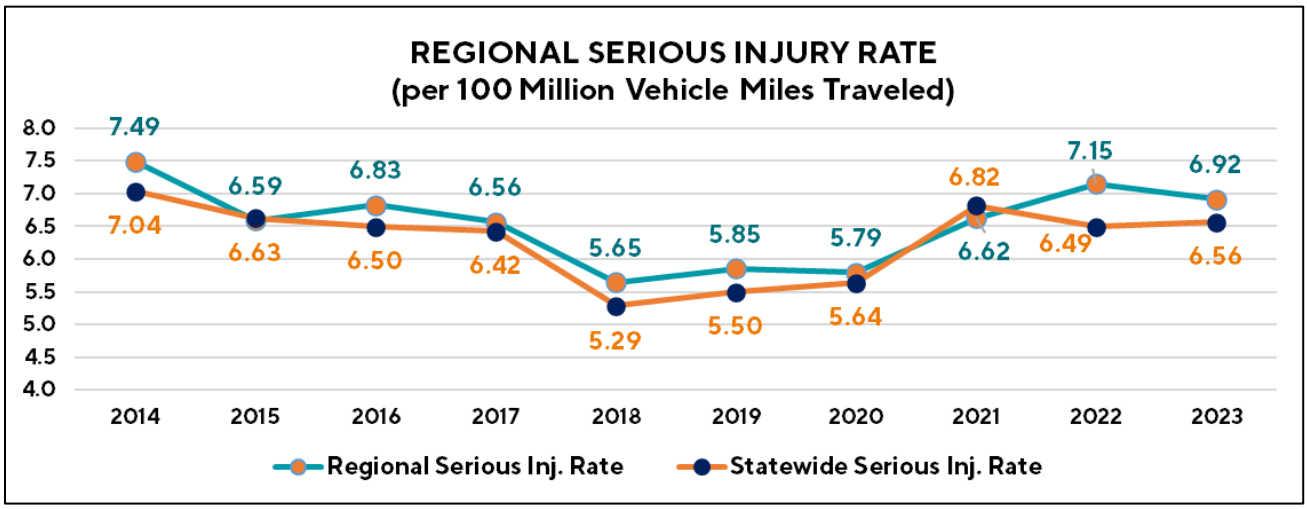




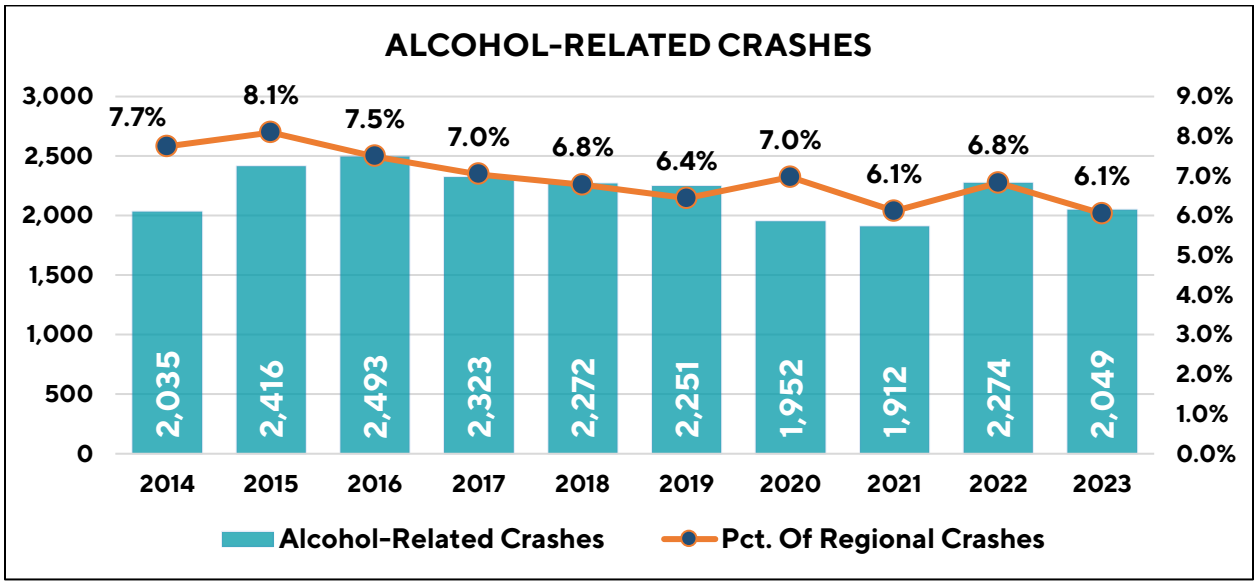


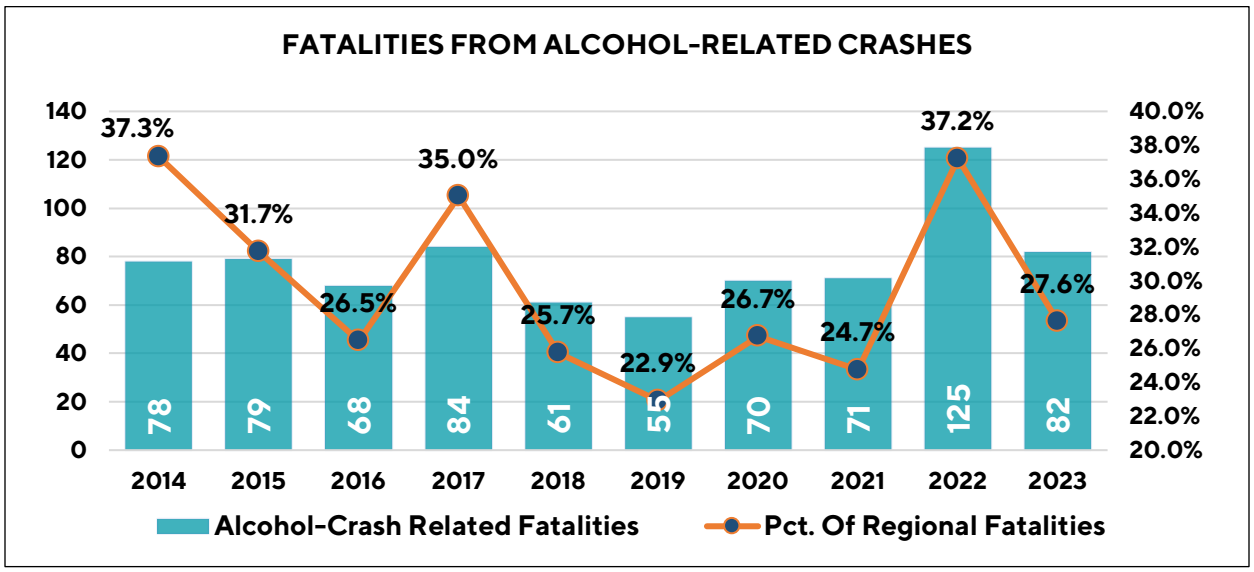

REGIONAL CRASH RATE
(per 100 Million Vehicle Miles Traveled)
250
200
150
100
50
0
196.6
202.5
204.5
197.4
192.7
195.0
182.6
193.7
190.9
195.8
157.1
157.5
168.7
168.7
161.4
161.7
160.3
151.1
159.2
164.4
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Regional Crash Rate
Statewide Crash Rate

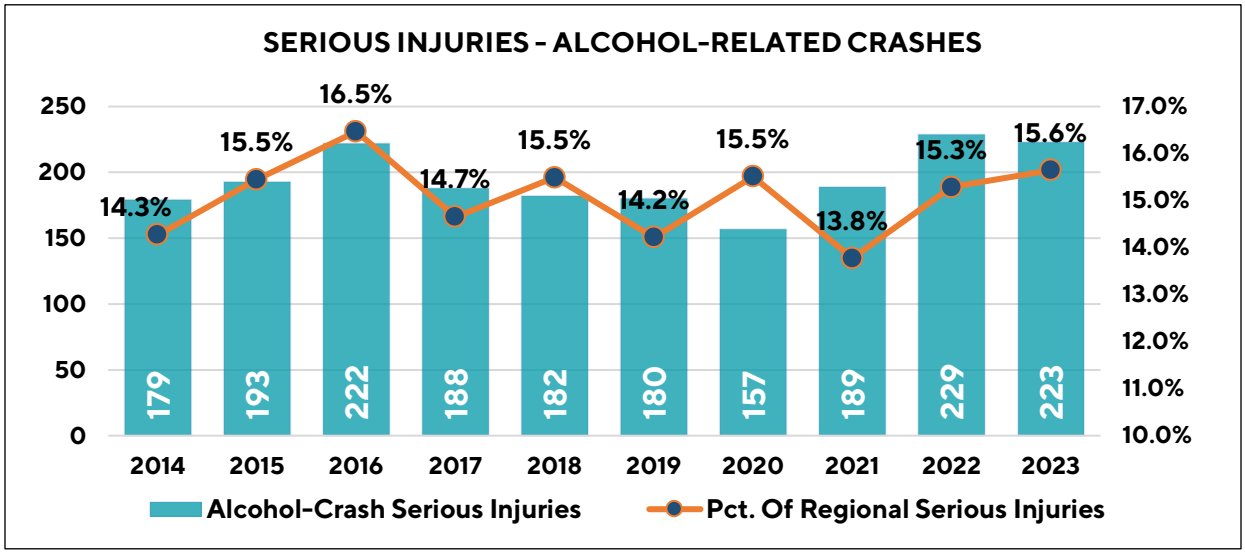

REGIONAL FATALITY RATE
(per 100 Million Vehicle Miles Traveled)
1.7
1.6
1.5
1.4
1.3
1.2
1.1
1.0
0.9
0.8
1.46
1.39
1.40
1.37
1.29
1.26
1.50
1.56
1.60
1.56
1.25
1.31
1.30
1.23
1.14
1.11
1.50
1.39
1.56
1.44
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Regional Fatality Rate
Statewide Fatality Rate


REGIONAL SERIOUS INJURY RATE
(per 100 Million Vehicle Miles Traveled)
8.0
7.5
7.0
6.5
6.0
5.5
5.0
4.5
4.0
7.49
6.59
6.83
6.56
5.65
5.85
5.79
6.82
7.15
6.92
7.04
6.63
6.50
6.42
5.29
5.50
5.64
6.62
6.49
6.56
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Regional Serious Inj. Rate
Statewide Serious Inj. Rate

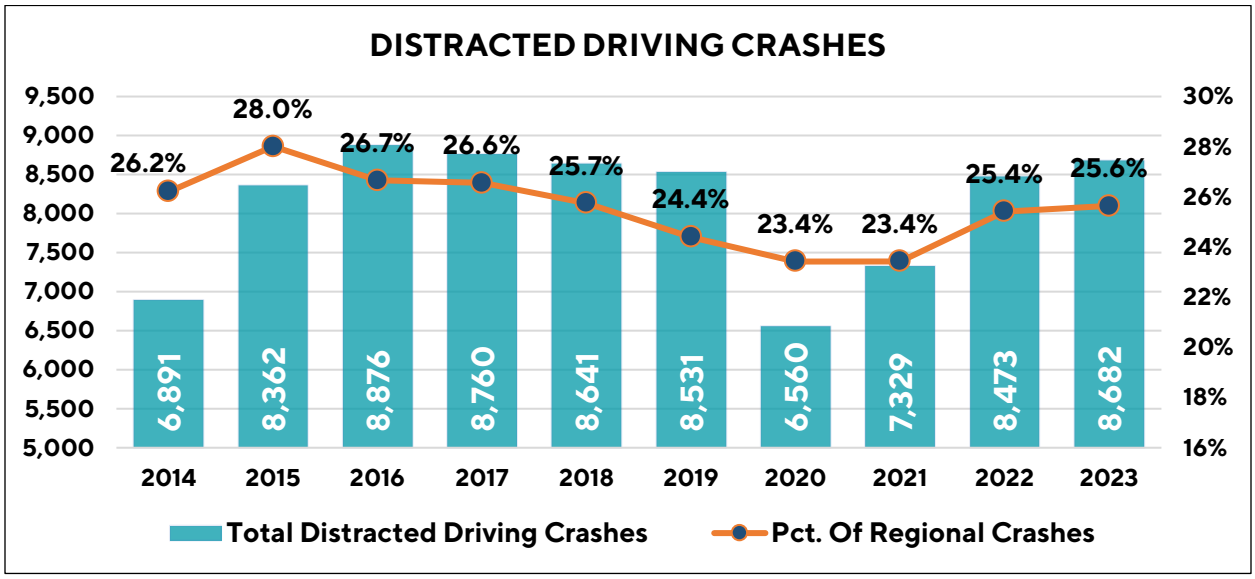
ALCOHOL-RELATED

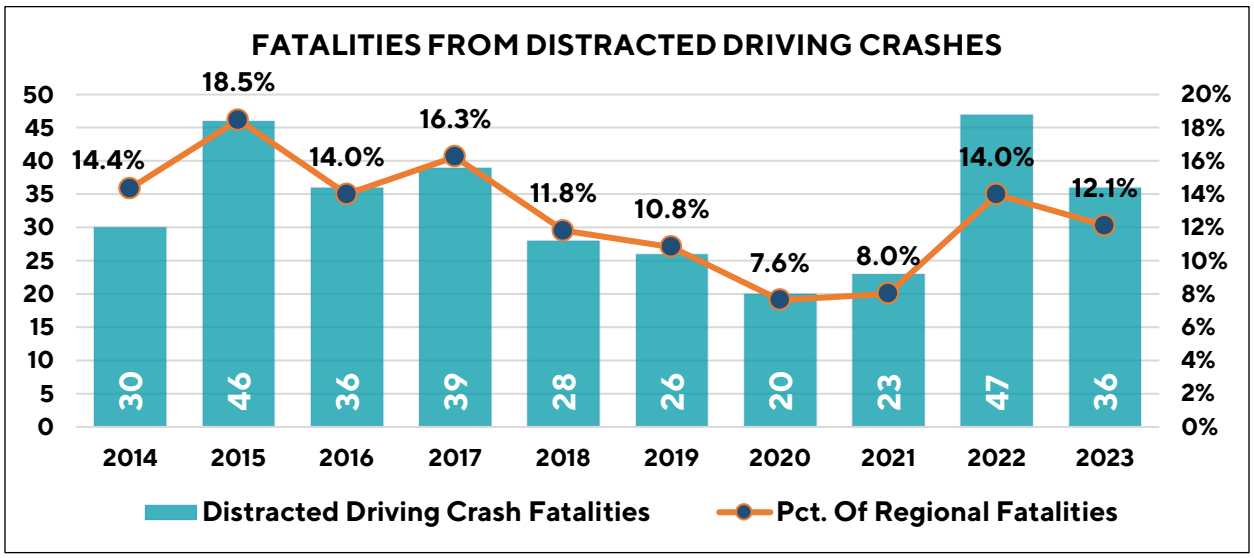


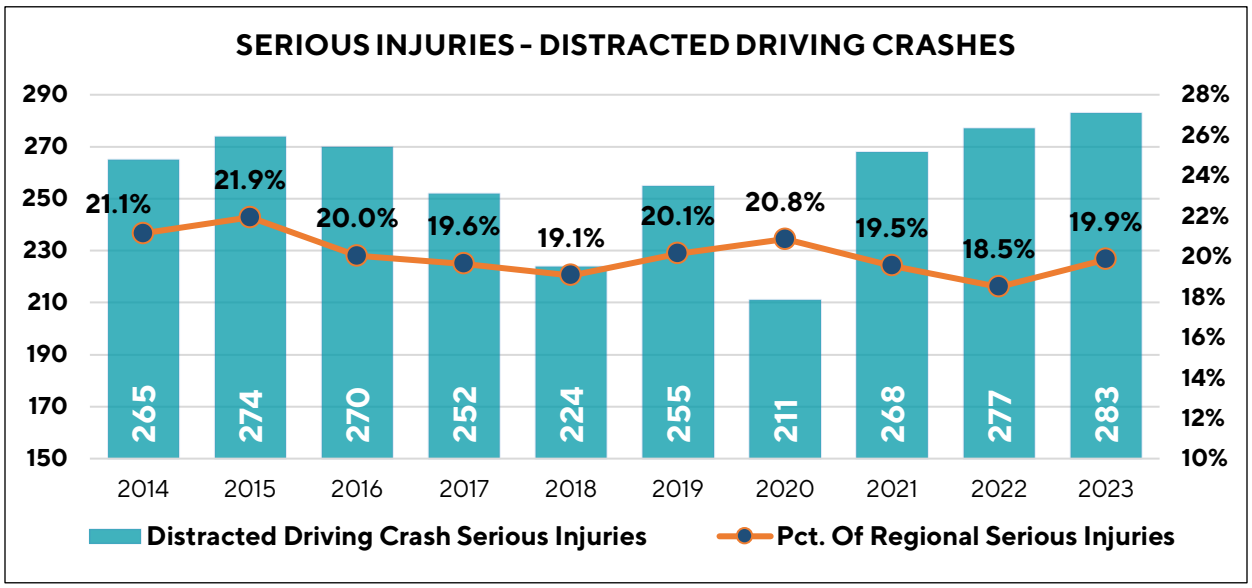




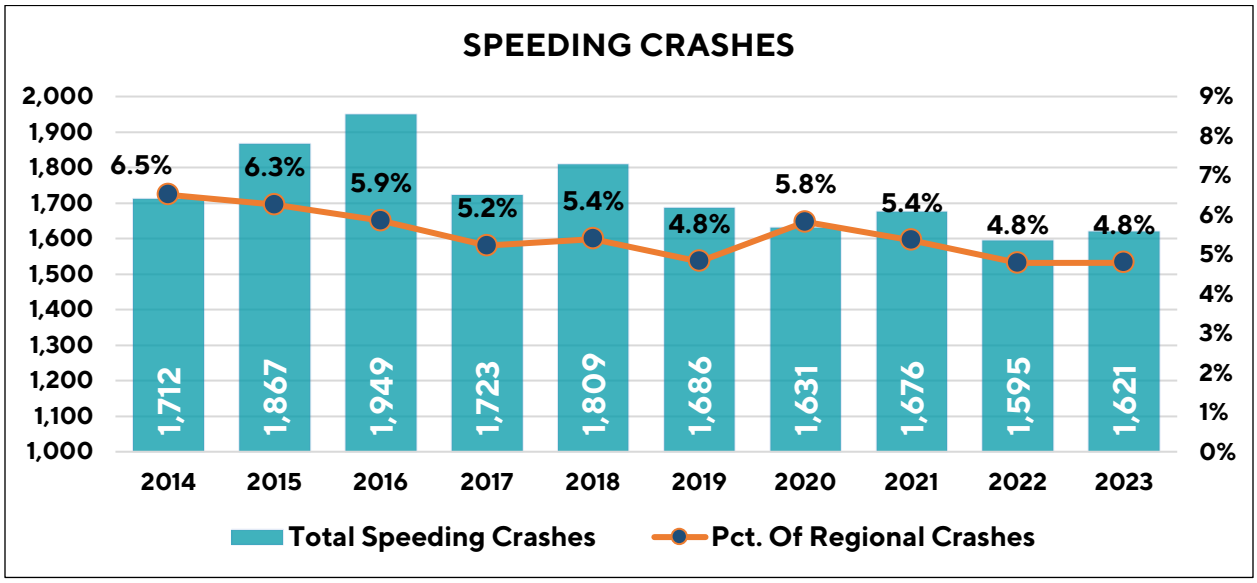
DISTRACTED DRIVING

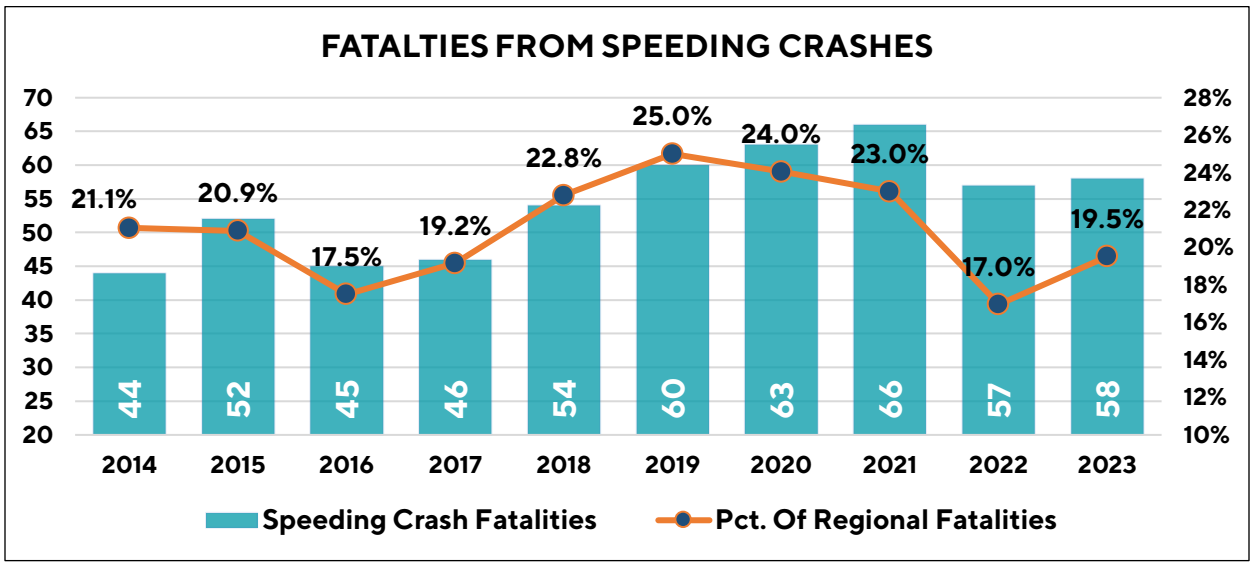


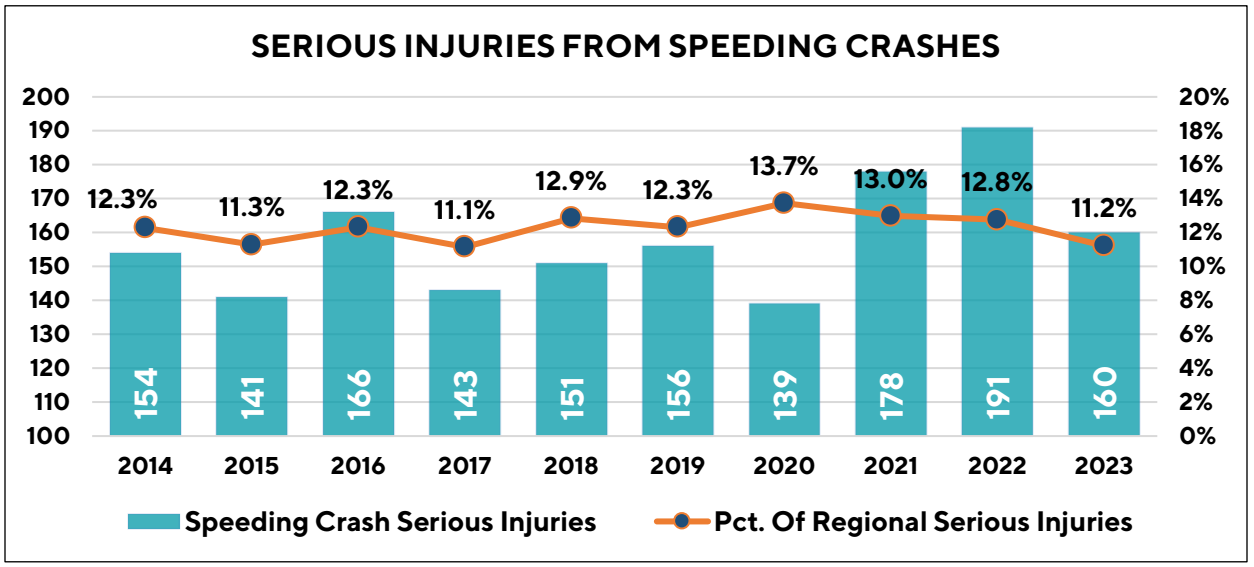




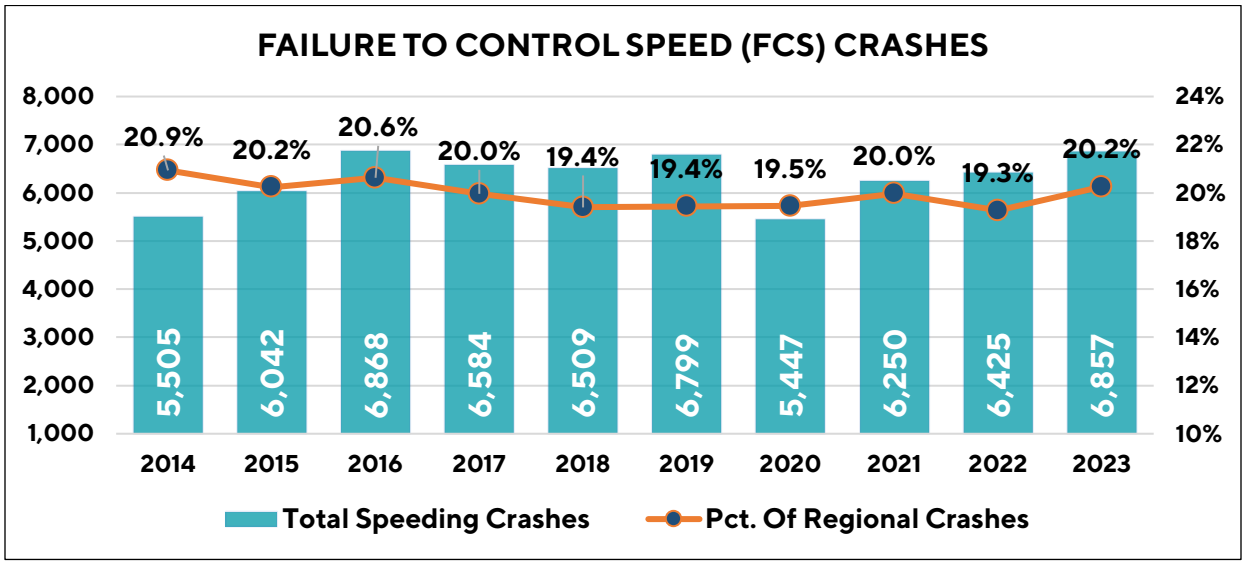
SPEED-RELATED

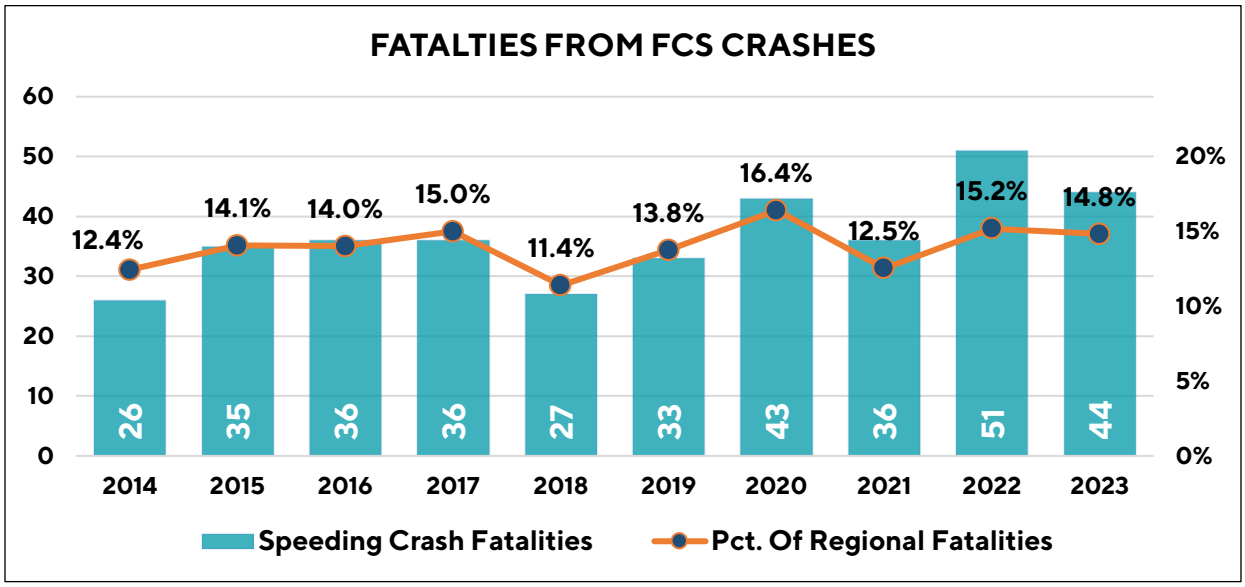


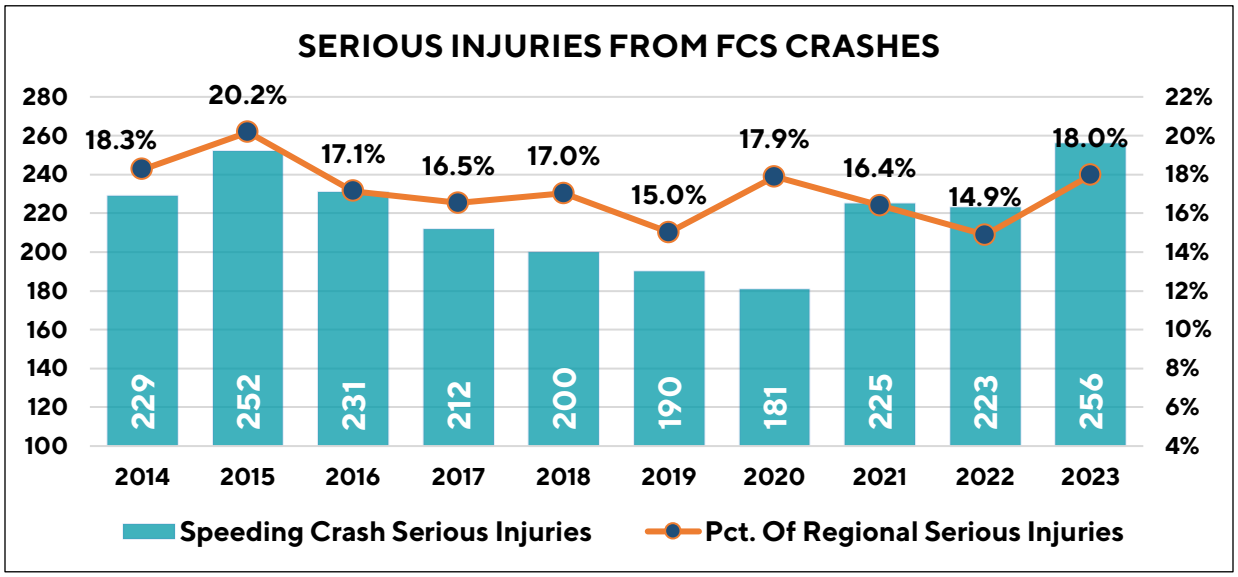




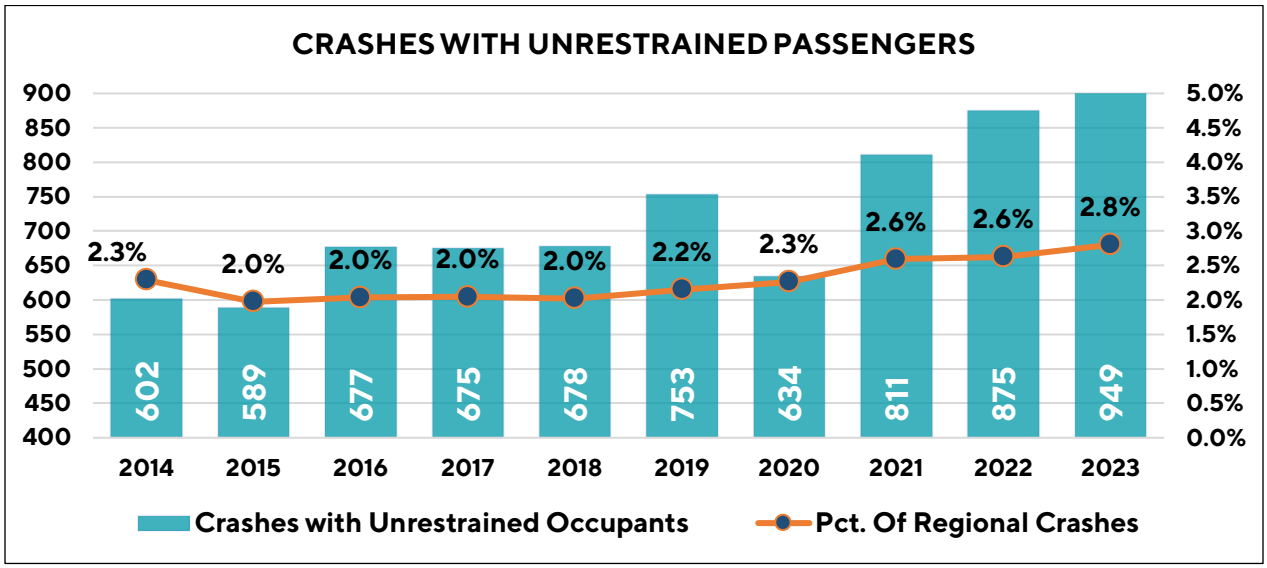
FAILURE TO CONTROL SPEED

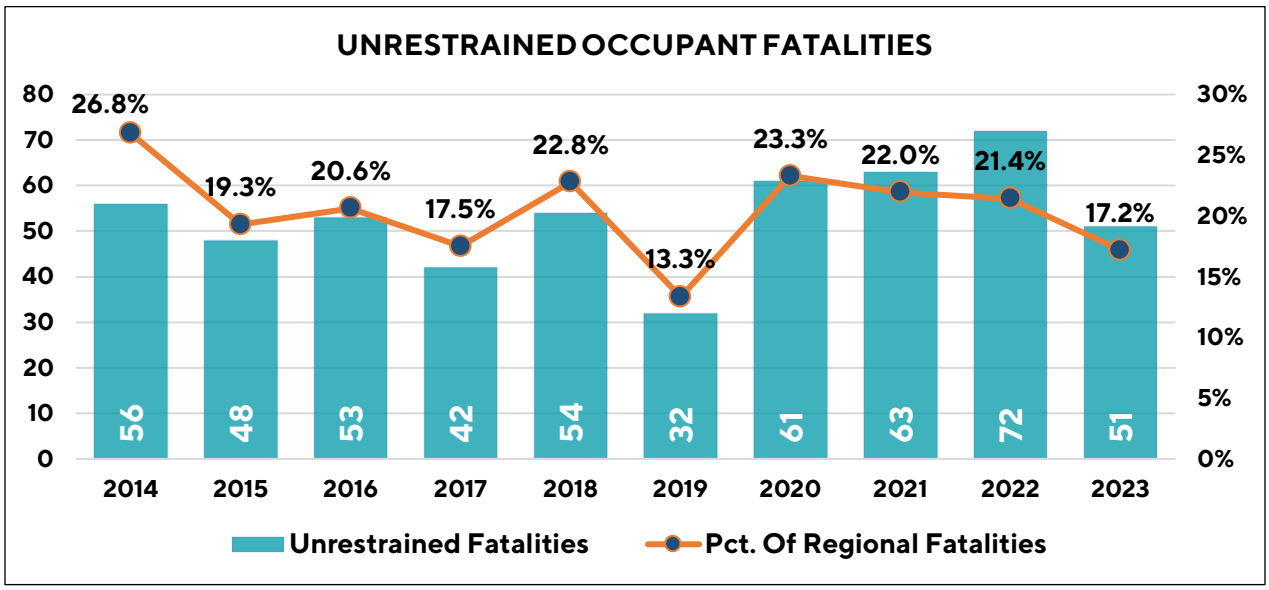


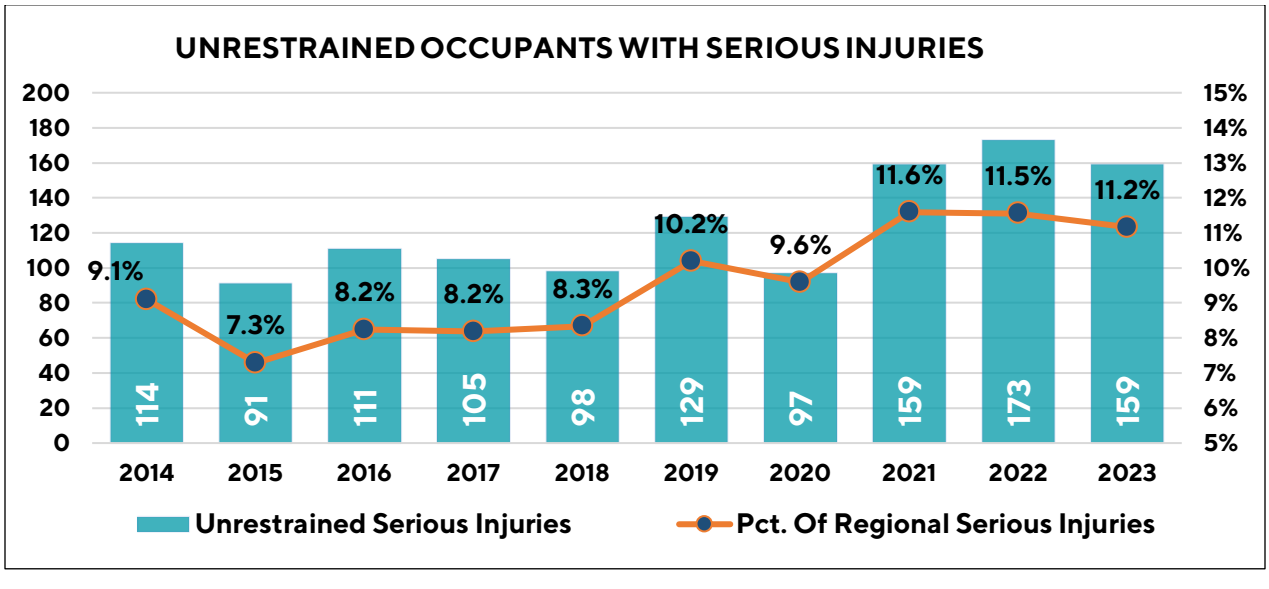




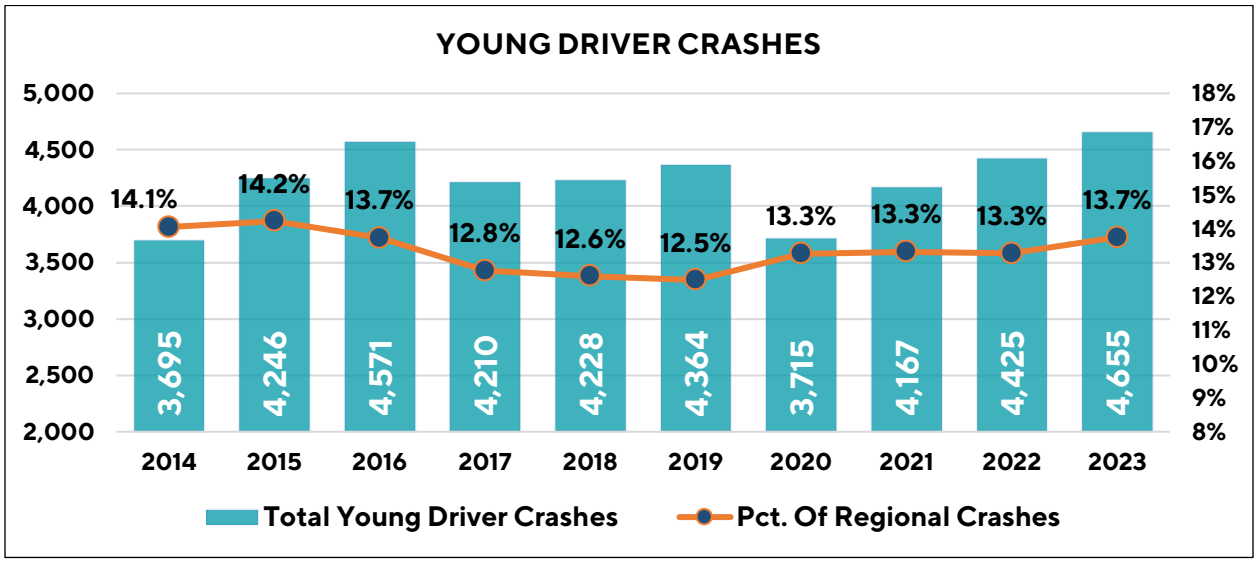
UNRESTRAINED OCCUPANTS

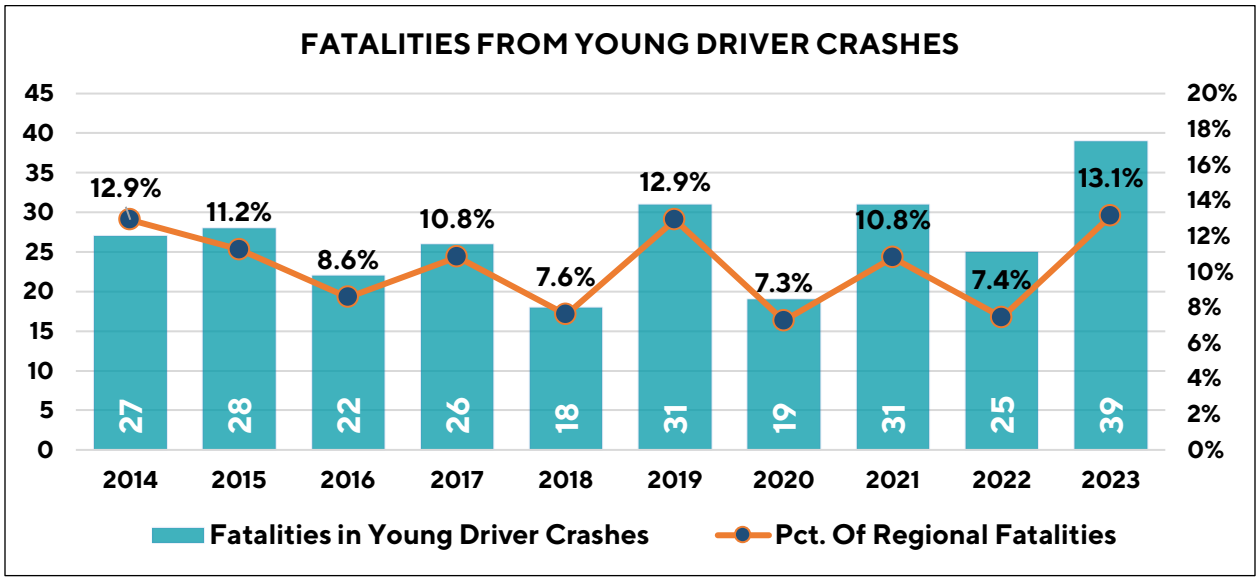


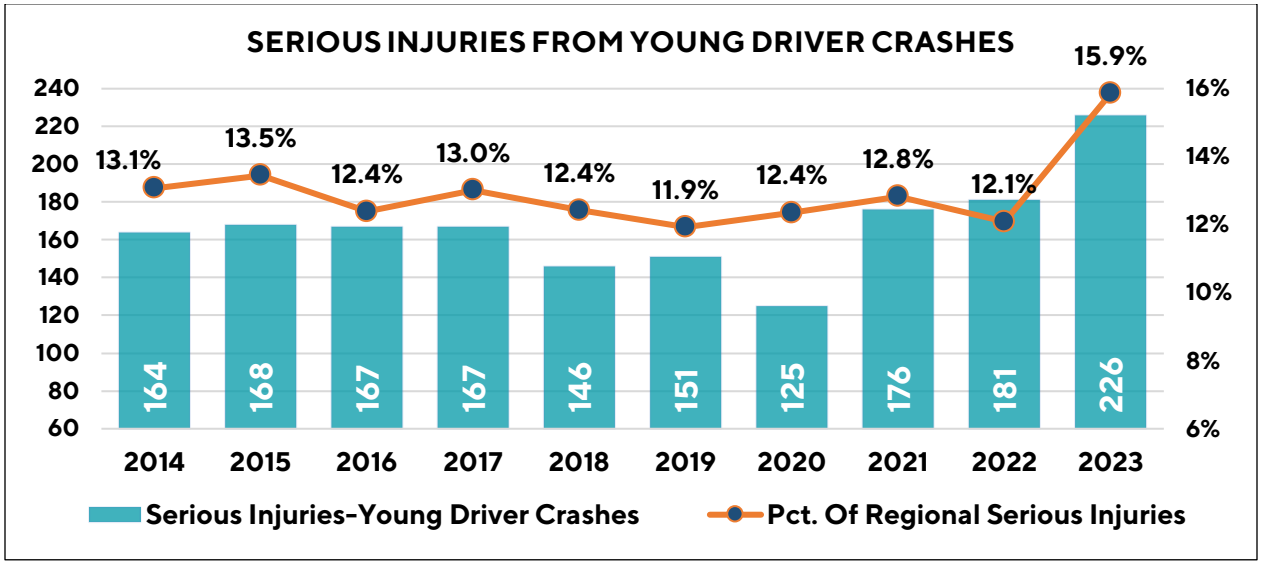




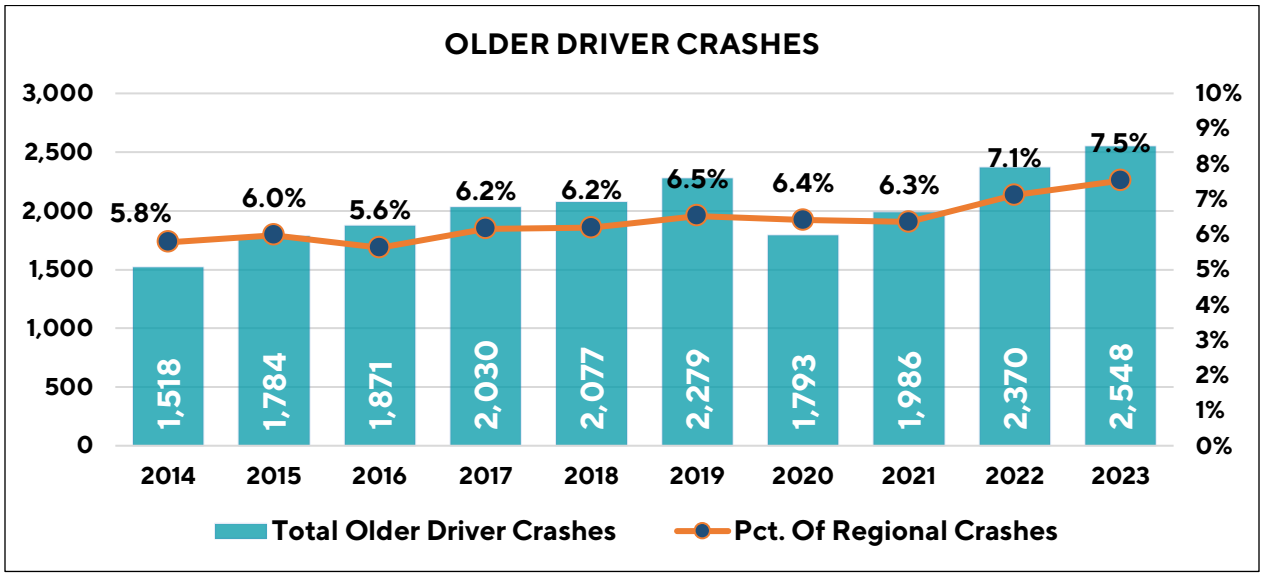
YOUNG DRIVERS

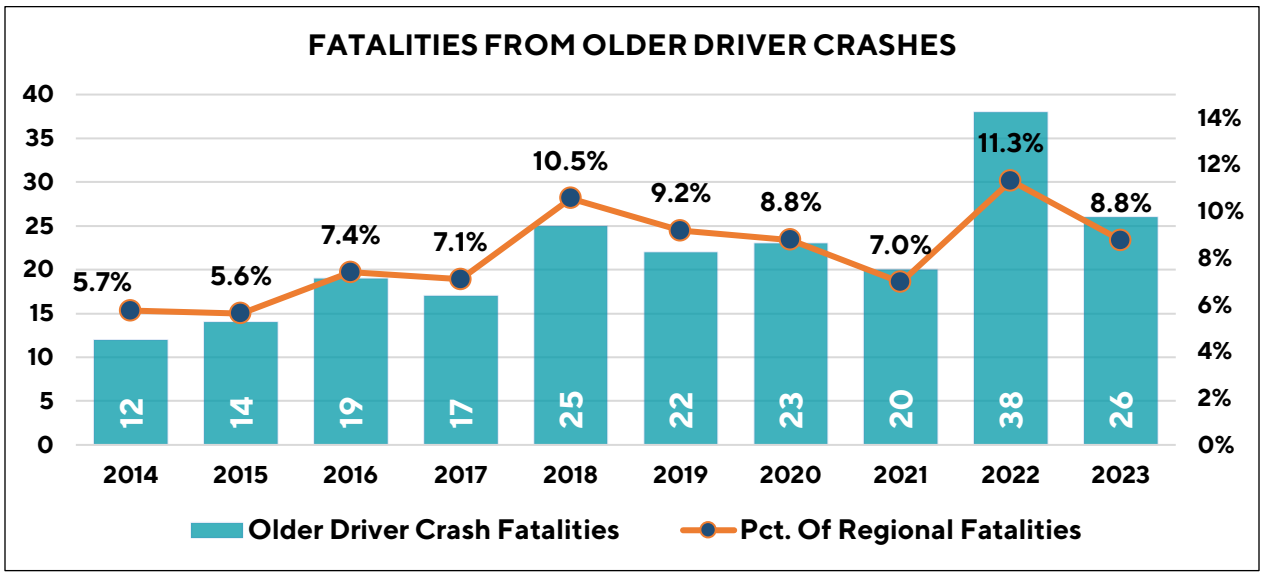


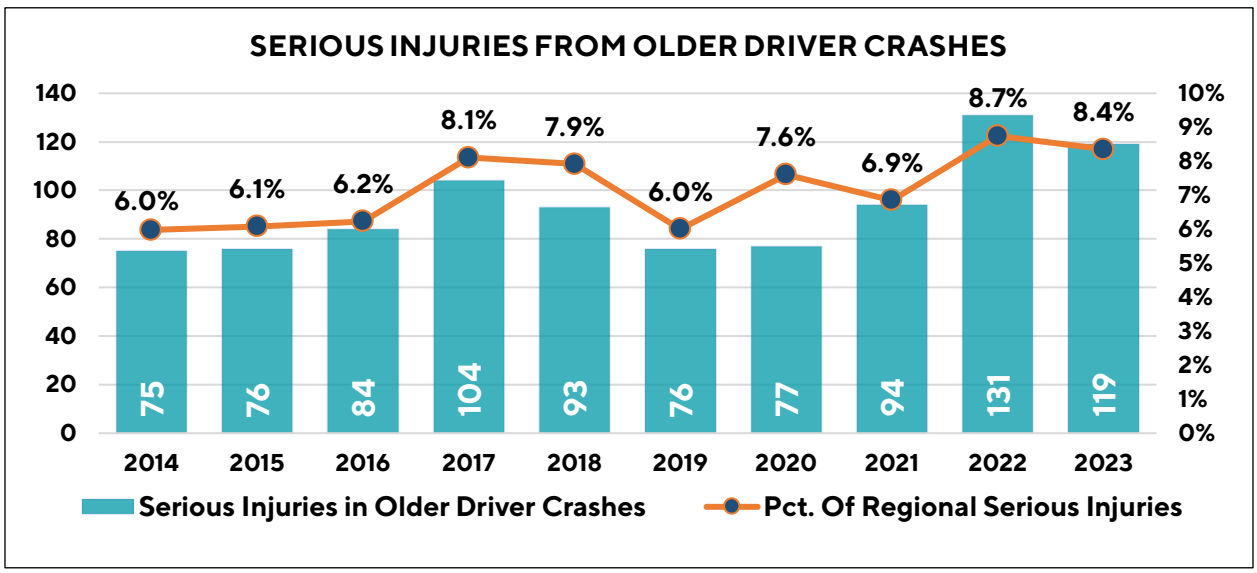




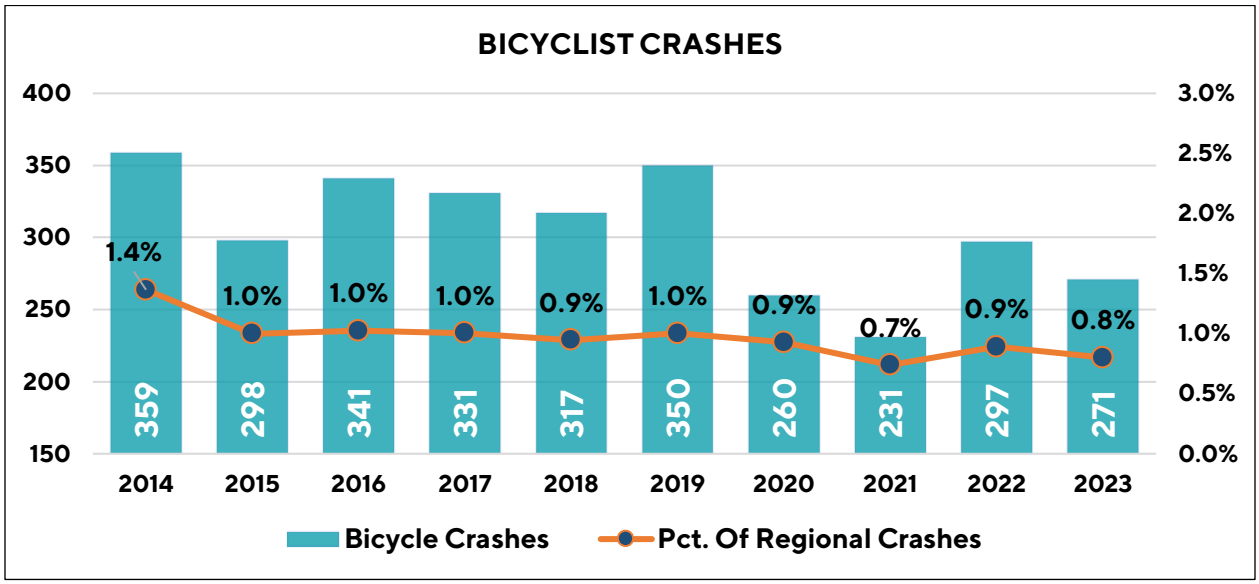
OLDER DRIVERS

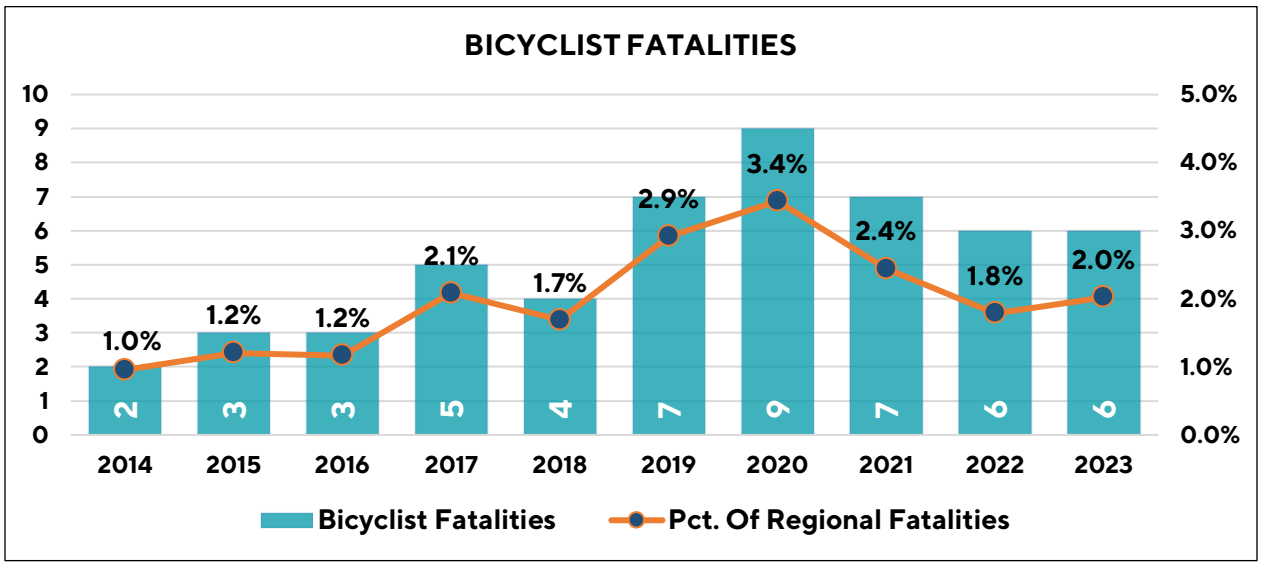


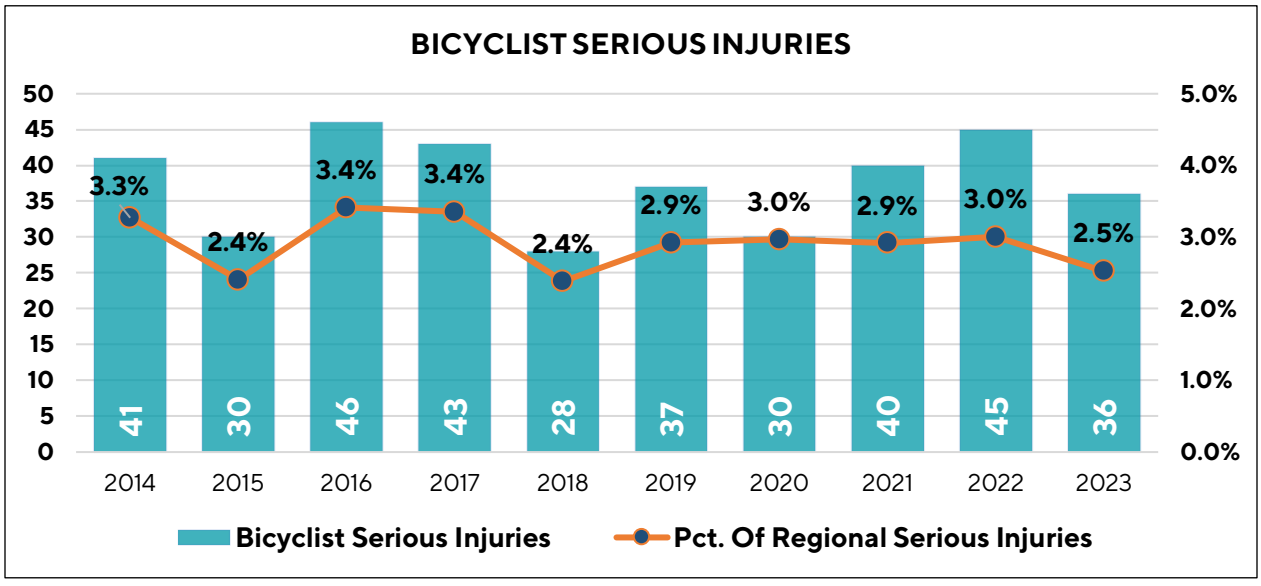




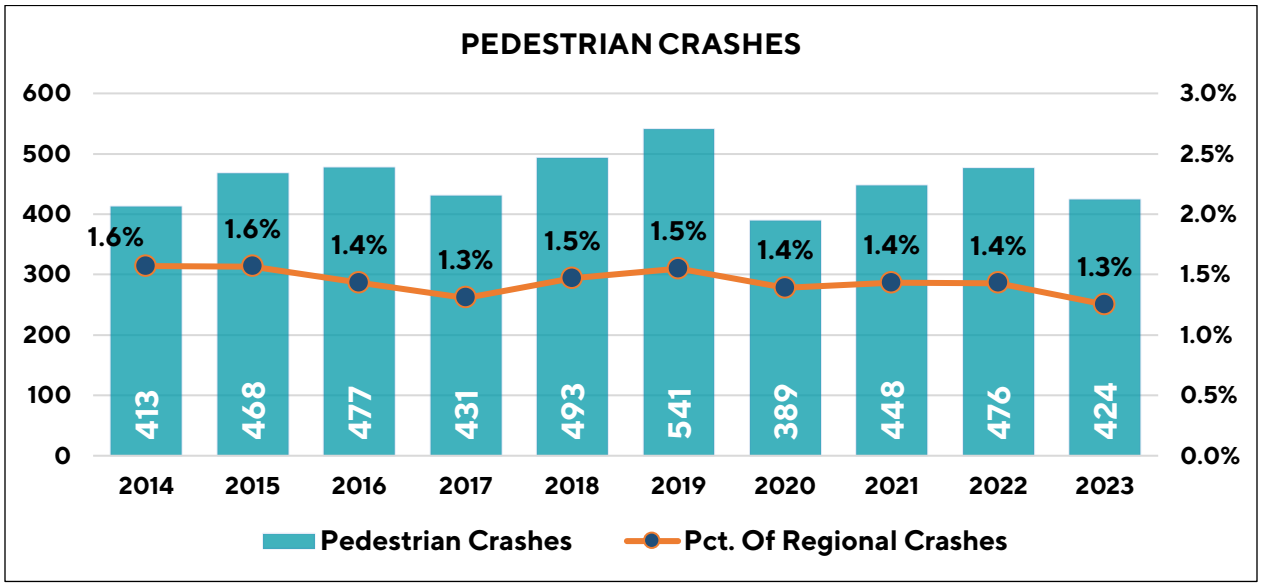
BICYCLISTS

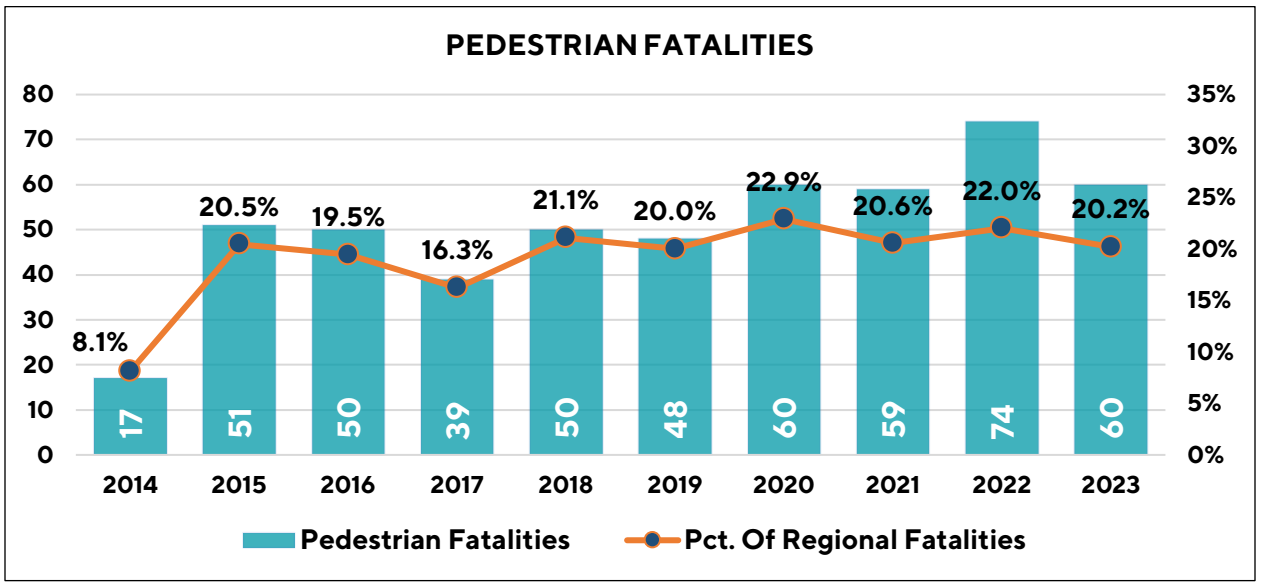

BICYCLIST CRASHES
400
350
300
250
200
150
3.0%
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
1.4%
1.0%
1.0%
1.0%
0.9%
1.0%
0.9%
0.7%
0.9%
0.8%
359
298
341
331
317
350
260
231
297
271
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Bicycle Crashes
Pct. Of Regional Crashes

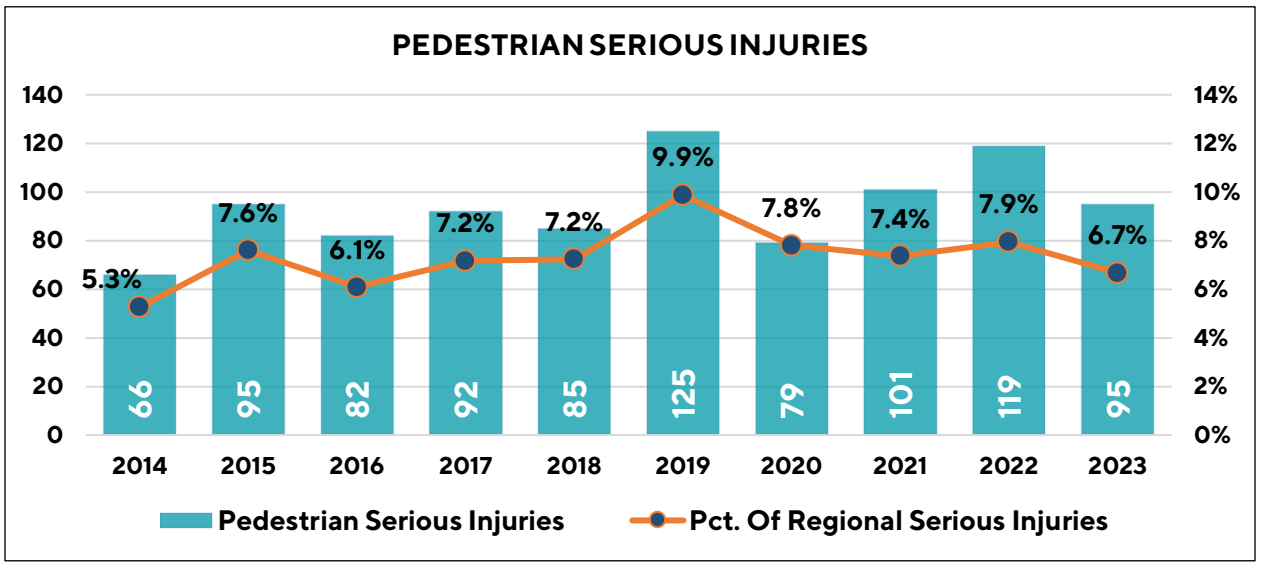

BICYCLIST FATALITIES
10
9
8
7
6
5
4
3
2
1
0
5.0%
4.0%
3.0%
2.0%
1.0%
0.0%
1.0%
1.2%
1.2%
2.1%
1.7%
2.9%
3.4%
2.4%
1.8%
2.0%
2
3
3
5
4
7
9
7
6
6
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Bicyclist Fatalities
Pct. Of Regional Fatalities


BICYCLIST SERIOUS INJURIES
50
45
40
35
30
25
20
15
10
5
0
5.0%
4.0%
3.0%
2.0%
1.0%
0.0%
3.3%
2.4%
3.4%
3.4%
2.4%
2.9%
3.0%
2.9%
3.0%
2.5%
41
30
46
43
28
37
30
40
45
36
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Bicyclist Serious Injuries
Pct. Of Regional Serious Injuries

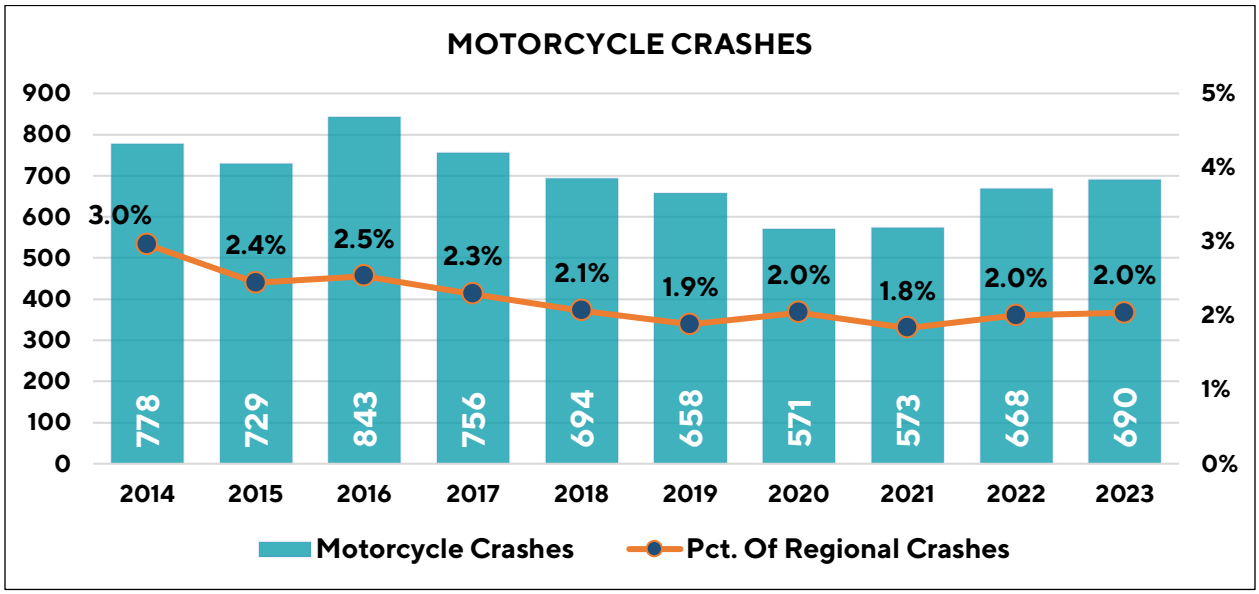
PEDESTRIANS

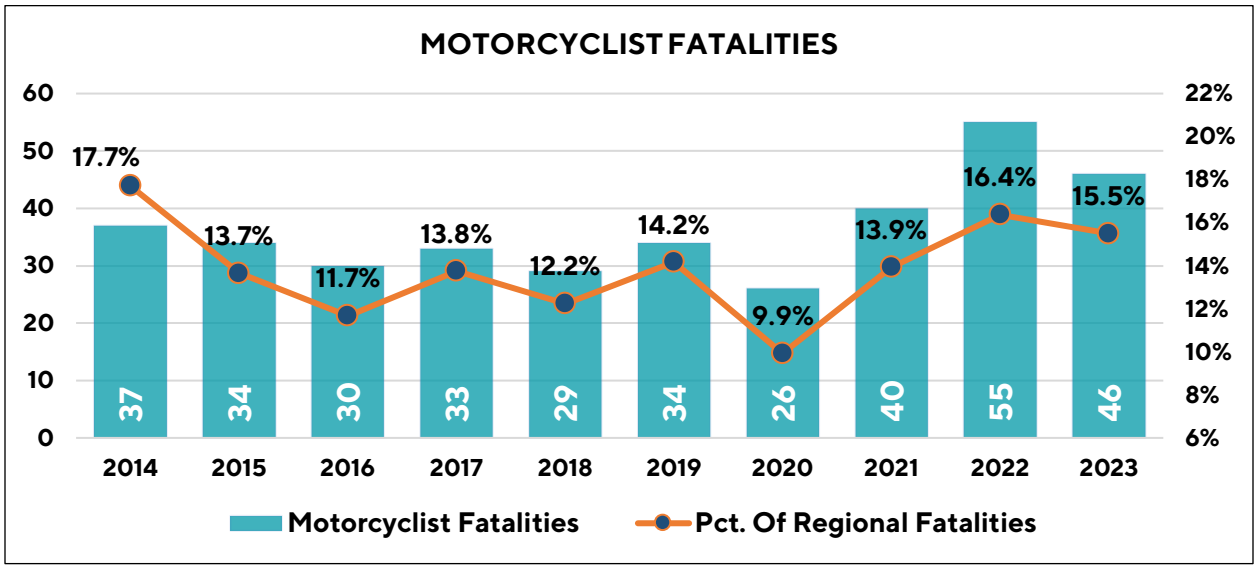


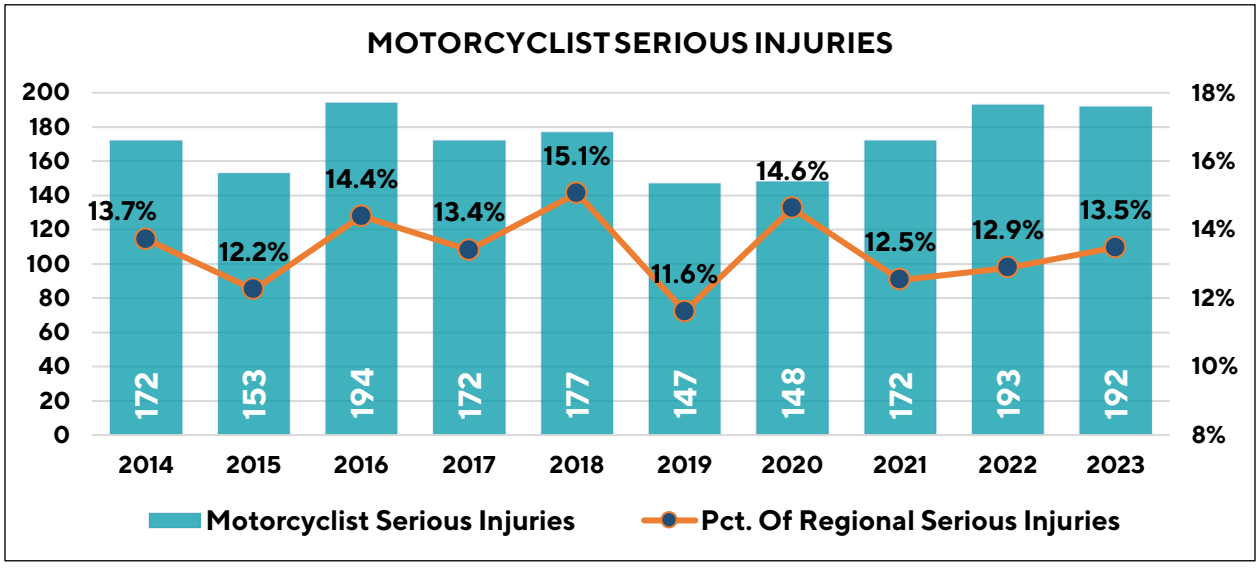




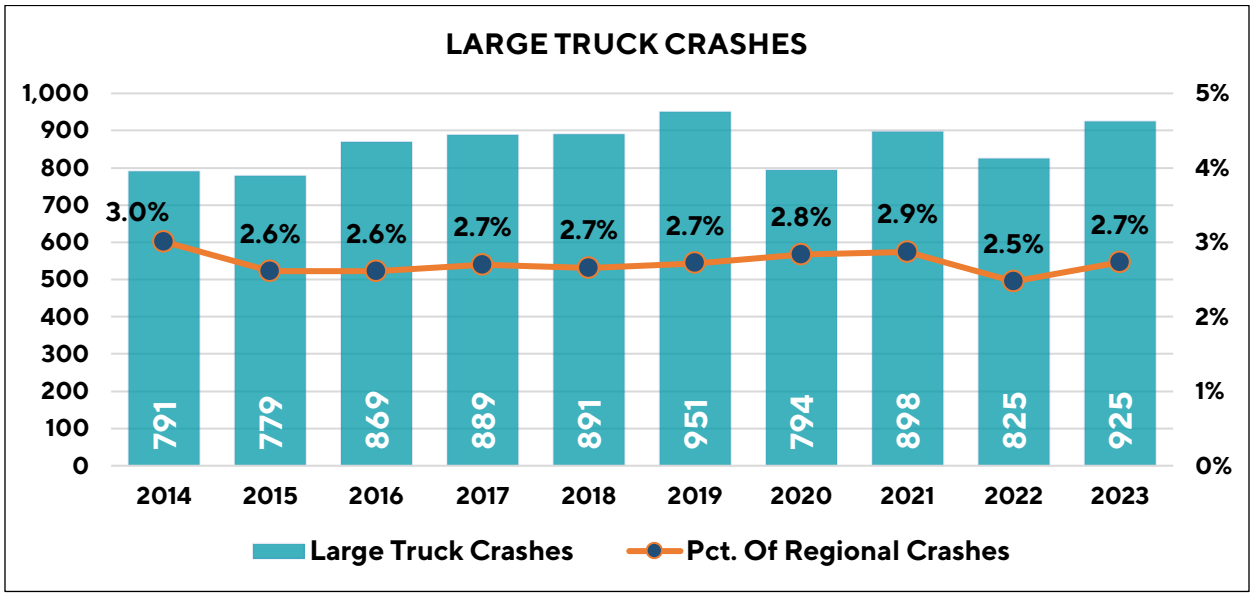
MOTORCYCLES

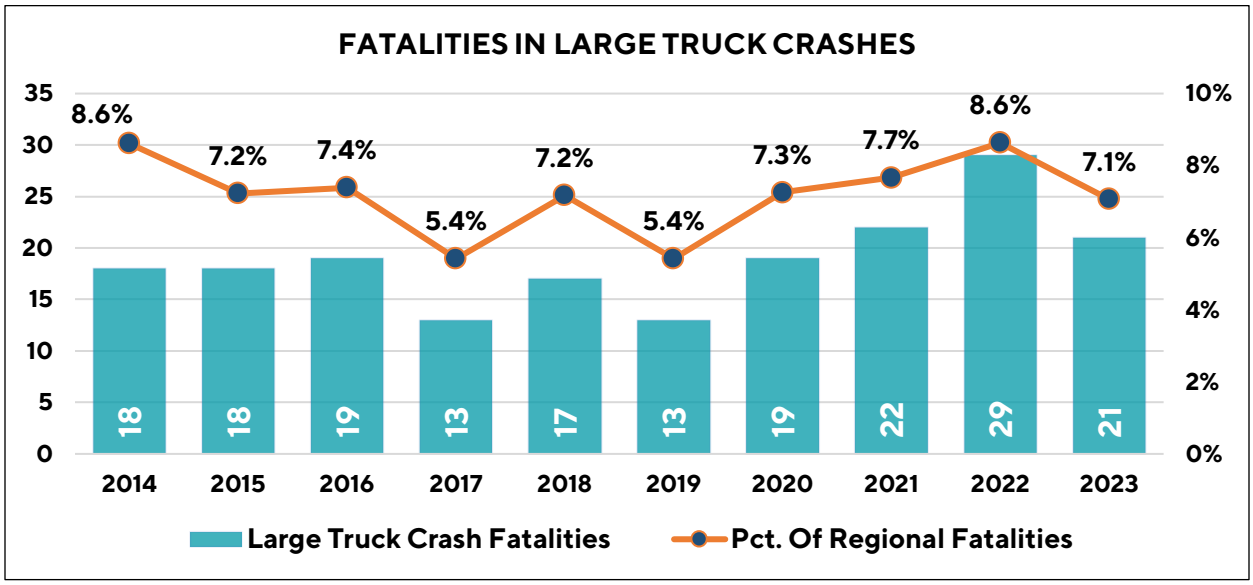


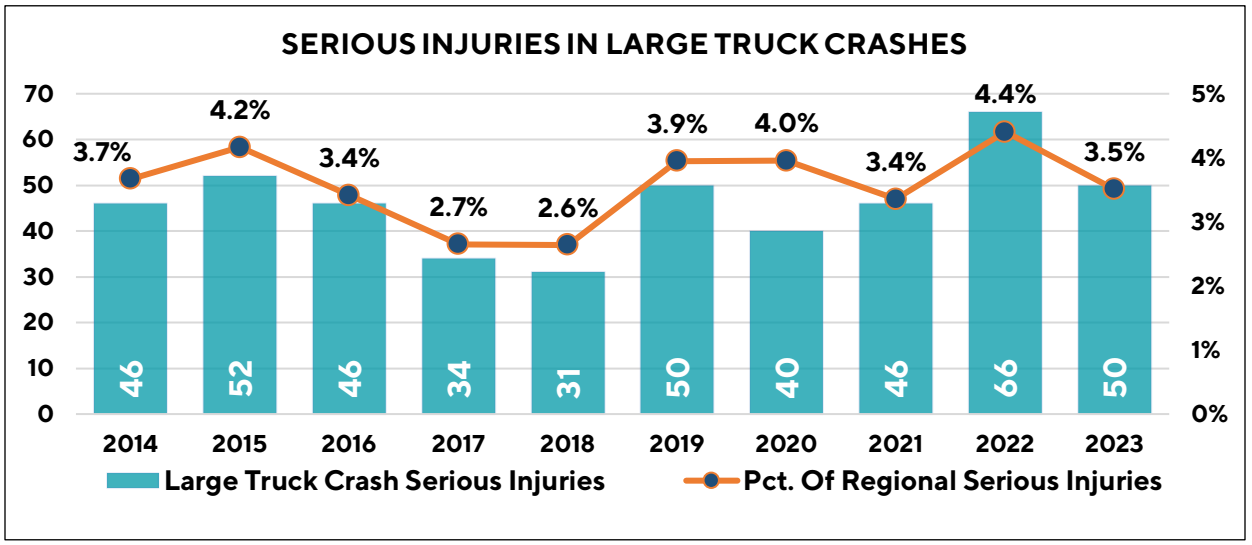




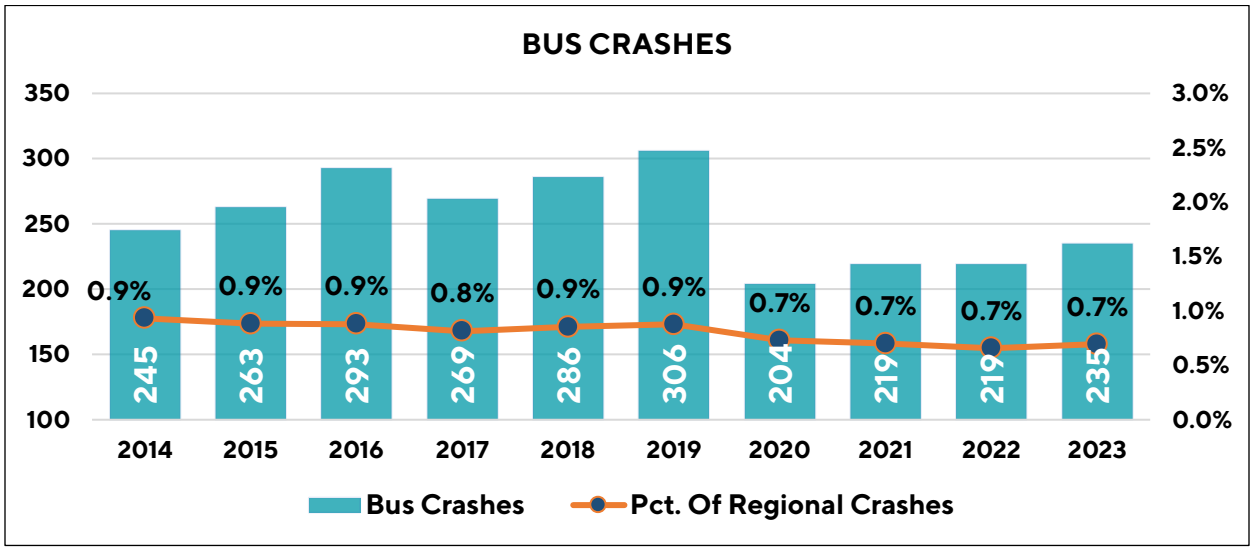
LARGE TRUCKS

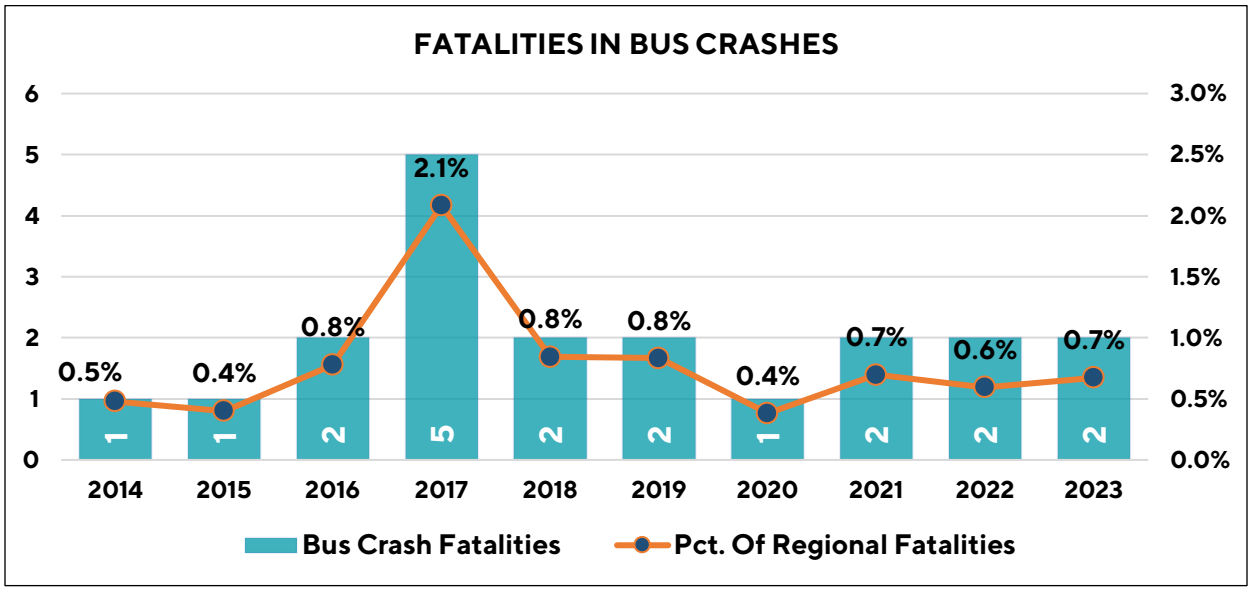


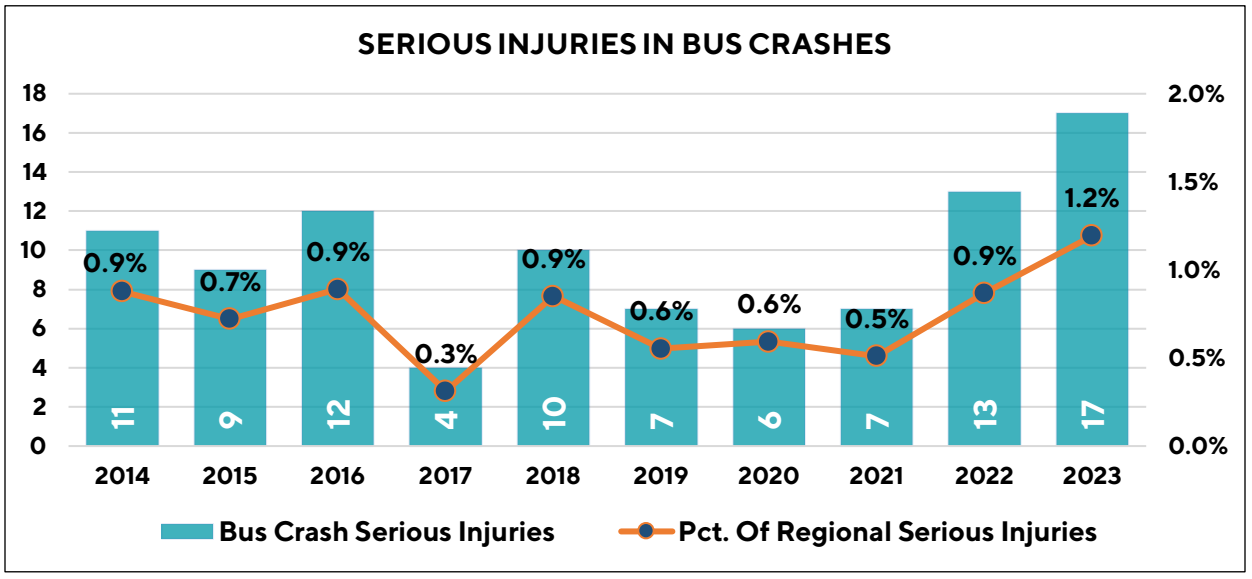




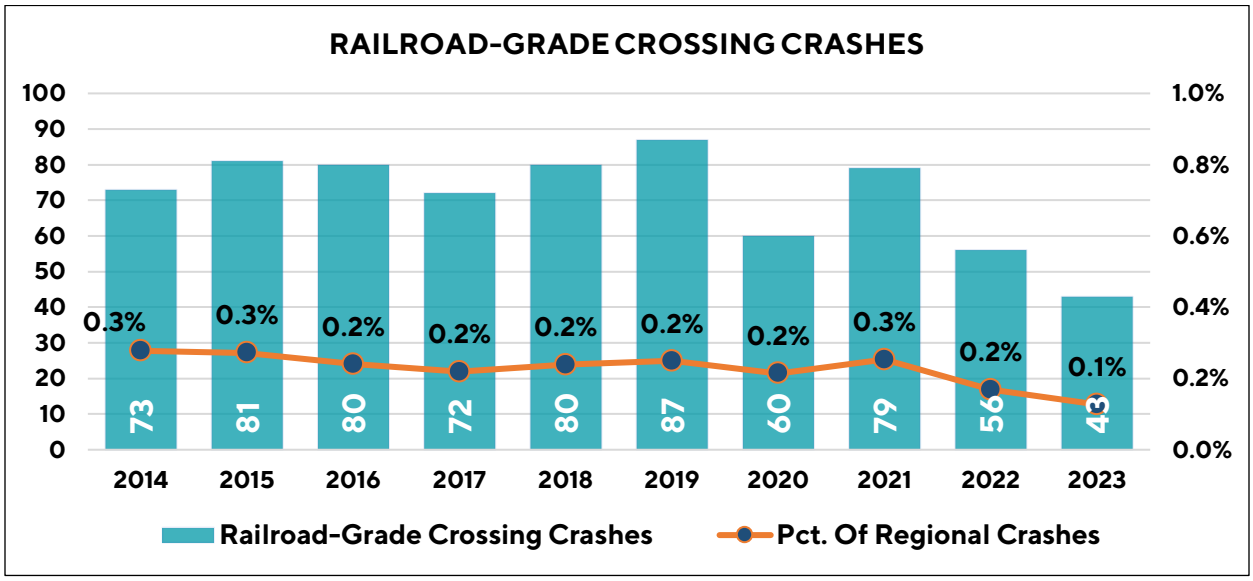
BUS CRASHES

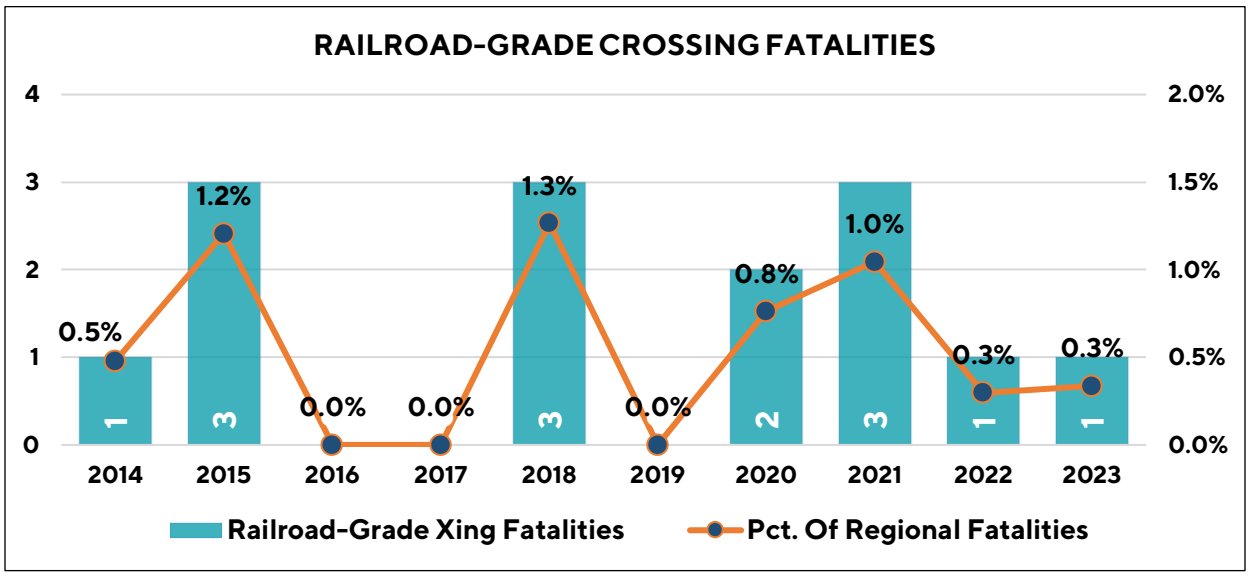

BUS CRASHES
350
300
250
200
150
100
3.0%
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
0.9%
0.9%
0.9%
0.8%
0.9%
0.9%
0.7%
0.7%
0.7%
0.7%
245
263
293
269
286
306
204
219
219
235
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Bus Crashes
Pct. Of Regional Crashes

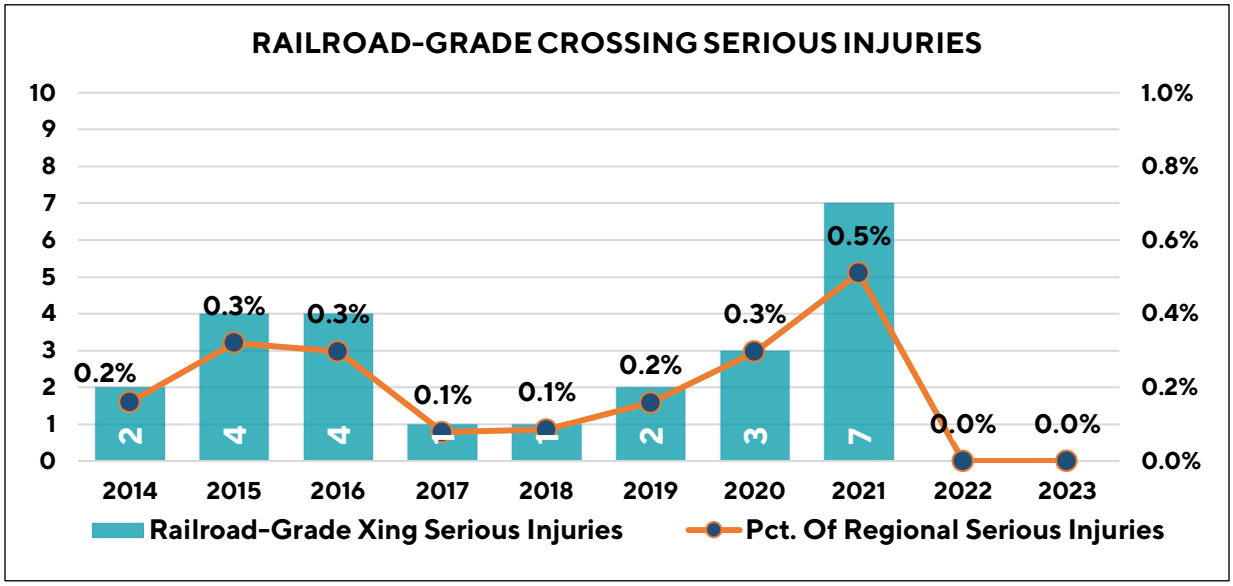

FATALITIES IN BUS CRASHES
6
5
4
3
2
1
0
3.0%
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
0.5%
0.4%
0.8%
2.1%
0.8%
0.8%
0.4%
0.7%
0.6%
0.7%
1
1
2
5
2
2
1
2
2
2
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Bus Crash Fatalities
Pct. Of Regional Fatalities


SERIOUS INJURIES IN BUS CRASHES
18
16
14
12
10
8
6
4
2
0
2.0%
1.5%
1.0%
0.5%
0.0%
0.9%
0.7%
0.9%
0.3%
0.9%
0.6%
0.6%
0.5%
0.9%
1.2%
11
9
12
4
10
7
6
7
13
17
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Bus Crash Serious Injuries
Pct. Of Regional Serious Injuries

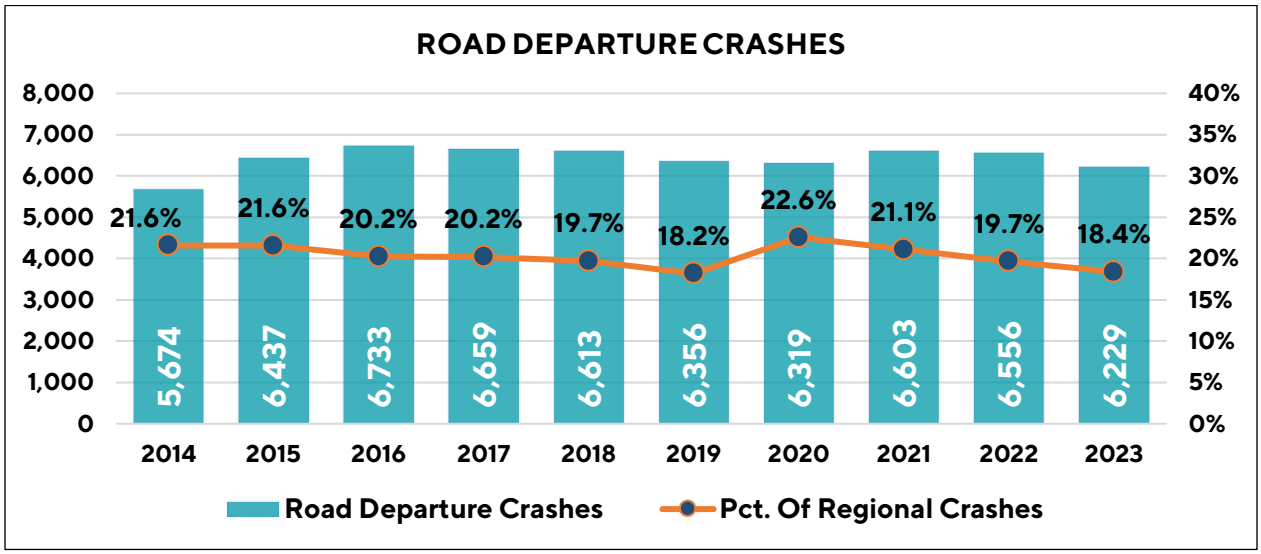
RAILROAD GRADE CROSSINGS

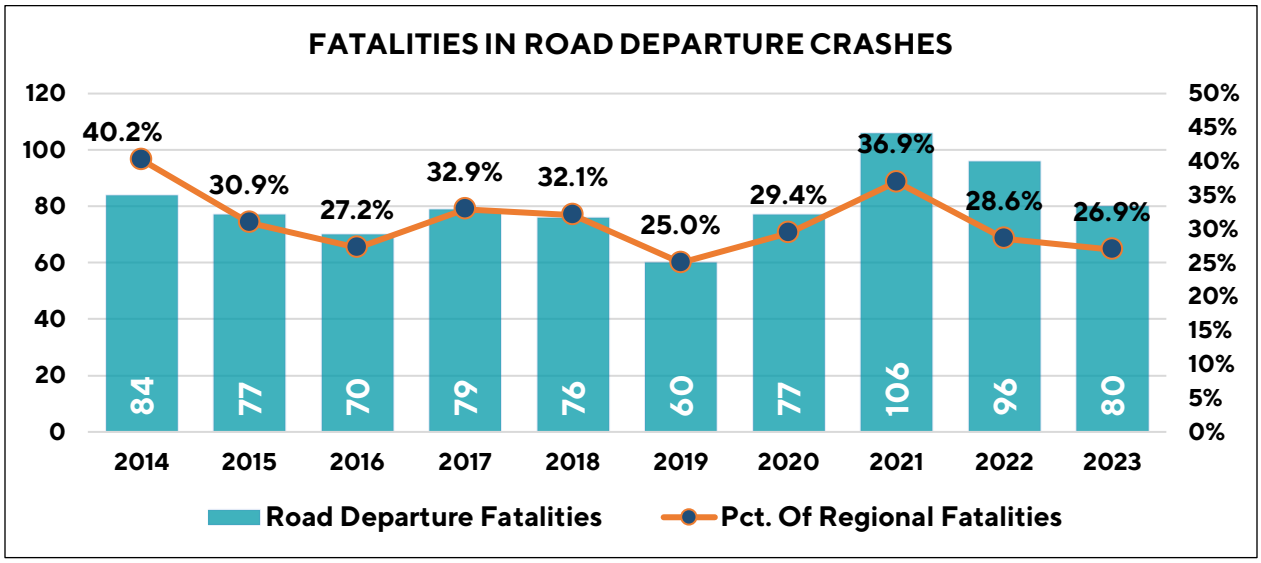


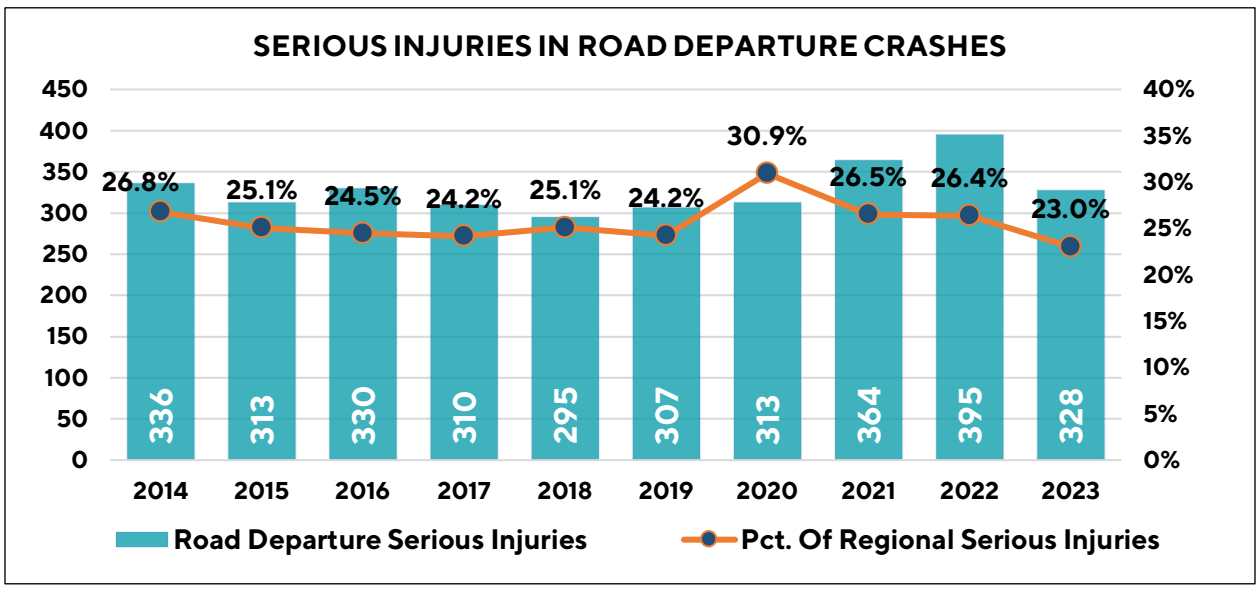




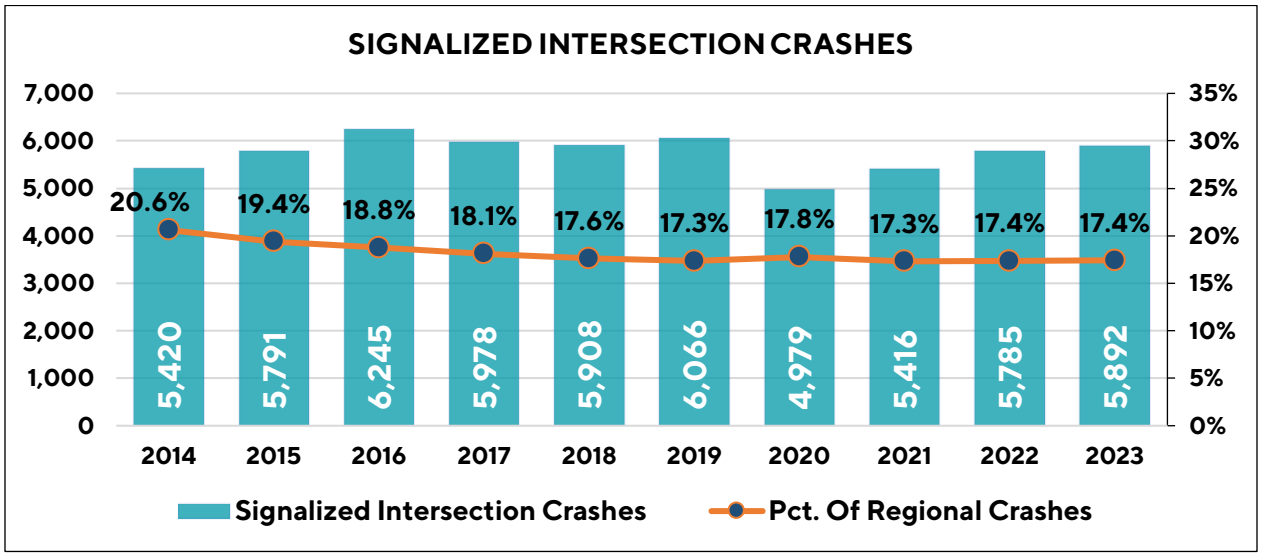
ROAD DEPARTURES

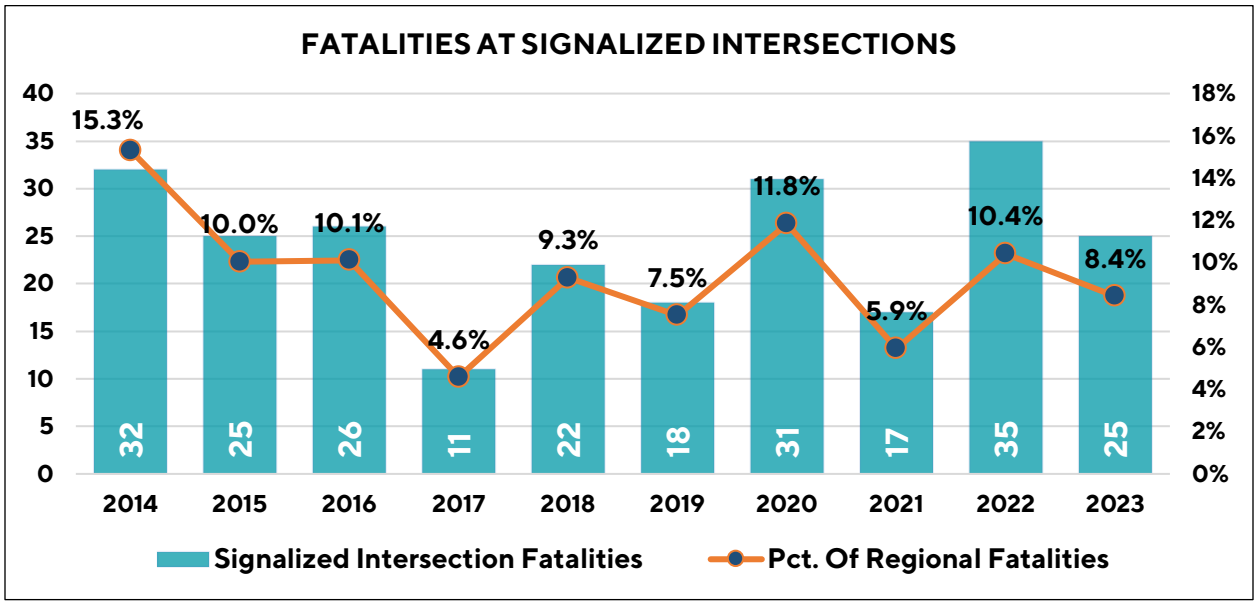


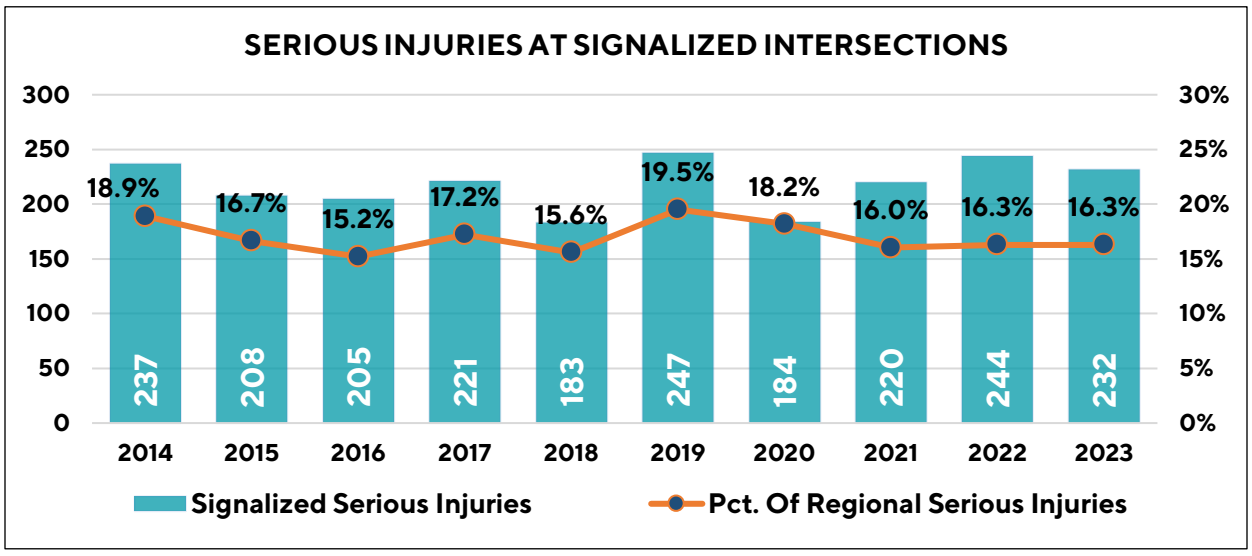




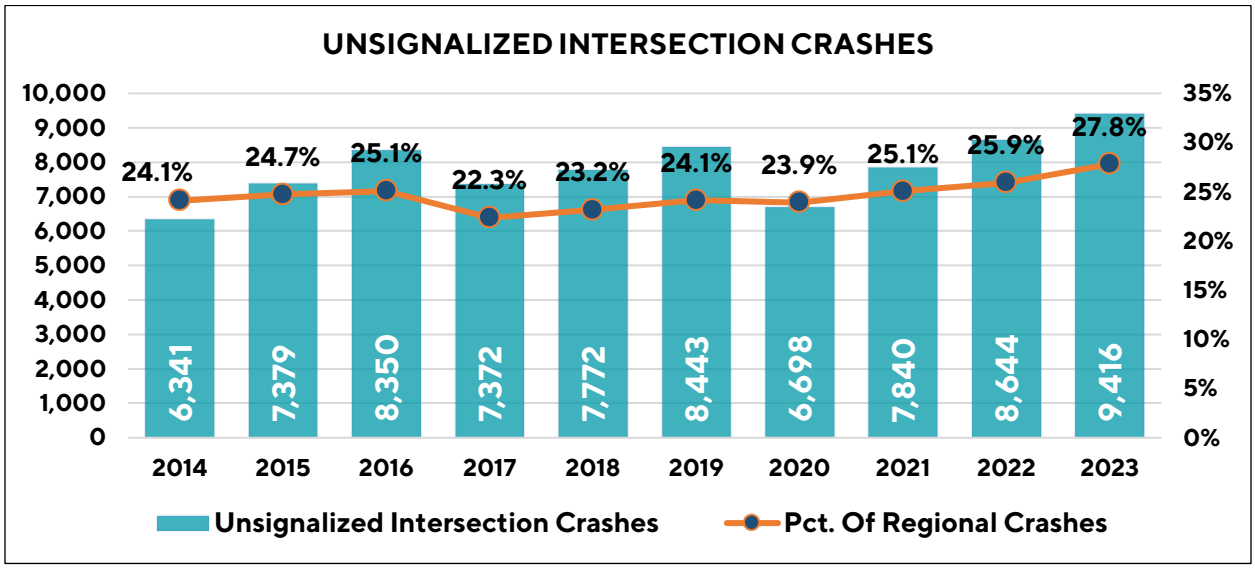
SIGNALIZED INTERSECTIONS

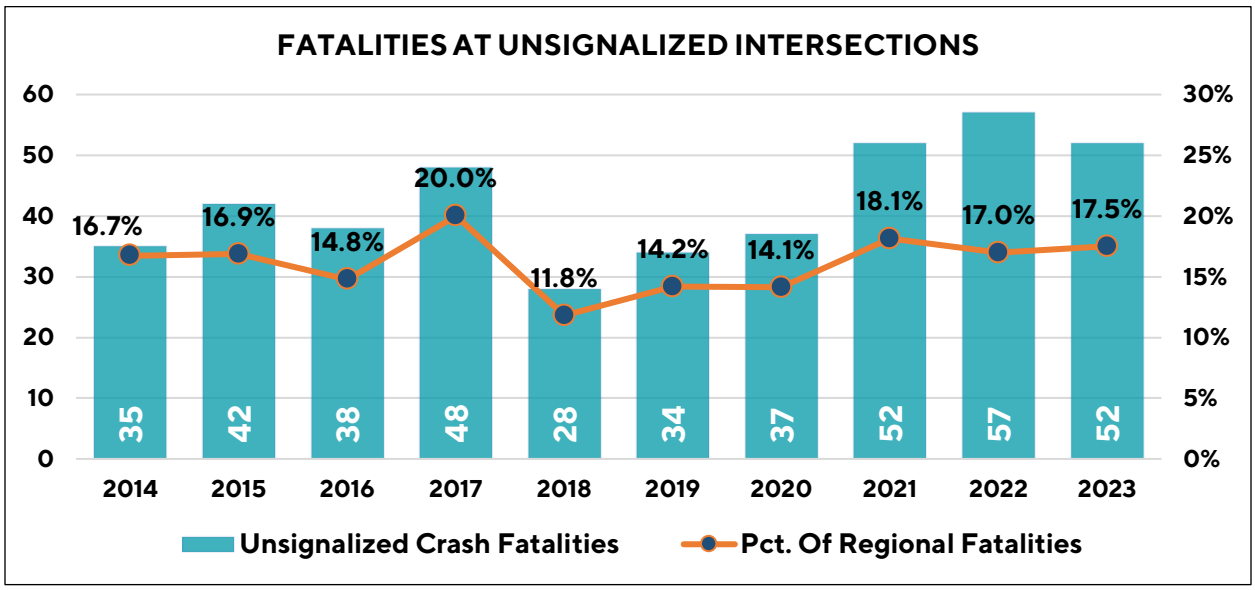


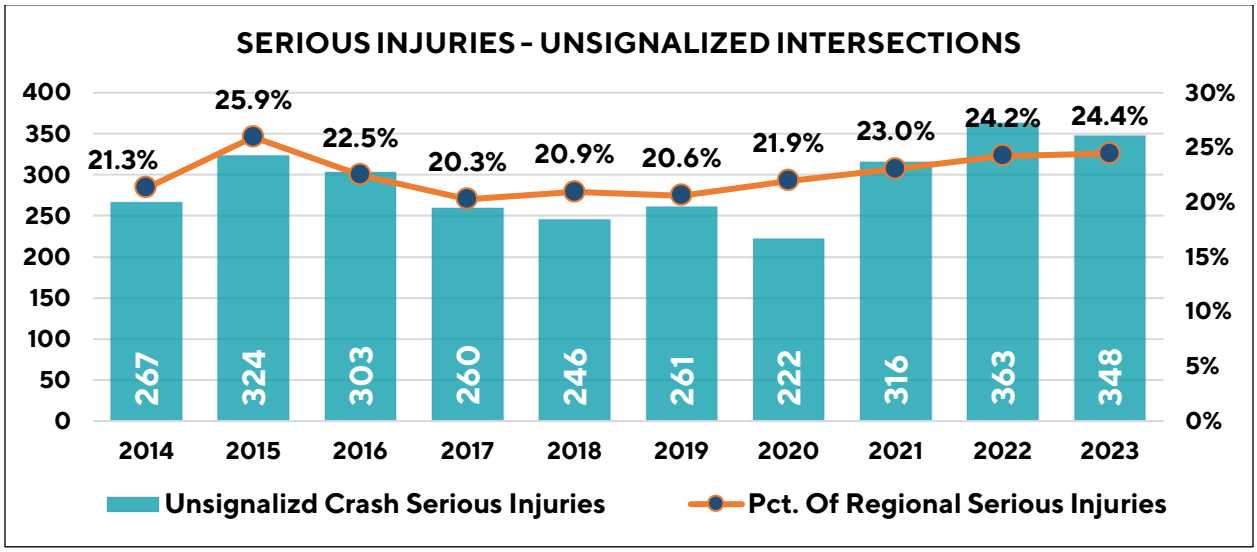




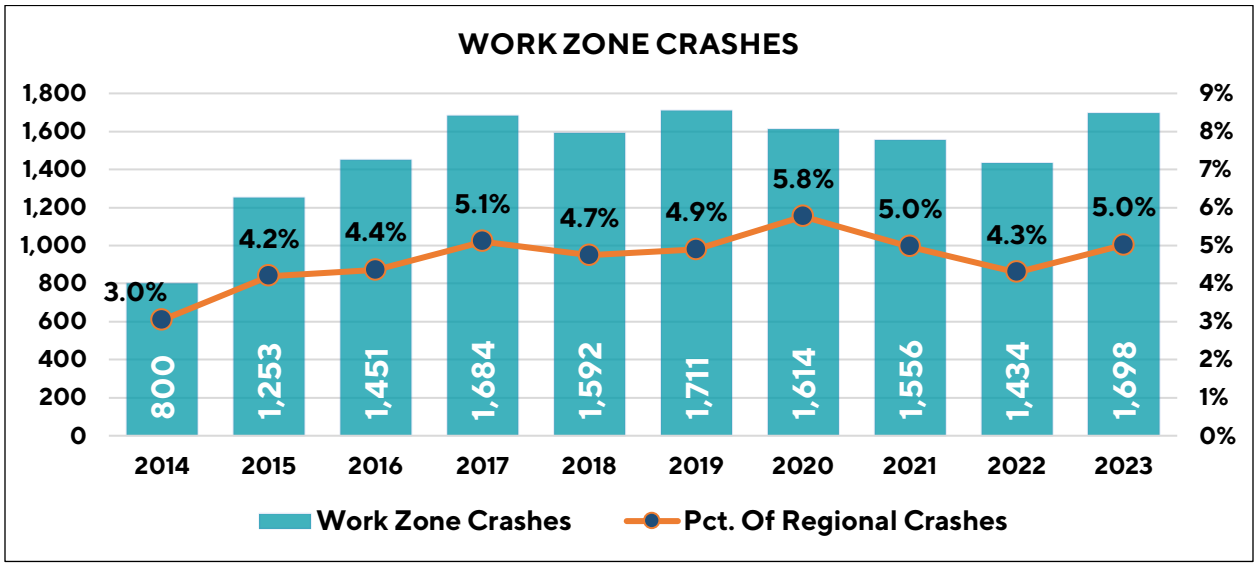
UNSIGNALIZED INTERSECTIONS

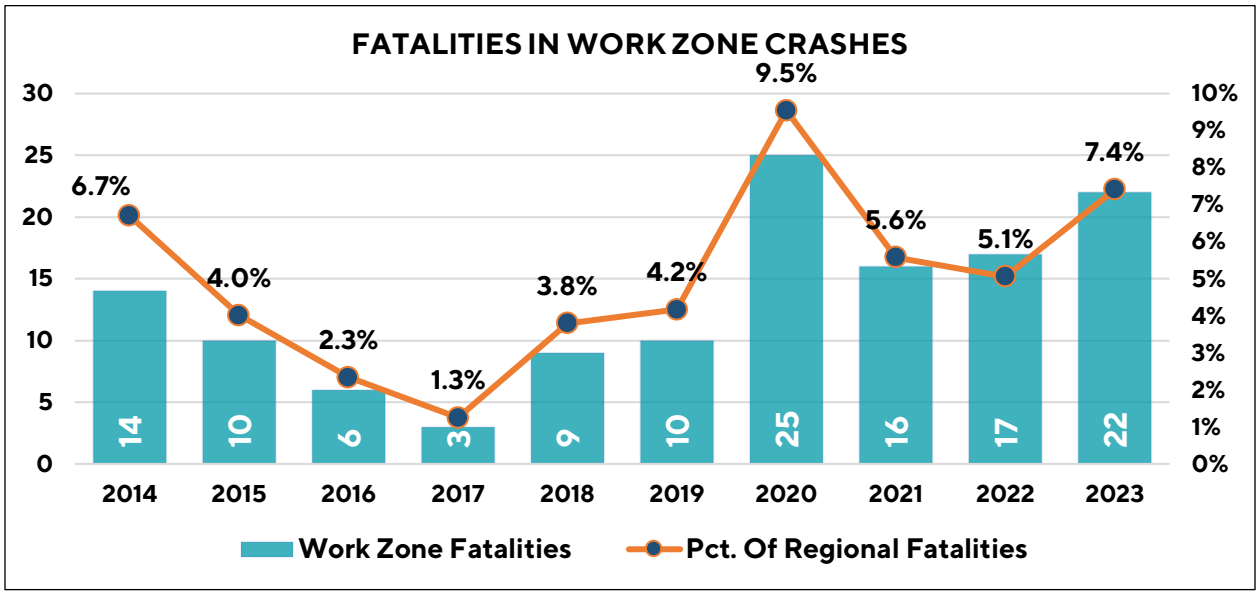


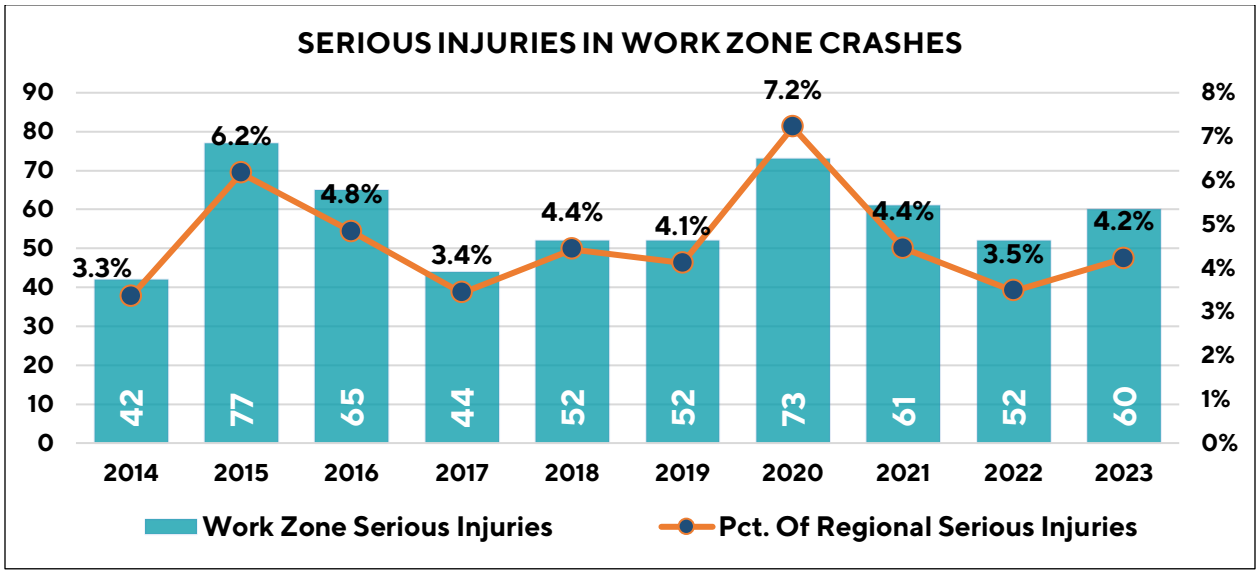




WORK ZONES


WORK ZONE CRASHES
1,800
1,600
1,400
1,200
1,000
800
600
400
200
0
9%
8%
7%
6%
5%
4%
3%
2%
1%
0%
3.0%
4.2%
4.4%
5.1%
4.7%
4.9%
5.8%
5.0%
4.3%
5.0%
800
1,253
1,451
1,684
1,592
1,711
1,614
1,556
1,434
1,698
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Work Zone Crashes
Pct. Of Regional Crashes


FATALITIES IN WORK ZONE CRASHES
30
25
20
15
10
5
0
10%
9%
8%
7%
6%
5%
4%
3%
2%
1%
0%
6.7%
4.0%
2.3%
1.3%
3.8%
4.2%
9.5%
5.6%
5.1%
7.4%
14
10
6
3
9
10
25
16
17
22
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Work Zone Fatalities
Pct. Of Regional Fatalities


SERIOUS INJURIES IN WORK ZONE CRASHES
90
80
70
60
50
40
30
20
10
0
8%
7%
6%
5%
4%
3%
2%
1%
0%
3.3%
6.2%
4.8%
3.4%
4.4%
4.1%
7.2%
4.4%
3.5%
4.2%
42
77
65
44
52
52
73
61
52
60
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Work Zone Serious Injuries
Pct. Of Regional Serious Injuries

Date:	October 7, 2024
Continued From:	September 9, 2024
Action Requested:	Information

To:	Transportation Policy Board
From:	Mr. William Lisska, Regional Planning Manager & Ms. Doise Miers, Community Outreach Manager
Agenda Item:	9
Subject:	Update on 2050 Regional Transportation Plan (RTP)

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO is working on the development of the 2050 RTP, which must be adopted no later than May 2025 to remain in compliance with federal rules. Development of the RTP includes a two-phase community outreach and public comment process. The first phase in Fall 2024 will introduce the RTP to the public and solicit feedback on travel needs. The second phase in early 2025 will detail the projects submitted for inclusion in the 2050 RTP and ask for public feedback on the project list and draft RTP document. Survey results and public comments from both rounds of outreach will be presented to the Transportation Policy Board in Spring 2025 for consideration prior to discussion and adoption of the 2050 RTP.

FINANCIAL IMPACT

Project funding is not allocated in the RTP. However, the RTP and project listing play an important role in federal and state funding decisions and administrative processes.

BACKGROUND AND DISCUSSION

CAMPO is responsible for the development and maintenance of a long-range regional transportation plan (RTP) for the six-county region. The RTP has a horizon of at least 20 years and its purpose is to coordinate regional transportation planning activities, prioritize a comprehensive list of projects, activities, and programs, and develop a fiscal constraint analysis that estimates the region's capacity to fund, operate, and maintain projects in the long-range plan.

CAMPO's Public Participation Plan guides community outreach for the RTP and includes a two-phase process for outreach using in-person events in each of the six counties, an online open house, and a public hearing at a Transportation Policy Board meeting.

SUPPORTING DOCUMENTS

None