



CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

# Freight Plan Recommendations Report



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## Acronyms

AAADT - Average Annual Daily Traffic

AAMPO - Alamo Area Metropolitan Planning Organization

AFCs - Alternative Fuel Corridors

AIP - Airport Improvement Program

ATCMTD - Advanced Transportation and Congestion Management Technologies Deployment

ATTAIN - Advanced Transportation Technology and Innovation

AUS - Austin-Bergstrom International Airport

BRIC - Building Resilient Infrastructure and Communities

CAMPO - Capital Area Metropolitan Planning Organization

CFI - Charging and Fueling Infrastructure

CRISI - Consolidated Rail Infrastructure and Safety Improvements

CUFCs - Designated Critical Urban Freight Corridors

EV - Electric Vehicle

ETJ - Extra Territorial Jurisdiction

FEMA - Federal Emergency Management Agency

FHWA - Federal Highway Administration

FIP - Freight Investment Plan

FM - Farm-To-Market

FNTOP - Freight Network Technology and Operations Plan

FRA - Federal Railroad Administration

HSIP - Highway Safety Improvement Program

IJJA - Infrastructure Investment and Jobs Act

IH - Interstate Highway

INFRA - Infrastructure for Rebuilding America

IRA - Inflation Reduction Act

ITS - Intelligent Transportation Systems

KTMPO - Killeen-Temple Metropolitan Planning Organization

LP - Loop



MPDG – Multimodal Project Discretionary Grant  
NHFN – National Highway Freight Network  
NHFP – National Highway Freight Program  
PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation  
RAISE – Rebuilding American Infrastructure with Sustainability and Equity  
RM – Ranch-To-Market  
RTP – Regional Transportation Plan  
SH – State Highway  
SS4A – Safe Streets and Roads for All  
TD 2050 – Texas Delivers 2050  
TDM – Transportation Demand Management  
TFMP – Texas Freight Mobility Plan  
THFN – Texas Highway Freight Network  
TPAS – Truck Parking Availability Systems  
TTC – Texas Transportation Commission  
TxDMV – Texas Department of Motor Vehicles  
TxDOT – Texas Department of Transportation  
UAVs – Unmanned Aerial Vehicles  
UP – Union Pacific  
US – US Route  
UTP – Unified Transportation Program



## Introduction/Overview

The Capital Area region, a six-county metropolitan area in Central Texas, has experienced rapid growth and economic development in recent years. A key aspect of this growth is an increase in freight and the movement of goods by truck, rail, pipeline, and air. Efficient freight movement is crucial to the competitiveness of the region's businesses and industries, and the overall way of life for its residents. Recognizing this importance, the Capital Area Metropolitan Planning Organization (CAMPO) is developing a Freight Plan that will highlight the importance of freight to the region and inform the Regional Transportation Plan (RTP) by identifying policies, strategies, and investments to enhance the performance and safety of the multimodal freight network.

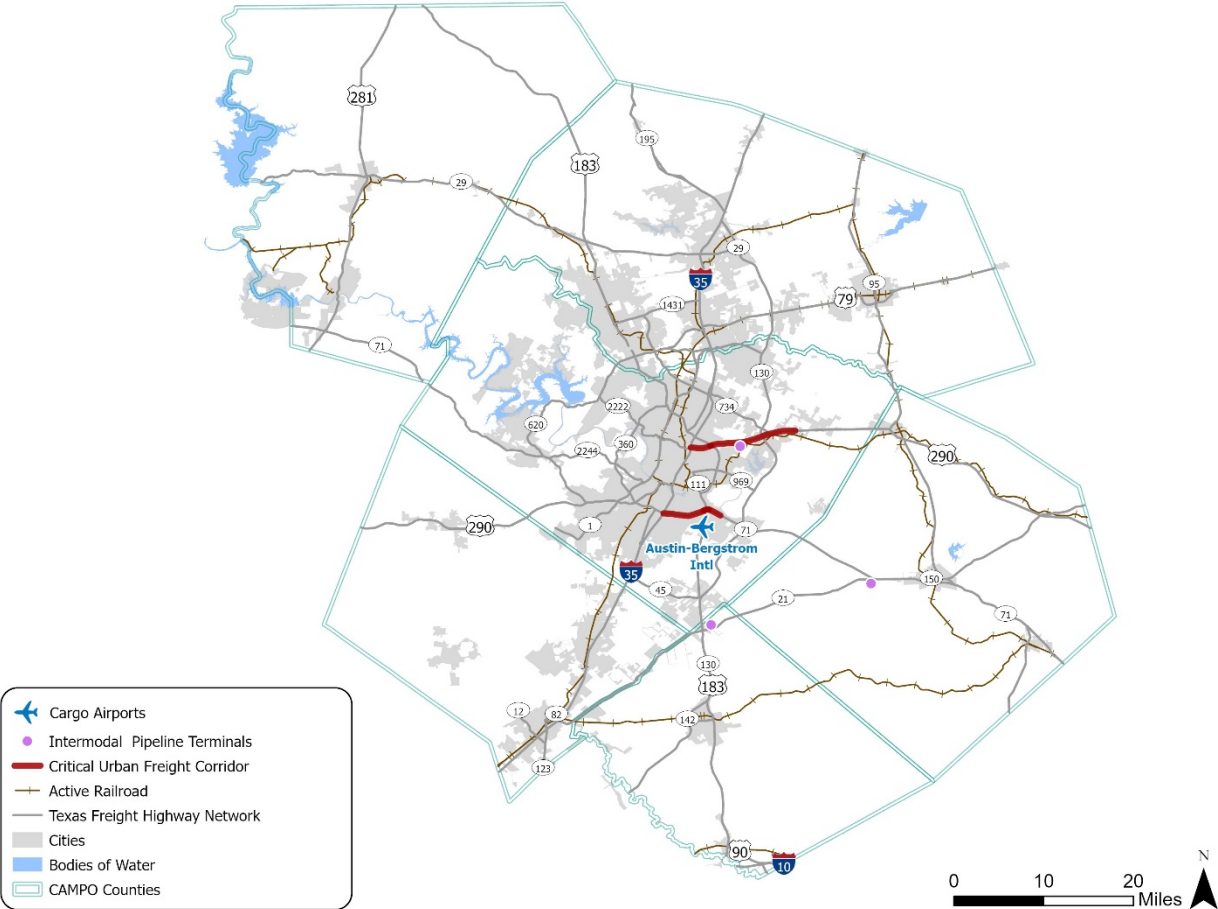
### Project Background and Purpose

CAMPO's six-county region is comprised of Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. The total land area for the region is 5,215 square miles, equivalent to roughly the size of Connecticut. The region is traversed by Interstate Highway (IH) 35, a national corridor for trade, commerce, and passenger travel that connects major cities in Texas, spanning 21 counties from the border with Mexico to Oklahoma. The CAMPO region itself is diverse geographically, with the population concentrated in the urban metropolitan core in Travis County and a variety of established and emerging suburbs, historic towns, and rural areas in the surrounding counties. These areas generate and attract freight, each providing a unique set of industries and challenges.

Since the last regional freight plan in 2008, several forces have contributed to the increasing demand for freight transportation in the CAMPO region. First, the region has experienced tremendous population growth, resulting in an overall higher demand for goods and services. Second, the growth of e-commerce carried over from the COVID-19 pandemic has significantly increased the demand for last-mile delivery services, which has increased the demand for truck transportation and warehousing. Finally, growing key freight-intensive industries in the region, such as automobile and semiconductor production, have increased the need to transport raw materials, finished goods, and equipment. These factors underscore the importance of efficient and reliable freight transportation in the CAMPO region.

This report synthesizes the analysis and development of the regional freight plan into a set of recommended projects, policies, and programs to inform CAMPO's investments into the multimodal freight network. The recommendations identified in this report are a culmination of the analysis and tasks performed to develop the regional freight plan, and are informed by the existing conditions analysis, stakeholder interviews and forecasted freight conditions and trends. A project analysis was also conducted to evaluate the coverage of planned project lists and funding availability to improve the Texas Highway Freight Network (THFN). The recommendations are focused on the CAMPO multimodal freight network, which is shown in Figure 1. This regional multimodal network encompasses the THFN and includes rail, airports, and pipeline facilities in the region that are crucial for freight movement and connectivity.

Figure 1: Capital Area Multimodal Freight Network



The following bullets summarize key findings in the project analysis and the recommended freight policies and programs for advancing freight plan implementation.

**Project Analysis**

- Funding gaps on the THFN were identified by overlaying the project list from the statewide Freight Investment Plan (FIP) with CAMPO’s 2045 RTP roadway projects and its corridor improvement program. This analysis identifies network areas where there are unfunded or partially funded segments in the FIP that do not overlap with CAMPO’s planned projects.
- Key freight corridors on the THFN were identified using the Existing Conditions analysis to home in on parts of the network that have high levels of truck traffic, truck travel time unreliability and truck travel delay. These corridors represent opportunities to conduct studies to analyze and confirm freight needs and to identify potential infrastructure improvements.

## Recommended Policies and Programs

The recommended freight policies and programs are organized into four categories – **Highway Infrastructure, Technology, Safety, and Land Use and Economic Development**. Overall, there are 66 policy recommendations and 17 program recommendations identified in this report.

### Highway Infrastructure

- Near-term (1-3 years) recommendations call for CAMPO to continue its partnership with the Texas Department of Transportation (TxDOT) to advance major capital improvements on IH 35, address freight infrastructure needs on highway and arterial corridors, and implement the FIP. Other key initiatives include increasing the supply of regional truck parking, planning for alternative fuel corridors, promoting off-peak use of system capacity, and evaluating air quality impacts.
- Mid-term (3-5 years) recommendations call for CAMPO to initiate project planning and development on regionally significant freight corridors. The Project Readiness Program provides a template for continuing CAMPO’s active involvement in environmental clearance and schematic design. Recommendations are included for studying freight infrastructure needs on corridors in fast growing rural and exurban areas to identify capacity, operational, and access management improvements. Other key initiatives call for addressing interregional freight through collaboration with neighboring MPOs, increasing airport to highway connectivity and working with municipalities to establish a network of roadways for handling oversize/overweight vehicles and loads.
- Long-term (5-10 years) recommendations call for involvement by CAMPO’s partners (TxDOT and county/local agencies) to implement corridor improvements and freight-centric design standards.

### Technology

- Near-term (1-3 years) recommendations call for CAMPO to evaluate the applicability of freight network technology strategies designed to leverage existing Intelligent Transportation Systems (ITS) infrastructure and emerging technologies to increase safety, mobility, and traveler information access for freight users. CAMPO should continue its work with partner agencies, the research community, and the private sector through the SMARTTrack collaboration.
- Mid-term (3-5 years) recommendations call for CAMPO to expand overheight detection system deployments at key low clearance bridges on the THFN pending capital improvements. Recommendations include working with TxDOT to implement systems that disseminate truck parking availability information. CAMPO should also encourage local agencies and the private sector to participate in technology pilots and demonstrations through a working group that would serve as an ongoing forum for information sharing and project collaboration.
- Long-term (5-10 years) recommendations call for expanding deployments of safety warning detection capabilities across the regional highway network at locations that pose a hazard to trucks and oversized/overweight loads.



## Safety

- Near-term (1-3 years) recommendations call for CAMPO to address freight considerations in the development of a regional safety action plan. CAMPO should also look at technology options for increasing the safety of at-grade highway-rail crossings.
- Mid-term (3-5 years) recommendations call for CAMPO to study freight access standards across the region and to work with TxDOT and local agencies to evaluate the safety impacts of trucks operating in rural and exurban areas .
- Long-term (5-10 years) recommendations call for CAMPO to support the deployment of ITS and emerging technologies throughout the highway network to minimize hazards for trucks and other users. Coordination with TxDOT is also recommended in addressing low clearance bridges on the THFN and identifying high risk crossings where grade separation is needed.

## Land Use and Economic Development

- Near-term (1-3 years) recommendations call for CAMPO to work with private industry and modal partners to promote the viability of expanding freight rail and air access in the region. Other key initiatives include studying the availability of freight-supportive land uses in the region, sharing freight related planning data with regional and local partners and supporting state and local incentives that attract freight-intensive industries and related investments.
- Mid-term (3-5 years) recommendations call for CAMPO support of economic development efforts at the local level, including programs that promote job growth in key sectors such as warehousing and freight transportation. Other key initiatives call for studying future demand for industrial space near the airports and in Caldwell and Hays counties in particular, where the growth of manufacturing and warehousing is contributing to interregional freight movements.
- Long-term (5-10 years) recommendations call for counties and local cities to prioritize the development of areas that could accommodate local truck traffic and have access to the regional highway network, including areas that could support a major multimodal hub providing connectivity with freight handling facilities served by rail or air.

## Funding

- While CAMPO already receives funding through the state, compelling transportation projects may be able to attract additional state funding through programs that allow flexible or discretionary allocation. Several TxDOT funding categories have been identified that could provide sources of discretionary funding for infrastructure projects that benefit freight.
- Regional transportation projects that align with state priorities, especially projects that have a major economic impact could be candidates for Category 12 funding. The Capital Express project on IH 35 and several others in the region have received Category 12 funds. Improvements that address freight needs and promote economic development can increase the competitiveness of candidate projects.
- Federal discretionary grant programs are available to fund multimodal freight projects. Several programs have been reauthorized or rebranded, including an unprecedented expansion of funding programs in recent infrastructure legislation. The programs cover a

wide spectrum of projects that could benefit regional freight – infrastructure, resilience, technology, alternative fuels, rail safety, and airport improvement.

## Project Analysis

The purpose of this section is to analyze and identify funding and project planning gaps by assembling available information on planned highway projects on the THFN. The following sources of project information from TxDOT and CAMPO were analyzed to determine if the region’s freight infrastructure needs are met on the THFN.

- **Statewide Freight Investment Plan (FIP)** – The current Texas Freight Mobility Plan (TFMP), or Texas Delivers 2050, developed a FIP that identifies fiscally constrained and unconstrained funding priorities for the THFN. The FIP is comprised of freight-supportive or freight-centric projects in TxDOT’s 10-year Unified Transportation Program (UTP).
- **2045 Regional Transportation Plan (RTP)** – The RTP is CAMPO’s long range transportation plan that includes a fiscally constrained project list that will be implemented over the next 25 years. Regionally significant projects are submitted by project sponsors (TxDOT, regional, and local) for inclusion in the RTP through an application and scoring process.
- **Project Readiness Program** – CAMPO is playing an active role in leading project planning and development efforts in coordination with the TxDOT Austin District. The corridors advanced under this program are also regionally significant and feature improvements identified in CAMPO’s planning studies or included as projects in the RTP.

Maps showing the location of the FIP and RTP projects and the corridors in the Project Readiness Program are provided in Appendix A.

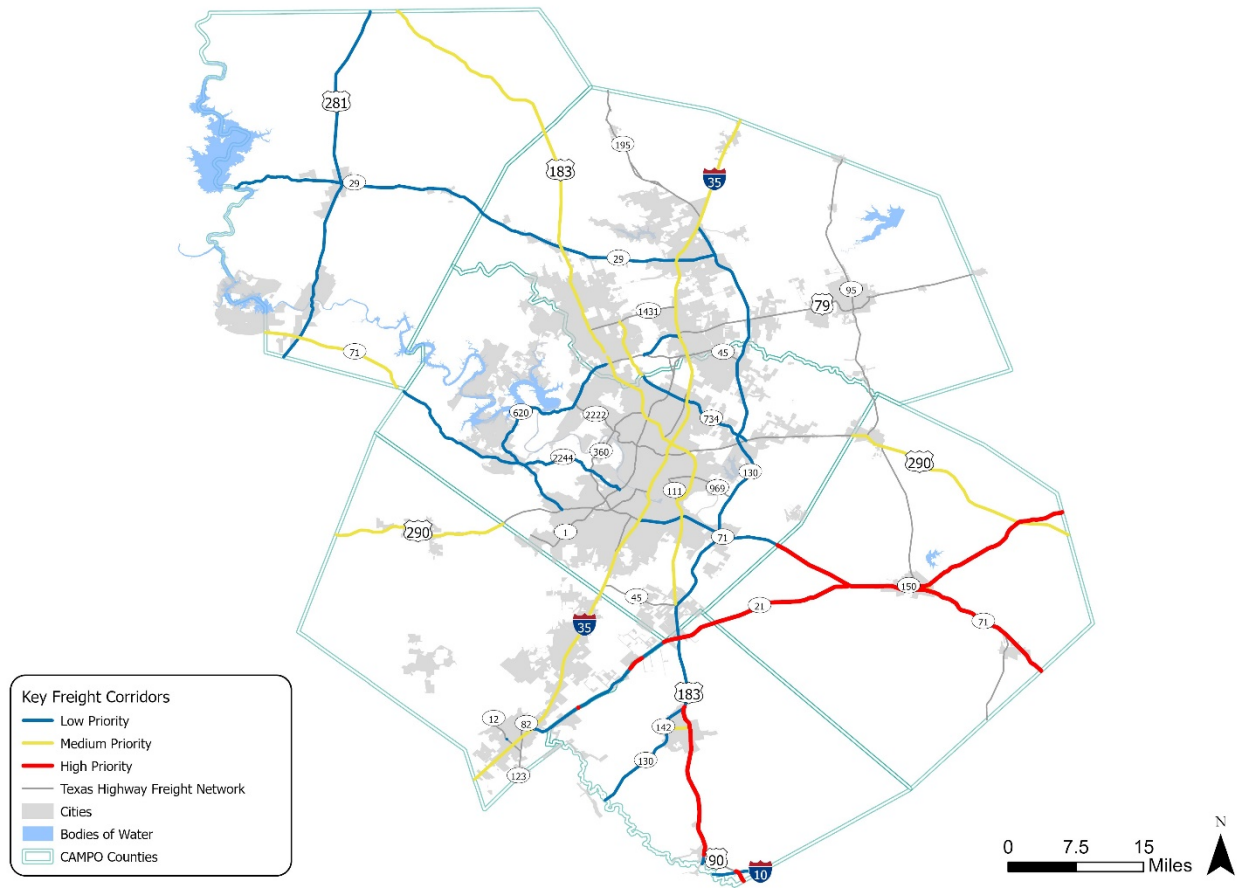
To identify funding gaps on the THFN in the CAMPO region, the projects in the statewide FIP were overlaid with the RTP roadway projects to identify segments that remain unfunded or partially funded. Network gaps are also analyzed in reference to key freight corridors identified on the THFN using the analysis from the Existing Conditions report. These corridors may have freight mobility needs not being addressed by a planned project or improvement in the FIP, RTP or the Project Readiness Program. Using the information, CAMPO and TxDOT can coordinate strategies to address funding shortfalls for priority projects. For project gap locations, future studies to assess freight needs could focus on these segments and identify improvements to increase highway freight mobility.

## Key Freight Corridors

Figure 2 shows the key freight corridors on the THFN that are most important to regional freight mobility according to the Existing Conditions analysis. For each county in the region, segments were identified that have the highest freight travel demand in terms of truck average annual daily traffic (AADT) and show mobility needs based on annual hours of truck delay and travel time reliability indicators. Segments that feature all three criteria are designated as high priority, and those designated as medium and low have two or one of those criteria; the corridors in Figure 2 highlights priority locations for future freight related projects.

The key freight corridors include IH 35, and other key north-south routes that provide interregional connectivity with the Killeen-Temple Metropolitan Planning Organization (KTMPO) and Alamo Area Metropolitan Planning Organization (AAMPO) regions to the north and south. In particular, IH 35, SH 130, and US 281 are also priority transportation corridors as identified in the Capital-Alamo Connections Study. East-west principal arterials such as US 290, SH 29, and SH 71 are also featured.

Figure 2: Key Freight Corridors on the THFN



### Texas Delivers 2050 Freight Investment Plan (FIP)

Table 1 provides a summary of the projects in the unconstrained FIP that are located in the CAMPO region. As shown in the table, there are 92 FIP projects with an approximate cost of \$4.5 billion. Nearly 73 percent of these FIP projects are fully funded, while the remaining 25 projects are either unfunded or partially funded. Appendix B provides a list of the projects in the FIP that are located in the region.

Table 1: Unconstrained Freight Investment Plan (FIP) Project Funding Summary

Project Group	Underfunded or Partially Funded			Fully Funded		Total	
	Number of Projects	Cost (Millions)	Funding Gap (Millions)	Number of Projects	Cost (Millions)	Number of Projects	Cost (Millions)
Asset Management	1	\$3	\$3	7	\$115	8	\$118
Connectivity	-	-	-	2	\$4	2	\$4
Mobility	22	\$872	\$741	36	\$3,399	58	\$4,272
Safety	2	\$3	\$2	19	\$31	21	\$34
Other	-	-	-	3	\$69	3	\$69
<b>Total</b>	<b>25</b>	<b>\$878</b>	<b>\$746</b>	<b>67</b>	<b>\$3,618</b>	<b>92</b>	<b>\$4,496</b>

Source: Cambridge Systematics analysis of the 2023 Unified Transportation Plan (UTP) for Texas Delivers 2050.

### CAMPO Planned Projects

The project analysis includes roadway projects identified by CAMPO in the 2045 RTP and the Project Readiness Program. There are 24 intersection projects, with 22 of them situated on the THFN. Among these, nine interchange projects are specifically located along IH 35. The scope of the RTP projects covers 1,518 miles of roadway in the region with 448 miles overlapping the THFN. A summary list of the 2045 RTP projects that are located on the THFN is provided in Appendix C.

CAMPO is studying multimodal highway and arterial corridor improvements through its Project Readiness Program. Depending on the corridor, CAMPO is advancing the routes through feasibility studies or environmental clearance in coordination with the TxDOT Austin District. The corridor projects cover approximately 200 miles of roadway in CAMPO and about 90 miles (45 percent) are on the THFN. Four of the corridors – SH 29, US 79, FM 734, SH 21, and a portion of RM 1431 – are located on the THFN. FM 1100, FM 973, FM 969, and SH 80 are not located on the THFN but intersect the network.

Table 2: Project Readiness Program Corridors

Roadway	From	To	Total Miles	Miles on the THFN	% of Miles on the THFN
FM 973	US 290	US 79	16.5	0.0	0%
FM 734	RM 1431	US 290	19.4	19.4	100%
FM 969	SH 130	SH 21	22.1	0.0	0%
SH 29	CR 258	SW Bypass	25.3	25.3	100%
SH 21	SH 130	SH 71	17.9	17.9	100%
US 79	FM 1460	FM 619	18.9	18.9	100%
SH 80	FM 110	IH 10	20.7	0.0	0%
RM 1431	US 281	IH 35	46.3	8.7	19%
FM 1100	US 290	SH 95	8.3	0	0%
<b>Total</b>			<b>195.4</b>	<b>90.2</b>	<b>48%</b>

Note: THFN = Texas Highway Freight Network.

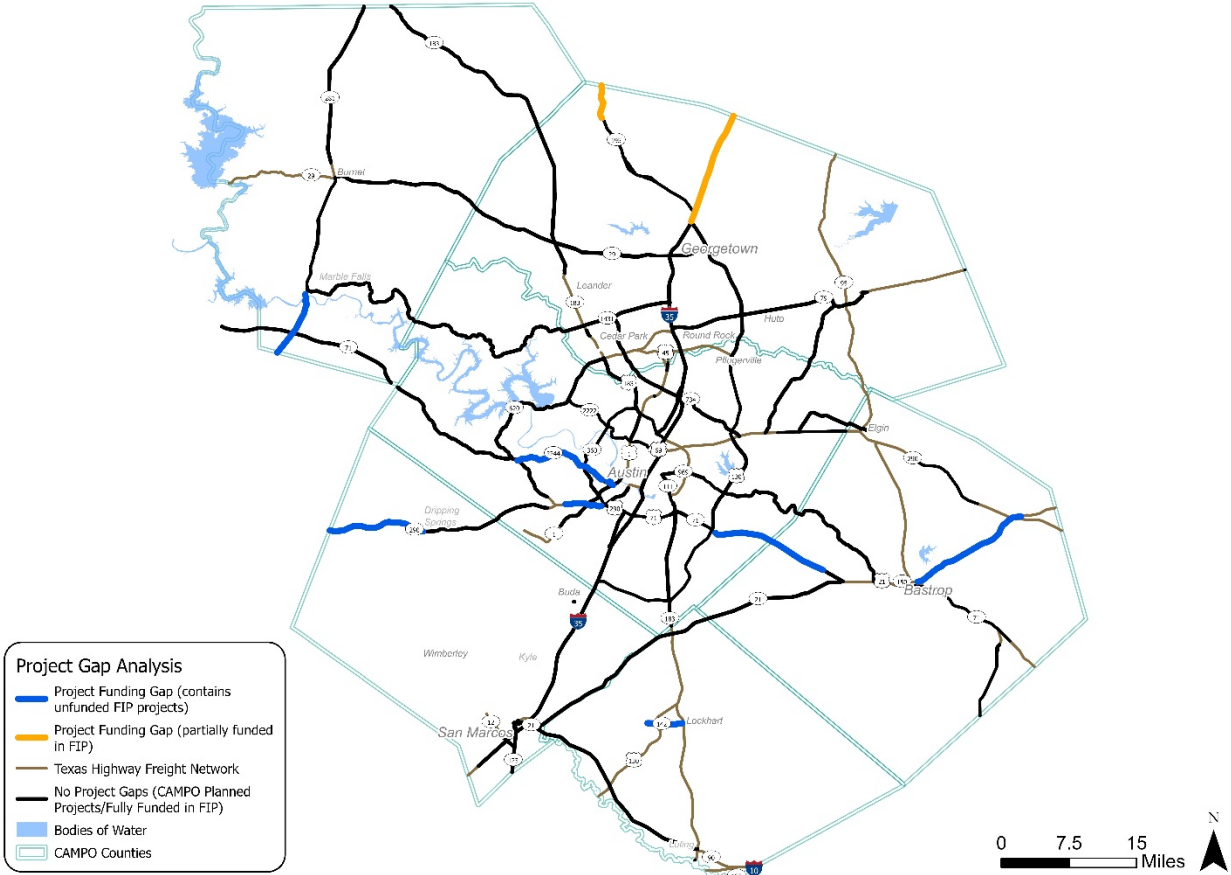
### Gap Analysis

The map in Figure 3 shows the results of the project gap analysis. Gaps are identified on segments where there are FIP projects on the THFN that are not fully funded. These gaps could be addressed by inclusion in the upcoming 2050 RTP. These segments are shown in blue and orange in the map highlighting the location of unfunded and partially funded FIP projects, respectively.

Policy and program recommendations are included in the next section for addressing the gaps identified in the analysis. This can be accomplished through coordination with TxDOT on the implementation of the FIP, along with CAMPO involvement leading or supporting project planning and development efforts. There are also opportunities to initiate planning studies on key corridors of the THFN, particularly in areas that are expected to increase in freight development and activity.

Appendix D contains a detailed list of the identified gaps within each of the CAMPO counties.

Figure 3. Project Gap Analysis



### Policy and Program Recommendations

This section details various recommendations, which are intended to guide decisions on future investment in the CAMPO regional freight network. Policy recommendations are organized into the categories of **Highway Infrastructure, Safety, Technology,** and **Land Use and Economic Development.** Each general recommendation contains a set of initiatives, or actions that should be taken in order to accomplish the recommendation. For each description, agency stakeholders that would likely act in a lead role are identified, as well as the timeline for implementation – defined as near-term (1-3 years), medium-term (3-5 years) and long-term (5-10 years).

Recommended programs are also included for each of the four categories. The programs organize related actions, initiatives, or infrastructure investments designed to advance the policy recommendations. Each of the program recommendations identifies the lead agency and the implementation timeline. Both policies and programs are shown in sequence according to the implementation timeline so that earlier actions done in the short-term, for example, are informing subsequent steps in the medium and long-terms that follow.

## Highway Infrastructure

Highways are the predominant mode for transporting goods and commodities within and through the region. Freight demand on the highway network is expected to increase in concert with population and employment growth. A 104 percent increase in regional population is projected between 2022 and 2050, while employment is anticipated to surge by 123 percent. This future growth will translate to more goods and commodities transported across the regional multimodal network. Total freight tonnage is forecasted to experience an overall increase of 92 percent by 2050. These escalating trends are likely to intensify pressure on the existing network, especially on the IH 35 corridor, underscoring the need for continual investments into improving the highway network to handle current and future demand.

Improving interregional freight mobility is essential, particularly along primary north-south corridors like IH 35, SH 130, US 281, and US 183. Given the significant economic development in exurban and rural areas, particularly in fast growing Williamson and Hays counties, there is an increased necessity for addressing design deficiencies and improving access management on county roads and undivided highways. These corridors are experiencing heavier freight traffic due to population growth and expanded manufacturing and warehousing activities. Enhancing the connectivity between the highway system and freight-handling airports is another crucial element for streamlining multi-modal freight connectivity.

Addressing these challenges, the policy recommendations in Table 3 focus on improving highway infrastructure to increase mobility and connectivity, while emphasizing system performance and efficiency. The project analysis identifies funding gaps and key corridors that represent areas with potential needs, as well as opportunities to initiate corridor improvements that facilitate freight mobility. The information could be used to inform advanced planning on significant regional corridors and local access roads, building on the collaboration between CAMPO and TxDOT that have supported project development efforts. The recommendations see CAMPO continuing its role in efforts such as the Project Readiness Program, which could be expanded to prioritize and address freight infrastructure needs on additional corridors.

Additionally, policies emphasize increasing overall system efficiency, targeting the removal of bottlenecks and addressing infrastructure constraints on the THFN, such as low clearance bridges and the lack of truck parking that hinders the uninterrupted movement of freight traffic, including oversize and overweight loads. Employing strategies to encourage off-peak freight network usage and establishing alternative fuel corridors equipped with the requisite infrastructure for commercial vehicles are also important for enhancing efficiency and sustainability in freight operations. Lastly, it is essential to engage in collaborative efforts with municipal and county authorities for the development of comprehensive truck route plans, aiming to optimize local freight delivery and minimize traffic conflicts.

The highway infrastructure program recommendations presented in Table 4 support policies designed to improve freight mobility and safety through a Regional Corridor Improvement Program, as well as several studies around regional truck parking and critical freight corridors. These recommendations also aim to develop increased collaboration between CAMPO and TxDOT on corridor planning and development, as well as coordinating on the implementation of the FIP in the Texas Delivers 2050 plan.

Table 3. Highway Infrastructure Policy Recommendations

Recommendation	Policy Actions	Lead Agency	Timeline
Continue or complete infrastructure projects that advance freight mobility	Continue partnership between CAMPO and TxDOT on the delivery of the Capital Express Project. The project, divided into North, Central, and South segments highlight the major investment into IH 35, which is a corridor with national significance for trade and commerce and is vitally important to statewide and regional mobility.	CAMPO and TxDOT	S
	Continue collaboration between CAMPO and the Austin District on project development activities encompassing feasibility studies, schematic design, and environmental clearance. This can be done in reference to the statewide freight plan (Texas Delivers 2050) and tracking of the Freight Investment Plan (FIP) that identifies TxDOT’s freight project funding priorities on the Texas Highway Freight Network (THFN).	CAMPO and TXDOT	S
	Continue the Project Readiness Program to include key freight corridors and address project gaps. Future project corridors could consider criteria such as truck AADT to identify where freight travel demand/activity is high and the use of congestion indicators such as truck hours of delay and travel time reliability to identify areas with mobility constraints and bottleneck conditions.	CAMPO	M
	Prioritize and fund projects to eliminate bottlenecks identified in the CAMPO Regional Bottleneck Study.	CAMPO and TxDOT	L
Initiate planning on regionally significant corridors and local roadways	Prioritize east-west corridors that provide connectivity with the THFN. Improve principal arterials with a focus on rural and exurban areas where freight-intensive uses are expected to cluster.	CAMPO or TxDOT	S
	Identify necessary infrastructure improvements to accommodate the volume of truck traffic and their loads, which includes upgrading local roadways and safeguarding connectivity with the THFN.	CAMPO, Counties, or Municipalities	M
	Prioritize segments that complete project and funding gaps and address unmet project needs on corridors located along or connecting to the THFN.	CAMPO	M
	Study rural roadway networks in the high freight-growth areas of the region to identify roadways needing improvements to handle frequent truck traffic and oversized/overweight loads.	CAMPO and Municipalities	M



Recommendation	Policy Actions	Lead Agency	Timeline
	Apply access management policies to provide treatments such as turn lanes, median openings, and adequate driveway spacing to increase mobility and safety for trucks operating on rural highways and arterial corridors.	Counties and Municipalities	L
Improve interregional freight mobility	Monitor implementation and progress of the recommendations from the Capital-Alamo Study in collaboration with AAMPO.	CAMPO and AAMPO	S
	Conduct a joint study with the KTMPO to look at interregional freight mobility between the two regions.	CAMPO and KTMPO	M
	Evaluate freight connectivity with the Houston region, focusing on Caldwell County and the interactions with IH-10 and the confluence of activity on SH 71, US 290, and SH 21 through Bastrop.	CAMPO	M
	Advance the implementation of the improvements identified in the Luling Transportation Study.	CAMPO, TxDOT and Counties	M
	Coordinate with AAMPO and KTMPO to address congestion on primary north-south corridors such as IH 35 and SH 130. Develop interregional freight studies with those partners to evaluate existing and forecasted freight flows and the infrastructure needs of north-south corridors providing highway and rail freight connectivity and access.	CAMPO, AAMPO, and KTMPO	L
Increase the supply of truck parking in the region	Conduct a regional truck parking study focusing on the IH 35 and SH 130 corridors. Building on the analysis in the statewide truck parking study, identify areas with deficits of truck parking and identify public safety rest areas where parking facilities could be constructed and Truck Parking Availability Systems (TPAS) could be deployed.	CAMPO or TxDOT	S
	Identify potential truck parking sites that could provide staging areas and other supporting infrastructure to accommodate automated trucks in the future.	CAMPO	L
Incorporate freight infrastructure design guidelines	Create regional guidelines for access management referencing freight-centric design standards to increase first and last mile access on the highway freight network.	CAMPO and Counties	M
	Apply roadway design standards to regional highway projects that consider the unique size and operating characteristics of trucks. This is important for rural freight corridors that were not designed initially to accommodate the current levels of truck traffic and the frequency of	TxDOT and Counties	L

Recommendation	Policy Actions	Lead Agency	Timeline
	oversize and overweight loads. These efforts could be informed by TxDOT's Freight Infrastructure Design Considerations study that identifies key attributes (e.g., geometrics, pavement, work zones, etc.) from national best practices and guidance from peer state DOTs.		
Encourage efficient use of freight system capacity during off-peak periods	Explore incentives to increase usage of SH 130 as a primary bypass, particularly for through truck traffic. Working with TxDOT, continue promotions that provide toll discounts for trucks, focusing on reducing movements through central Austin during peak travel periods. Additionally, construction of the IH 35 Capital Express project is expected to impact mobility through Austin, necessitating the need to incentivize shifts onto alternative routes.	CAMPO and TxDOT	S
	Coordinate freight-focused Transportation Demand Management (TDM) efforts in concert with the Regional TDM Program outreach to discuss potential TDM solutions tailored to freight users to reduce the impact of trucks on peak hour congestion.	CAMPO	M
	For managed lanes concepts proposed for the IH 35 corridor, study the potential use of the facility by commercial vehicles.	CAMPO or TxDOT	L
Plan for alternative fuel corridors that provides infrastructure for freight users	Coordinate with TxDOT on the identification of future Alternative Fuel Corridors (AFCs) that include the region's key freight corridors for deploying charging or fueling infrastructure for freight vehicles. The corridors are redesignated on a recurring basis. In the latest Round 7 (2023) nominations to designate AFCs, Federal Highway Administration (FHWA) proposed the National Highway Freight Network (NHFN) for the designation of Freight Electric Vehicle (EV) Corridors, which encompasses the THFN and the region's designated Critical Urban Freight Corridors (CUFCs). <sup>1</sup>	CAMPO and TxDOT	S
Reduce the impacts of oversize and overweight freight vehicles and loads	Share data on the location of low clearance bridges, bridges with load restrictions and bridges with poor condition with the Texas Department of Motor Vehicles (TxDMV) to ensure that permits are observant of routes that avoid those locations.	CAMPO or TxDOT	S

<sup>1</sup> FHWA. Memo: Designation of Alternative Fuel Corridors Round 7 (2023). October 10, 2023. Accessed: [https://www.fhwa.dot.gov/environment/alternative\\_fuel\\_corridors/round-7-2023-afc-designation-memo.pdf](https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/round-7-2023-afc-designation-memo.pdf)

Recommendation	Policy Actions	Lead Agency	Timeline
	Address low clearance bridges where an 18.5 foot vertical clearance standard is required by TxDOT for underpasses on the THFN. The requirement applies to bridge reconstruction projects and new bridge construction. Prioritize bridges with a vertical clearance of 15 feet or less.	TxDOT	M
Increase highway connectivity with freight handling airports	Coordinate with Austin-Bergstrom International Airport (AUS) on the implementation of their Airport Master Plan to ensure that transportation access and connectivity with the THFN are improved and optimized to handle the increase in freight cargo.	CAMPO	M
	Coordinate with San Marcos Regional Airport on the implementation of their Airport Master Plan, which has identified industrial growth and trade as opportunity areas. Evaluate freight mobility and safety needs on local roadways serving the airport to ensure adequate infrastructure to serve freight users.	CAMPO	M
Evaluate the implications of freight on regional air quality	Model the impacts on regional air quality from emissions generated by trucks, rail, and air modes.	CAMPO	S
	Support strategies and policies that increase system efficiency to reduce freight related emissions associated with congestion (i.e., stop and go traffic).	CAMPO	M
	Support the adoption of zero emission freight vehicles and the implementation of alternative fuel infrastructure.	CAMPO	M
Work with cities and counties to develop truck route plans	Encourage local agencies to study and map a network of roadways that are ideal for handling heavy truck traffic, oversize and overweight loads, and hazardous materials. These routes should provide connectivity with the THFN and avoid roadways and bridges not designed to handle high levels of truck traffic and oversize/overweight loads.	CAMPO	M

Table 4. Highway Infrastructure Program Recommendations

Recommendation	Program Actions	Lead Agency	Timeline
Project Development Partnerships with TxDOT	Continue to engage in partnerships with TxDOT to address Freight Investment Plan (FIP) funding gaps and to advance improvements on the Texas Highway Freight Network (THFN) corridors that fall within CAMPO.	CAMPO and TxDOT	S
Develop a Regional Critical Freight Corridors Study	Using the THFN as a starting point, identify key regional corridors that will support future freight growth and activity. The detailed findings can be used to identify future projects and funding opportunities in coordination with TxDOT.	CAMPO	S
Coordination with the Texas Delivers 2050 Plan	Coordinate with TxDOT on the implementation of the FIP and Texas Delivers 2050 recommendations that enhance the THFN within the CAMPO region.	CAMPO and TxDOT	S
Develop a Regional Truck Parking Study	Using the TxDOT truck parking study as a basis, develop a CAMPO truck parking study that further examines truck parking challenges and opportunities.	CAMPO	S
Establish a Regional Corridor Improvement Program	Building on the Project Readiness Program, continue project planning efforts to address freight mobility and safety needs on critical regional freight corridors.	CAMPO	M
Implement Truck Parking Recommendations	Support TxDOT truck parking efforts by implementing recommendations from the 2020 Truck Parking Study that are within the CAMPO region.	CAMPO and TxDOT	L

## Technology

The CAMPO region currently integrates technology into transportation management using ITS technologies such as cameras, dynamic message signs, and vehicle detection systems. These roadside devices collect and transmit data on real-time conditions to a traffic management center (TMC) where the data is processed into information that is used to coordinate incident response and provide travel notifications to the public. Various emerging technology evaluation and planning programs exist within the region, allowing for partnerships with private companies and testing on roadways. The recommendations within this section seek to advance existing planning and deployment programs for ITS and emerging technology with a focus on freight transportation. They provide initial steps for CAMPO, some of which reference TxDOT

technologies and strategies within the Freight Network Technology and Operations Plan (FNTOP) that could be applicable to freight within the region.

Among the policy recommendations provided in Table 5 is the implementation of operational strategies that leverage ITS devices, sensors, and signage – highlighting the potential of cost-effective yet impactful strategies in the FNTOP. One such initiative is the extension of Truck Parking Availability Systems (TPAS), currently under deployment on IH 10 and projected for expansion to other critical interstate corridors within the THFN, namely IH 20, IH 35 and IH 45. Another example is overheight detection systems, which is currently operational on IH 35 in central Austin; expansion of these deployments could be implemented in conjunction with related policies on the infrastructure side that call for increasing the height of low clearance bridges. This highlights how technology could support other policies to implement solutions that address specific challenges or needs.

In the realm of emerging technologies, the freight industry anticipates substantial transformation. Developments in robotics, automation, big data, and artificial intelligence are setting the stage for innovative applications, propelled by the demands and pace of the warehousing and e-commerce sectors. Companies like Amazon, UPS, and FedEx are already influencing these trends, which are expected to streamline the fulfillment process and increase the speed and availability of delivery options to homes and businesses. The testing of automated driving systems, UAVs, and robotic delivery vehicles within the region and elsewhere in Texas underscores the near-future commercialization of these technologies.

The recommendations call for a collaborative environment to coordinate interagency efforts on freight technology implementation. CAMPO is in position through its work with the public and private sectors in its ongoing partnership with the University of Texas, TxDOT, and the City of Austin to deploy Connected and Automated Vehicle (CAV) test beds. Collaboration with the Austin District highlights opportunities for promoting transportation systems management and operations (TSMO) strategies to benefit freight users. With a policy of fostering an environment of innovation through public-private partnerships, CAMPO can facilitate the adoption of these emerging technologies, ensuring they are optimized to meet the specific needs and challenges of freight transportation in the Capital Area.

The technology program recommendations presented in Table 6 provide initiatives to support future planning and investment in freight technologies within the CAMPO region. These include a CAMPO Freight Technology working group, meant to allow for more collaboration around freight technology, as well as specific freight technologies and those from the TxDOT FNTOP.

Table 5. Technology Policy Recommendations

Recommendation	Policy Actions	Lead Agency	Timeline
Continue efforts to support the implementation of ITS and emerging technologies	Reference TxDOT’s Freight Technology Operations Plan (FNTOP) for concepts that could be applicable on regional corridors and arterials; conduct a regional freight technology study to identify future pilots and potential projects.	CAMPO	S
	Provide support for initiatives to plan and testbed emerging technologies such as connected and automated vehicles (CAVs). The Texas SMARTTrack partnership between CAMPO, The University of Texas, and TxDOT highlights the collaboration among researchers, partners agencies, and private industry that are working together on emerging technologies that could benefit freight mobility and safety. CAMPO should continue such partnership efforts to incubate emerging technologies that could benefit freight mobility and safety.	CAMPO or TxDOT	S
	Work with TxDOT on the implementation of Truck Parking Availability Systems (TPAS) to ensure operational coverage for long-haul trips through the region. TxDOT is currently working on a TPAS deployment on IH 10, with the intent to expand coverage to IH 35.	CAMPO and TxDOT	M
	Collaborate with local cities on the deployment of autonomous freight technologies involving robotic delivery vehicles and Unmanned Aerial Vehicles (UAVs). These forms of automated vehicles have potential applications for last-mile delivery to residences and businesses.	CAMPO and Municipalities	M
Encourage regional and local participation in the various technology demonstrations, pilots and projects.	Bring counties and cities to the table to participate in technology demonstrations to test freight mobility and safety applications on local roads.	CAMPO	M
	Encourage participation of private sector. Freight carriers, warehousing and logistics providers, and manufacturers should be encouraged to participate in pilots and demonstration projects.	CAMPO	M
Deploy safety warning detection systems to increase freight safety	Identify underpasses that have recurring bridge strikes and install overheight detection systems until the low clearance bridge is reconstructed or replaced. For instance, a system is currently operational on southbound IH 35 in central Austin.	CAMPO and TxDOT	M

Recommendation	Policy Actions	Lead Agency	Timeline
	<p>Deploy freight technology strategies to other areas of the highway network that present safety hazards for trucks. Strategies to increase freight safety are described in the FNTOP, which developed concepts featuring sensors, digital signage, and beacons to provide advanced notification to trucks that are overweight, speeding, or coming upon an intersection with poor sight lines.</p>	<p>TxDOT, Counties, and Municipalities</p>	<p>L</p>

Table 6. Technology Program Recommendations

Recommendation	Program Actions	Lead Agency	Timeline
Apply Strategies from the Texas Freight Network Technology and Operations Plan (FNTOP)	Examine Freight Technology Operations Plan (FNTOP) strategies and concepts that may be applicable for corridors within the CAMPO region. Identify any future pilots or projects.	CAMPO or TxDOT	S
Form a CAMPO Freight Technology Working Group	This working group would coordinate various technology demonstrations, pilots, and projects in the region. It would also serve as a liaison between CAMPO, regional cities and counties, and TxDOT, fostering opportunities for freight technology applications on local roadways.	CAMPO	M
Study Potential for Freight Signal Priority	Using the FNTOP and other freight signal priority deployments across Texas, examine potential deployments within the CAMPO region.	CAMPO	M

## Safety

Safety is one of CAMPO’s key planning goals, as well as an area of emphasis for the RTP. CAMPO coordinates closely with TxDOT and its regional partners on studies and projects aimed at increasing the safety of the transportation system for all users. Freight safety is an important part of CAMPO and TxDOT’s efforts to reduce daily roadway fatalities and serious injury crashes. Between 2018 to 2022, the region saw over 6,400 truck-involved crashes; nearly 7 percent of those crashes resulted in serious injury or a fatality. These figures underscore the need for focused policy recommendations aimed at integrating freight considerations more thoroughly into roadway safety planning and addressing infrastructure needs on highway freight corridors and at-grade highway-rail crossings.

The proposed policies in Table 7 address various safety aspects pertinent to the regional multimodal freight network. Highways, being the primary mode of freight transport in the region, are at the forefront of these safety initiatives. The strategies are geared towards reducing the frequency and severity of truck-involved crashes. CAMPO was recently awarded a Safe Streets and Roads for All (SS4A) grant in 2023. This grant could facilitate a detailed analysis into the locations, characteristics, and contributing factors of truck-involved crashes across regional and local roadways. The study findings could be integrated with CAMPO’s corridor planning initiatives, focusing on solutions to infrastructure conditions that impact freight safety, such as issues related to access management and design standards. Particular attention is needed for regional highways and arterials that are experiencing an increased volume of freight traffic, including oversize and overweight loads. Roadway characteristics such as non-standard lane widths and shoulder areas and the lack of acceleration/deceleration lanes can pose safety risks for trucks.



Implementing strategies like overheight detection systems, as outlined in the FNTOP, could significantly reduce the hazards associated with low clearance bridges. In urbanized areas, the safety of freight movement takes on additional complexity, with trucks and delivery vehicles frequently interacting with cyclists and pedestrians. Addressing these unique safety challenges through specific policy actions is essential for safeguarding all road users in growing and densely populated areas.

Rail transportation, as a complementary mode to trucking, plays a vital role in the region's freight transportation system. With the expected increase in rail tonnage, enhancing safety at at-grade highway-rail crossings is crucial. Additionally, the freight rail industry is trending towards precision railroading, which in practice, operates longer trainsets. Policy recommendations in this regard include developing a regional inventory of at-grade crossings and pinpointing locations suitable for grade separation or the deployment of infrastructure or technology to improve crossing safety.

The safety program recommendations presented in Table 8 focus on developing programs for addressing low clearance bridge and at-grade railroad crossings, two of the main factors related to multimodal freight safety. These include both programs to identify high risk locations, as well as opportunities to deploy mitigation solutions using technology to detect overheight loads and occupied crossings.

Table 7. Safety Policy Recommendations

Recommendation	Policy Actions	Lead Agency	Timeline
Incorporate freight into regional roadway safety planning	CAMPO has received a Safe Streets and Roads for All (SS4A) grant to prepare a safety action plan to reduce or eliminate roadway fatalities and serious injuries. The plan should consider the impact of trucks on roadway safety.	CAMPO	S
	Study freight access standards across the region for consistency related to safety needs.	CAMPO	M
Improve grade crossing safety and mobility	Evaluate technologies to make the at-grade crossings “smarter” by using sensors, cameras, and communication devices to detect stalled vehicles, and provide advanced alerts to drivers of blocked crossings. The Freight Technology Operations Plan (FNTOP) includes a blocked rail crossing traffic management system concept.	CAMPO	S
	Conduct an assessment of the at-grade crossings in each county, looking at existing and future levels of crossing activity and train movements and the associated impacts in terms of delay and train-motor vehicle conflicts. The objective of the study is to identify infrastructure needs to increase crossing safety and rail improvements to reduce the frequency and duration in which crossings are blocked.	CAMPO and Counties	M
Reduce the frequency and severity of truck-involved crashes	As part of regional efforts to contribute to the statewide campaign to end daily roadway fatalities in Texas, support efforts to reduce the frequency and severity of truck-involved crashes.	CAMPO	S
	Evaluate freight safety on undivided highways and arterials in exurban and rural areas.	CAMPO, TxDOT, or Counties	M
	Leverage intelligent transportation systems (ITS) and emerging technologies to increase safety on highway and arterial freight corridors with a focus on addressing areas that are hazardous to trucks and oversize and overweight loads.	TxDOT, Counties, or Municipalities	L

Table 8. Safety Program Recommendations

Recommendation	Program Actions	Lead Agency	Timeline
Study/Deploy a Regional Bridge Height Detection System	Identify bridges within the region with recurring bridge strikes in order to plan deployment of overheight detection systems.	CAMPO or TxDOT	S
Develop a Regional Bridge Improvement Program	Coordinate with TxDOT on addressing low clearance bridges and locations with high rates of bridge strikes, in order to raise them to the required 18'5" along the Texas Highway Freight Network (THFN).	CAMPO and TxDOT	L
Railroad Crossing Improvement Program	Further examine railroad crossings within the CAMPO region, identifying high risk crossings where grade separation is needed.	CAMPO and TxDOT	L

### Land Use and Economic Development

The American Planning Association’s *APA Policy Guide on Freight* encourages pursuing “a sustainable multimodal freight system that facilitates the efficient movement of freight and people, supports a thriving economy, and protects the natural and human environment.”<sup>2</sup> The balance is achievable by creating policies and plans so that end-users and freight-intensive developments can co-exist, while supporting economic development and growth.

Table 9 introduces a suite of policy recommendations aimed at enhancing land use efficiency, compatibility, and economic development in alignment with the region’s freight needs. Central to these recommendations is the strategic preservation of vacant or industrially zoned land, particularly in areas with optimal access to the freight network. This approach is vital for accommodating and attracting freight-intensive users, essential for the region’s growth. The policies recognize that future development is dependent upon municipalities with suitable access to the freight network that plan for industrial uses within city limits and Extra-Territorial Jurisdiction (ETJ) areas. Municipalities with land use designated as industrial, near major roadways, and without environmental constraints will be in high demand for freight-intensive uses. Incentives for redevelopment and conserving vacant land for industrial uses are critical elements for attracting industry and fostering economic growth.

Although land use decisions and economic development are led at the local level, the policy recommendations highlight opportunities for CAMPO to assist with guidance and support to promote investments in the regional freight network. Collaboration with modal partners, industry stakeholders, and local economic development corporations is key in this endeavor.

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<sup>2</sup> APA Policy Guide on Freight. American Planning Association. (n.d.). <https://www.planning.org/policy/guides/adopted/freight/>

This includes coordinating local efforts to attract public and private investments for expanding air and rail access in the region. Specific initiatives like conducting economic impact studies, market research, industry surveys and outreach could highlight the market potential of the Capital Area region as a hub for manufacturing and freight logistics. For instance, regional manufacturing associations have shown keen interest in increased rail access, and CAMPO could provide pivotal support for proposals.

Similarly, CAMPO could continue coordination with Austin-Bergstrom International Airport (AUS) and the San Marcos Regional Airport on the implementation of their capital improvement programs that will expand cargo handling facilities and runways to handle the increasing volume of air freight traffic. CAMPO could work in coordination with the airports, TxDOT, and municipalities to improve roadways serving the airports so that freight can move seamlessly onto the THFN. Likewise, similar coordination would be needed for a future intermodal rail hub that would benefit from improvements to area roadways that provide essential connectivity and access.

The land use and economic development program recommendations presented in Table 10 are centered around coordination with local governments and modal partners to develop or expand rail and air freight access and providing supportive infrastructure to increase multimodal connectivity. Recommendations are included to explore funding available through the Infrastructure Investment and Jobs Act (IIJA) and freight data sharing.

Table 9. Land Use and Economic Development Policy Recommendations

Recommendation	Policy Actions	Lead Agency	Timeline
Increase regional and local collaboration on land use	Study opportunities to integrate freight-intensive land uses with the multimodal freight network through access management.	CAMPO	S
	Prioritize the development of areas that have good freight network access and roadways to accommodate local truck traffic through incentives such as tax abatements, expedited development reviews, tax deferments, etc.	Counties and Municipalities	L
	Prioritize freight-intensive developments that generate additional jobs during the development review process.	Counties and Municipalities	L
	Minimize impacts to disadvantaged low-income and minority communities affected by environmental pollution and other hazards caused by freight activities. Representatives from these communities should have opportunities to participate and influence decisions that may affect them.	Counties and Municipalities	L
	Preserve vacant land uses in the proximity of the multimodal freight network by amending city comprehensive plans to increase industrial land uses when compatible with adjacent land uses.	Municipalities	L
Provide support and coordination with local economic development efforts	Share freight planning data products and findings to inform economic development messaging and marketing efforts.	CAMPO	S
	Ensure the region remains an attractive choice for industries and corporations considering relocation or expansion by offering tax incentives and grants, as well as creating reinvestment zones or districts.	State, Counties or Municipalities	S
	Increase staffing at economic development corporations to work with freight and industrial businesses to help streamline development processes.	Counties and Municipalities	M
	Implement education and training programs to ensure an available supply of skilled labor for freight-intensive industries. This maintains the region’s economic competitiveness alongside other major metropolitan areas that are competing for outside investments in industries that provide good paying jobs.	Counties and Municipalities	M

Recommendation	Policy Actions	Lead Agency	Timeline
	Use land use planning and economic development incentives to direct industrial development to compatible areas near the multimodal freight network.	Counties and Municipalities	L
Make the case for expanded regional access to rail and air freight	Bring shippers, industries, economic development corporations, and modal partners such as Union Pacific (UP), Austin-Bergstrom International Airport (AUS), and San Marcos Regional Airport together to assess the market demand for rail and air logistics and make the case for investments to serve more freight customers in the region.	CAMPO	S
	Study improvements for rail access in the region via a major hub to serve existing freight industries and attract new investments and development.	CAMPO	M
	Promote the Capital Area region as a major trade and logistics hub that distinguishes it as a major origin and destination for freight.	CAMPO, Counties, or Municipalities	M
	Provide incentives to freight businesses that integrate transportation and land use planning by developing areas that are ideal for a multimodal hub that supports rail or air freight access.	Counties or Municipalities	L
	Support the development of intermodal freight hubs that increase highway connectivity to rail and air access for freight users in the region.	CAMPO	L
Study future demand for industrial space	Conduct an industrial land use study to assess the availability of land adjacent to highway and rail corridors on the multimodal freight network. The study should look at local comprehensive plans and assess how future land use decisions can support the increasing demand for warehousing space and intermodal access.	CAMPO, Municipalities	S
	Study land redevelopment opportunities near the San Marcos Regional Airport and Austin-Bergstrom International Airport (AUS) for the expansion of air cargo storage facilities.	CAMPO, San Marcos Regional Airport, and AUS	M
	Evaluate the future supply and demand for warehousing and intermodal facility access in coordination with AAMPO in the Comal and Hays County areas where the two regions converge in terms of the concentration of manufacturing and warehousing activity.	CAMPO and AAMPO	M

Recommendation	Policy Actions	Lead Agency	Timeline
	Prioritize the development of areas that have good freight network access and roadways to accommodate local truck traffic through incentives such as tax abatements, expedited development reviews, tax deferments, etc.	Counties and Municipalities	L

Table 10. Land Use and Economic Development Program Recommendations

Recommendation	Program Actions	Lead Agency	Timeline
Regional Rail Coordination	Develop a mechanism for regular coordination with nearby regional MPOs, such as AAMPO and KTMPO, on interregional freight corridors and future improvements, aligning investments across the regions.	CAMPO, AAMPO and KTMPO	S
Regional Coordination with Airports	Develop a mechanism for regular coordination with Austin-Bergstrom International Airport (AUS) and San Marcos Regional Airport to evaluate infrastructure needs on roadways providing airport access for freight.	CAMPO, AUS, San Marcos	S
Develop a CAMPO Freight Plan Dashboard	Using the data outputs from the CAMPO Freight Plan as a starting point, develop a dashboard for visualizing and tracking key data and freight trends within the region.	CAMPO	S
Explore Funding Programs Available Through the Infrastructure Investment and Jobs Act (IIJA)	Examine funding programs available through Infrastructure Investment and Jobs Act (IIJA), especially those most relevant to freight, such as the National Highway Freight Program (NHFP), the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, and the Grade Crossing Elimination Grant Program.	CAMPO	S
Regional Intermodal Rail Hub	Study the feasibility of an intermodal rail hub to serve demand for freight rail access in the region.	CAMPO	M



## Funding Sources

Many of the policies and programs presented as recommendations can be funded through routine project programming processes (i.e., local, state, and federal money already available to CAMPO) or discretionary grant opportunities. This section describes public funding options available to CAMPO for use in furthering these recommendations.

### TxDOT Funding Categories

Funding from TxDOT and the Texas Transportation Commission (TTC) comprise over \$6 billion of funding identified in CAMPO's 2045 RTP.<sup>3</sup> While CAMPO already receives funding through the state, compelling transportation projects may be able to attract additional state funding through programs that allow flexible or discretionary allocation.

TxDOT programs projects in its 10-year UTP through 12 categories. The categories are organized by desired outcomes, not funding source, to ensure the agency is applying funding in alignment with its goals. As a result, each funding category may use a combination of federal, state, and local funding carrying different requirements.

Figure 4 lists common project types for various funding categories, noting primary and secondary goals addressed by each. Many TxDOT categories allocate funding to MPOs and TxDOT districts by formula, limiting the ability of CAMPO or the Austin District to secure additional funds for the region in those categories. The following categories are allocated differently, and may present an opportunity to request additional funding for specific projects:

- **Category 3: Non-Traditional Funding** includes funding sources outside of the State Highway Fund, including legislative allocations, Commission-approved minute order, or local commitments. Projects are determined by the funding provider.
- **Category 6 Structures Funding** allocation is determined by the TxDOT Bridge Division using a prioritization process.
- **Category 8: Safety Funding** allocation is determined by the TxDOT Traffic Safety Division using a prioritization process based on the Highway Safety Improvement Program (HSIP) goals.
- **Category 9: Transportation Alternatives Funding** is split where half of funding is allocated by formula, and half of funding is allocated through a competitive call for projects.
- **Category 10: Supplemental Programs Funding** includes a variety of activities administered according to each program's rules. Notably, this category includes funding for truck parking projects allocated to TxDOT Districts.
- **Category 12: Commission Discretionary Funding** is awarded by the TTC. Projects are selected from candidate projects nominated by MPOs and TxDOT Districts.

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<sup>3</sup> CAMPO. 2045 RTP Appendix O. <https://www.campotexas.org/wp-content/uploads/2020/04/Appendix-O-Fiscal-Constraint.pdf>.

Figure 4: Common Project Types by TxDOT Funding Category

FUNDING CATEGORY	PROJECT TYPES	% OF PROGRAMMED FUNDS	STRATEGIC GOAL RANKING		
			PROMOTE SAFETY	PRESERVE OUR ASSETS	OPTIMIZE PERFORMANCE
Category 1: Preventive Maintenance and Rehab	Road surface treatment	31%		1	2
	Road rehab and restoration	30%		1	2
	Rural passing lanes (Super 2)	5%	2		1
	Traffic signals, lighting, signs	3%	1		2
	All other project types	31%			
Category 2: Metropolitan and Urban Corridors	Widening (freeway or non-freeway)	65%	2	2	1
	Freeway interchanges	18%	2		1
	Roadway operational improvements	9%	2		1
	All other project types	8%			
Category 4: Connectivity Corridors	Widening (freeway or non-freeway)	59%	2	2	1
	New-location highway	14%			1
	Roadway operational improvements	12%	2		1
	Freeway interchanges	10%	2		1
	All other project types	6%			
Category 5: Congestion Mitigation and Air Quality	Roadway operational improvements	28%	2		1
	Freeway interchanges	22%	2		1
	Bike and pedestrian infrastructure	20%	1		2
	Public transit, commute alternatives	18%			1
	Traffic mgmt. technology and signals	9%	2		1
Category 6: Structures (Bridge)	Bridge replacement	91%	2	1	
	Bridge rehab or widening	4%	2	1	2
	Bridge maintenance	3%		1	
	All other project types	2%			
Category 7: Metropolitan Mobility and Rehab	Widening (freeway or non-freeway)	48%	2	2	1
	New-location urban roadway	12%			1
	Roadway operational improvements	11%	2		1
	Freeway interchanges	8%			1
	Road rehab and restoration	5%		1	2
	All other project types	16%			

FUNDING CATEGORY	PROJECT TYPES	% OF PROGRAMMED FUNDS	STRATEGIC GOAL RANKING		
			PROMOTE SAFETY	PRESERVE OUR ASSETS	OPTIMIZE PERFORMANCE
Category 8: Safety	Safety improvement projects:	100%			
	Medians and safety barriers		1		
	Intersections and rail crossings		1		2
	Turn lanes and shoulders		1	2	2
	Traffic signals, lighting, signs		1		2
	All other project types				
Category 9: Transportation Alternatives	Bike and pedestrian infrastructure	51%	1		2
	Safety rest areas	44%	1		
	All other project types	5%			
Category 10: Supplemental Transportation Programs	Coastal ferry facilities	29%		2	1
	Culverts and storm drainage	16%	2	1	
	Sidewalks and curb ramps	15%	1		
	Widening (freeway or non-freeway)	9%		1	
	State park roads and parking lots	6%		1	
	All other project types	25%			
Category 11: District Discretionary	Road rehab and restoration	23%		1	2
	Widening (freeway or non-freeway)	21%	2	2	1
	Rural passing lanes (Super 2)	17%	2		1
	Road surface treatment	14%		1	2
	New-location highway	9%			1
	All other project types	16%			
Category 12: Strategic Priority	Widening (freeway or non-freeway)	76%	2	2	1
	Freeway interchanges	9%	2		1
	New-location highway	7%			1
	All other project types	8%			

Note: 1 = Primary goal addressed; 2 = Secondary goal addressed

Source: TxDOT 2024 Unified Transportation Program.

Category 12 funding has the greatest flexibility because it is allocated to specific projects rather than to MPOs or TxDOT districts by formula or performance-based planning calculations. CAMPO has the potential to capture more funding through this mechanism for projects that align with state and Commission priorities. The following discussion describes the projects awarded this funding in the 2024 UTP to illustrate the candidate projects most compelling to decision-makers during the prior cycle.

In the 2024 UTP, 173 projects received \$19.7 billion in Category 12 funding. The CAMPO region received over \$4 billion of Category 12 funding for the IH 35 Capital Express project as well as projects on FM 2720 in Hays and Caldwell counties, US 281 in Burnet County, SL 360 in Travis County, IH 35 in Williamson County, and US 79 in Williamson County. Statewide, added capacity projects received the majority of funds with 129 projects receiving over 86 percent of funding. However, many other project types were awarded, including interchange improvements, bridge replacements, rehabilitation, flood prevention, incident response programs, and pedestrian improvements. Category 12 funding could potentially bolster funds for priority, transformative freight-related projects.

Table 11. Category 12 Discretionary Funding Uses in the 2024 Unified Transportation Program

Project Type	Number of Projects	Authorized Cat. 12 Funding	Percent of Cat. 12 Funding
Added Capacity	129	\$17,013,078,997	86.3%
Interchanges or Direct Connectors	19	\$1,360,242,899	6.9%
Bridges	7	\$595,062,441	3.0%
Rehabilitation / Reconstruction	10	\$534,430,781	2.7%
Highway/Rail Improvement	2	\$194,606,441	1.0%
Flood Prevention	1	\$11,200,000	0.1%
Incident Response	4	\$6,119,000	Less than 0.1%
Pedestrian / ADA	1	\$1,380,000	Less than 0.1%
<b>Total</b>	<b>173</b>	<b>\$19,716,120,559</b>	<b>100%</b>

Source: TxDOT 2024 Unified Transportation Program.

### Discretionary Grant Programs

Federal discretionary grants fund highway, rail, aviation, and multimodal projects that advance national strategic priorities. Many grant programs have been reauthorized by Congress and rebranded across several presidential administrations. However, an unprecedented level and breadth of grant funding is available after the IIJA and Inflation Reduction Act (IRA) passed. Some programs expand or clarify projects eligible for historical programs, while others target specific, emerging priorities such as technology deployment and resiliency.

The following programs are most relevant to funding recommendations in the CAMPO Freight Plan.

- **Multimodal Project Discretionary Grant (MPDG) Program:** This program combines three opportunities into a single call for projects.<sup>4</sup> Each of the three programs has an emphasis on freight movement in addition to other transportation priorities such as safety and equity. The Infrastructure for Rebuilding America (**INFRA**) program is long-established and is now administered under MPDG. The National Infrastructure Project Assistance (**Mega**) program is a new opportunity for very large, difficult to fund projects. The Rural Surface Transportation Grant (**Rural**) program is a new opportunity for rural areas. MPDG project eligibility is broad, and many types of freight infrastructure improvements can be competitive.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE):** This program focuses on projects with a local or regional impact to safety, economic competitiveness, equity, and sustainability. Competitive freight projects for this program will reduce community impacts, provide economic opportunity for the region, and lower carbon emissions associated with transportation of goods.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT):** The PROTECT program offers planning grants and infrastructure grants. Planning grants can be used to develop an MPO Resilience Improvement Plan, and integration of this plan into other activities decreases the MPO's cost share for planning or infrastructure with PROTECT grants. Planning grants can also be used for resilience planning, design, development of data tools, or capacity building. Infrastructure grants can be used for a wide range of construction activities that protect evacuation routes, address vulnerabilities, or increase resilience of surface transportation.
- **Building Resilient Infrastructure and Communities (BRIC) Program:** This Federal Emergency Management Agency (FEMA) program targets hazard mitigation activities ranging from infrastructure projects to programmatic capacity-building activities. MPOs are not eligible applicants, but CAMPO can partner with TxDOT to submit an application led by the state. This program could be used to fund projects benefiting freight movement by addressing reliability and resiliency concerns.
- **Advanced Transportation Technology and Innovation (ATTAIN) Program:** The ATTAIN program focuses on innovative, technology-focused projects that improve mobility and safety. This program is the latest iteration of the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program which funded TxDOT's TPAS pilot on IH 10.
- **Charging and Fueling Infrastructure (CFI) Discretionary Grant Program:** CFI funds can be used on publicly available electric charging, hydrogen fueling, natural gas fueling, or propane fueling infrastructure projects. Projects can either be community-focused, designed to reduce greenhouse emissions in a localized area, or corridor-focused, in which the applicant contracts with a private partner to install and operate infrastructure on an alternative fuel corridor.
- **Consolidated Rail Infrastructure and Safety Improvements (CRISI):** This Federal Railroad Administration (FRA) program funds projects on intercity passenger or freight

<sup>4</sup> U.S. DOT, MPDG Program. <https://www.transportation.gov/grants/mpdg-program>

rail. Eligible projects include deployment of safety technology, capital projects addressing congestion, at-grade crossing improvements, multimodal/intermodal improvements, and others.

- **Airport Improvement Program (AIP) Supplemental Discretionary Funding:** This Federal Aviation Administration (FAA) program provides funding to public agencies for planning and development of public-use airports. Airports are entitled to AIP funding each year based on passenger volume, but supplemental grant funding is available for additional capital costs. Austin-Bergstrom International Airport (AUS) recently received \$2 million for construction of a taxiway. .

The U.S. Department of Transportation, Department of Homeland Security, and Department of Energy offer numerous other programs that could address transportation needs on the highway, railroad, maritime, and aviation systems.<sup>5</sup> Applications for these programs may benefit from describing freight activity on the infrastructure, but freight is not a central focus of the programs. For example, the Bridge Improvement Program focuses on reducing the number of poor or fair condition bridges in the nation; however, a compelling freight competitiveness narrative could support the application. CAMPO can consult with TxDOT regarding designation of the NHFN, including CUFCS, prior to submitting applications to increase competitiveness. CAMPO also has access to grant writing, benefit-cost analysis, and administration support through the TxDOT Government Affairs Division which uses its capacity to partner with eligible applicants and increase funding received in Texas.

### Conclusion/Next Steps

This report laid out a series of recommendations for shaping the future of freight within the CAMPO region. Informed by the CAMPO Regional Freight Plan's analysis and development process, these recommendations are provided in several forms including project analysis, tied to the statewide FIP in Texas Delivers 2050 and CAMPO's planned projects, and policies and programs that identify strategies, investments, and coordinated actions to support the implementation of the regional freight plan. Improving freight mobility, safety, and connectivity within the CAMPO region can be achieved by ensuring the recommendations are advanced simultaneously, specifically through the following actions:

- Assess unfunded or partially funded projects from the FIP that are within the CAMPO region for future funding potential.
- Examine potential project and network gaps along the THFN within the CAMPO region for the development of potential future projects.
- Implement policy and program recommendations sequentially and ensure their implementation by developing the necessary collaboration mechanisms with key stakeholders.

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<sup>5</sup> Tools to find programs by project or entity eligibility can be found at <https://www.transportation.gov/grants>.

- Pursue funding programs and discretionary grant opportunities to advance project planning, fund capital improvements, and conduct technology pilots and demonstrations.

Together, the recommended policies and programs serve as a roadmap for guiding decision making and freight network investments by CAMPO and its regional and local partners.



CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

Freight Plan  
**Recommendations**  
**Report Appendices**



**Draft 3: April 15, 2024**

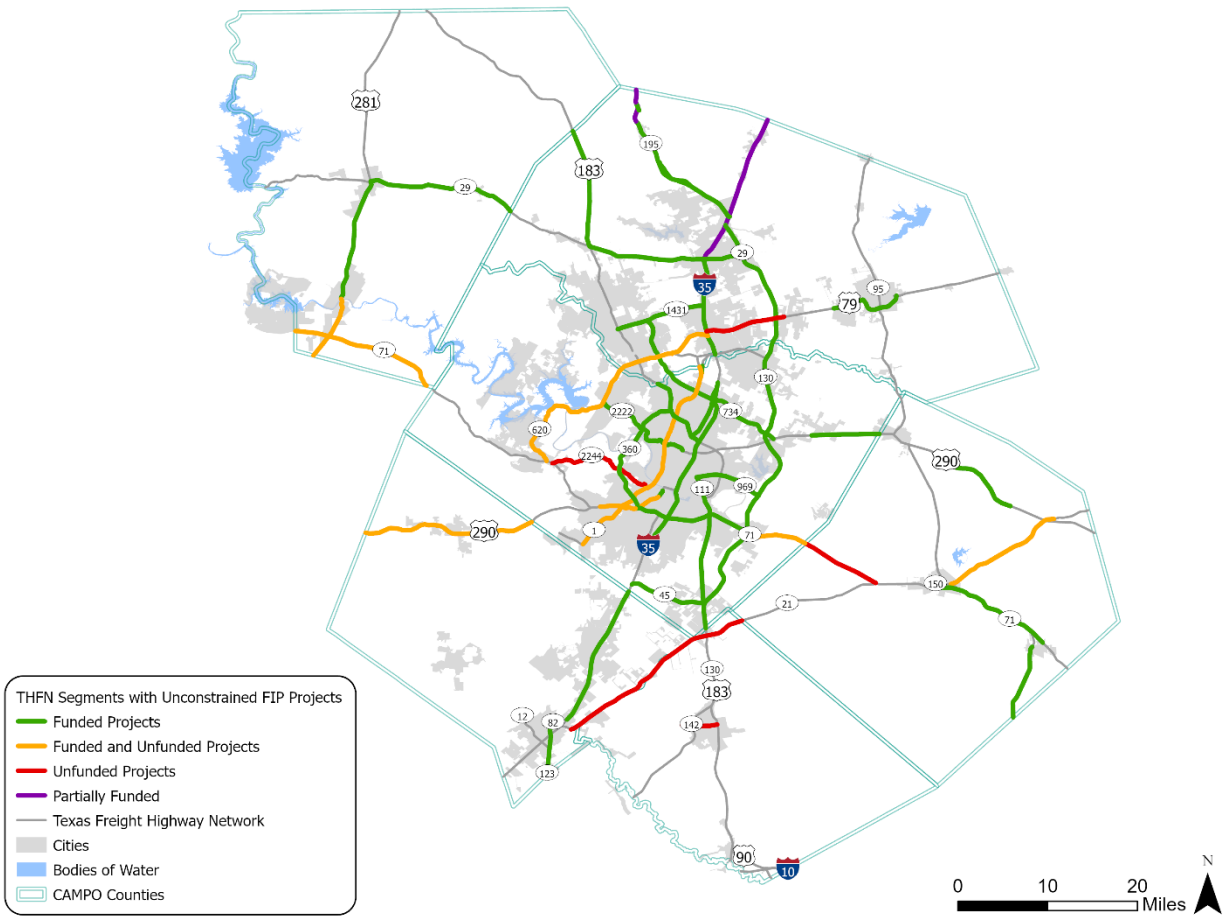
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## Appendix A: Project Analysis Maps

Figure A-1: Unconstrained Freight Investment Plan (FIP) Projects in the Capital Area Region

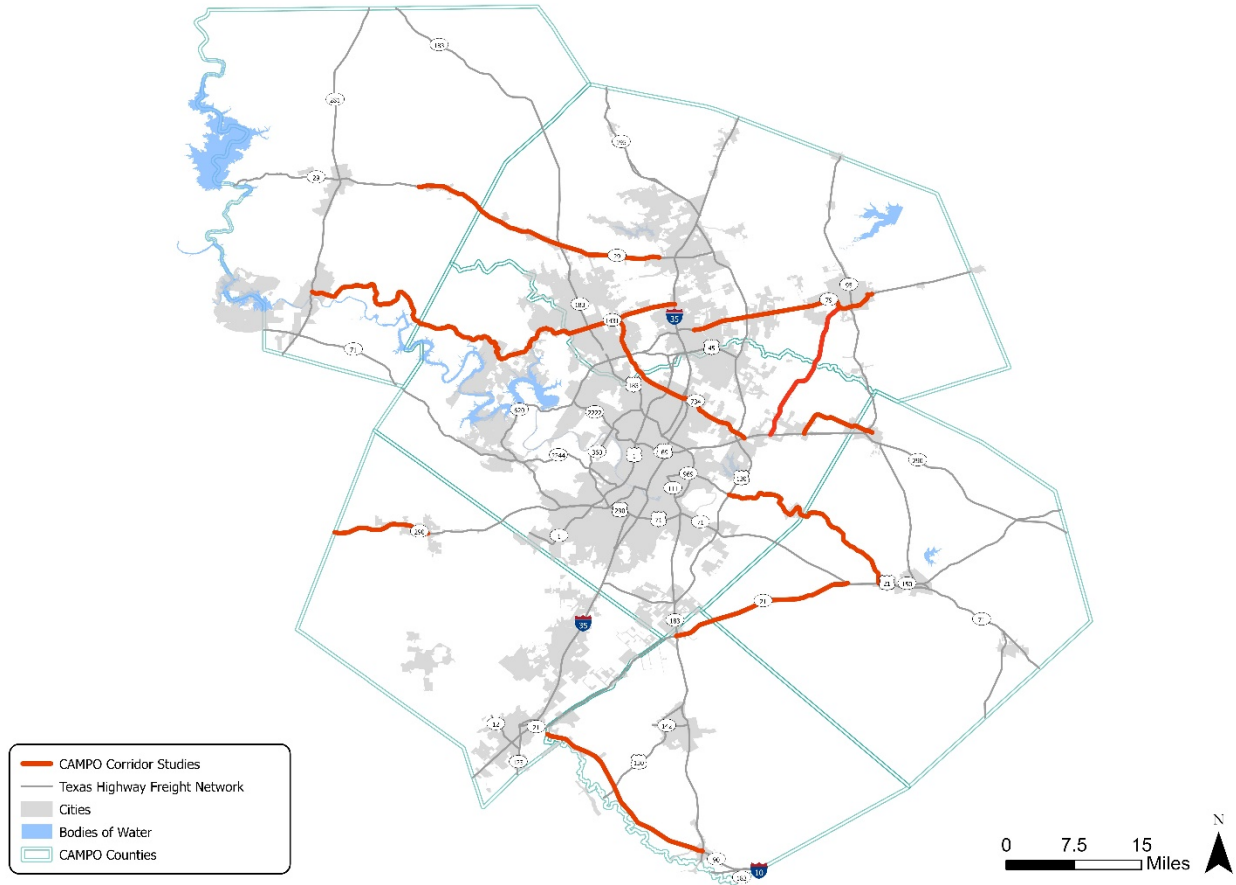


Source: Cambridge Systematics analysis of the 2023 Unified Transportation Plan (UTP) for Texas Delivers 2050.

Note: The Funded and Unfunded Projects category refers to the parts of the network with roadway segments that have overlapping projects with different levels of funding commitment.



Figure A-3: CAMPO Project Readiness Program Corridors



Source: CAMPO

Appendix B: Freight Investment Plan (FIP) Projects

Control-Section- Job (CSJ)	Fiscal Year	Highway Route	Project Grouping	Project Cost (\$Millions)	Funding (\$Millions)	Funding Status	Texas Delivers 2050 Priority
0015-08-145	2029	IH 35	Mobility	42	8	Partially Funded	Low
0015-09-178	2029	IH 35	Mobility	179	92	Partially Funded	High
0015-09-184	2029	IH 35	Mobility	42	8	Partially Funded	Medium
0015-09-185	2029	IH 35	Mobility	34	39	Fully Funded	Medium
0015-11-067	2027	SL 275	Other	38	38	Fully Funded	Medium
0015-11-068	2023	SL 275	Mobility	5	5	Fully Funded	Low
0015-11-069	2025	SL 275	Mobility	23	25	Fully Funded	Low
0015-11-070	2027	SL 275	Mobility	41	46	Fully Funded	Medium
0015-13-388	2025	IH 35	Mobility	1009	1775	Fully Funded	High
0015-13-423	2026	IH 35	Mobility	1786	2772	Fully Funded	High
0015-13-428	2024	IH 35	Mobility	268	300	Fully Funded	High
0015-13-432	2024	IH 35	Asset Management	10	10	Fully Funded	Low
0015-13-433	2024	IH 35	Asset Management	96	104	Fully Funded	Low
0016-02-114	2025	IH 35	Mobility	11	12	Fully Funded	High
0113-07-072	2026	US 290	Mobility	1	1	Fully Funded	Low
0113-07-080	2027	US 290	Mobility	9	-	Unfunded	Medium
0113-09-072	2023	SL 343	Mobility	18	18	Fully Funded	Low
0113-09-074	2029	US 290	Safety	1	-	Unfunded	High
0113-10-001	2023	SL 343	Mobility	6	6	Fully Funded	Low
0113-13-162	2027	SL 360	Asset Management	1	1	Fully Funded	Medium
0113-13-163	2027	SH 71	Mobility	2	3	Fully Funded	Medium
0113-13-167	2027	SL 360	Mobility	34	12	Partially Funded	Medium
0113-13-168	2026	SL 360	Mobility	47	53	Fully Funded	Medium

Control-Section- Job (CSJ)	Fiscal Year	Highway Route	Project Grouping	Project Cost (\$Millions)	Funding (\$Millions)	Funding Status	Texas Delivers 2050 Priority
0113-13-169	2027	SL 360	Mobility	37	9	Partially Funded	Medium
0114-03-107	2025	US 290	Connectivity	0.3	0.4	Fully Funded	Low
0114-05-046	2026	US 290	Asset Management	1	1	Fully Funded	Low
0151-01-052	2025	SH 29	Safety	8	9	Fully Funded	High
0151-02-026	2026	SH 29	Mobility	5	6	Fully Funded	Medium
0151-06-148	2025	SL 111	Mobility	26	28	Fully Funded	Medium
0152-01-089	2023	US 183	Safety	0.2	0.2	Fully Funded	High
0204-01-063	2030	US 79	Mobility	55	-	Unfunded	Low
0204-03-045	2024	US 79	Mobility	0.2	0.2	Fully Funded	Low
0252-01-084	2026	US 281	Mobility	2	2	Fully Funded	Low
0252-02-058	2030	US 281	Mobility	55	-	Unfunded	Low
0252-02-063	2023	US 281	Safety	0.2	0	Fully Funded	Low
0265-01-113	2027	SH 71	Mobility	25	29	Fully Funded	Low
0265-01-118	2026	SH 71	Safety	0.2	0	Fully Funded	Low
0265-02-042	2028	SH 71	Mobility	11	-	Unfunded	Medium
0265-02-043	2026	SH 71	Safety	1	1	Fully Funded	Medium
0265-03-041	2029	SH 71	Mobility	35	-	Unfunded	Medium
0265-03-042	2028	SH 71	Mobility	18	-	Unfunded	Low
0265-03-043	2028	SH 71	Mobility	22	-	Unfunded	Medium
0265-05-084	2028	SH 71	Asset Management	2	2	Fully Funded	Low
0265-05-089	2023	SH 71	Safety	0.3	0.3	Fully Funded	High
0273-04-045	2028	US 183	Mobility	12	13	Fully Funded	Medium
0320-04-028	2023	FM 397	Connectivity	4	4	Fully Funded	Low
0323-01-028	2024	SH 95	Mobility	8	9	Fully Funded	Low
0337-01-048	2026	SH 29	Mobility	1	1	Fully Funded	Low

Control-Section- Job (CSJ)	Fiscal Year	Highway Route	Project Grouping	Project Cost (\$Millions)	Funding (\$Millions)	Funding Status	Texas Delivers 2050 Priority
0337-01-053	2025	SH 29	Mobility	9	10	Fully Funded	Low
0337-02-050	2029	SH 29	Mobility	1	2	Fully Funded	Low
0366-01-081	2023	SH 123	Safety	1	1	Fully Funded	High
0384-01-025	2027	SH 142	Mobility	53	-	Unfunded	Medium
0440-01-046	2023	SH 195	Safety	1	1	Fully Funded	High
0440-02-023	2023	SH 195	Mobility	1	1	Fully Funded	Low
0440-05-011	2029	SH 130	Other	6	6	Fully Funded	Low
0440-06-024	2027	SH 130	Mobility	0.03	0.03	Fully Funded	Low
0440-08-002	2023	SH 195	Safety	0.5	0.5	Fully Funded	High
0440-09-002	2023	SH 195	Mobility	1	1	Fully Funded	Low
0440-09-003	2023	SH 195	Safety	0.2	0.2	Fully Funded	High
0471-02-081	2027	SH 21	Mobility	91	-	Unfunded	High
0471-04-036	2027	SH 21	Mobility	9	-	Unfunded	High
0472-01-040	2029	SH 21	Mobility	45	-	Unfunded	High
0472-01-050	2023	SH 21	Safety	1	1	Fully Funded	High
0683-01-098	2029	RM 620	Safety	1	1	Fully Funded	Medium
0683-01-100	2028	RM 620	Mobility	23	-	Unfunded	High
0683-02-072	2028	RM 620	Mobility	43	-	Unfunded	Low
0683-02-073	2028	RM 620	Mobility	45	3	Partially Funded	Medium
0683-02-074	2029	RM 620	Safety	7	8	Fully Funded	Low
0683-02-079	2028	RM 620	Mobility	15	-	Unfunded	Medium
0683-03-042	2025	RM 12	Mobility	2	2	Fully Funded	Low
0683-03-043	2027	RM 12	Mobility	1	1	Fully Funded	Low
0683-03-045	2025	RM 12	Mobility	2	2	Fully Funded	Medium
0700-01-048	2028	SH 71	Mobility	3	-	Unfunded	Medium

Control-Section- Job (CSJ)	Fiscal Year	Highway Route	Project Grouping	Project Cost (\$Millions)	Funding (\$Millions)	Funding Status	Texas Delivers 2050 Priority
0700-01-049	2025	SH 71	Safety	2	3	Fully Funded	High
0836-01-016	2023	SH 195	Safety	2	0.4	Partially Funded	High
0836-04-002	2023	SH 195	Safety	1	1	Fully Funded	High
1186-01-099	2024	FM 969	Mobility	6	6	Fully Funded	Medium
1186-01-102	2027	FM 969	Mobility	12	12	Fully Funded	Medium
1200-05-019	2025	FM 973	Asset Management	0.1	0	Fully Funded	Low
1376-02-042	2027	FM 1325	Other	25	25	Fully Funded	Medium
1376-02-043	2023	FM 1325	Mobility	8	8	Fully Funded	Medium
1376-02-044	2024	FM 1325	Mobility	7	7	Fully Funded	Medium
1378-02-060	2029	RM 1431	Mobility	13	13	Fully Funded	Medium
2100-01-065	2026	RM 2222	Mobility	5	6	Fully Funded	Medium
2100-01-072	2023	RM 2222	Mobility	0	0.2	Fully Funded	Medium
2102-01-073	2028	RM 2244	Mobility	8	-	Unfunded	Medium
3136-01-200	2027	SL 1	Asset Management	3	-	Unfunded	Low
3136-01-201	2023	SL 1	Safety	0.5	0.5	Fully Funded	High
3417-01-032	2029	FM 734	Safety	2	2	Fully Funded	Medium
3417-02-033	2029	FM 734	Safety	2	2	Fully Funded	Medium
3417-03-021	2024	FM 734	Asset Management	5	5	Fully Funded	Low
3417-03-027	2029	FM 734	Safety	3	4	Fully Funded	Low

Source: Cambridge Systematics analysis of CAMPO 2045 Regional Transportation Plan (RTP) projects.

Appendix C: RTP 2045 Roadway Projects on the Texas Highway Freight Network (THFN)

MPOID	County	Sponsor	Roadway	Description	From	To	Let Year	Cost	Mileage
61-00134-00 / 61-00126-00	Williamson	Williamson County	SH 29	Widen 6 lane divided to 4 lane limited access with 3 lane frontage roads in each direction / Widen 4 lane undivided with contiguous turn lane to 6 lane divided	Ronald Reagan Boulevard	Southwest Bypass	2042 / 2031	\$101,010,000 / \$88,550,000	5.6
61-00175-00	Williamson	Williamson County	SH 130	Construct new 2 lane frontage road in each direction	US 79	Limmer Loop	2023	\$6,760,000	1.7
61-00121-00 / 61-00122-00	Williamson	Williamson County	SH 29	Widen 4 lane undivided with center turn lane to 6 lane divided / Widen 6 lane divided to 4 lane limited access with 3 lane frontage roads in each direction	US 183A	Ronald Reagan Boulevard	2032 / 2043	\$34,290,000 / \$39,130,000	3
61-00149-00	Williamson	Williamson County	FM 734 / Parmer Lane	Widen 4 lane divided to 4 lane limited access with 2 lane frontage roads in each direction	SH 45	Whitestone Boulevard / RM 1431	2036	\$147,980,000	4.3
61-00098-00	Williamson	Williamson County	Corridor B3	Widen 2 lane with a continuous left turn lane to 6 lane divided	SH 95	US 79	2024	\$30,500,000	2.2
61-00093-00	Williamson	Williamson County	Whitestone Boulevard / RM 1431	Widen to 6 lane divided	Parmer Lane / Ronald Reagan Boulevard	IH 35	2040	\$226,520,000	5.6
61-00148-00	Williamson	Williamson County	FM 734 / Parmer Lane	Widen 6 lane divided to 2 lane limited access with 3 lane frontage roads in each direction	Williamson / Travis County Line	SH 45	2028	\$20,210,000	2.2
51-00205-00	Travis	TxDOT	SH 130	Widen from 4 to 6 lanes (3 lanes in each direction)	SH 71	SH 45 SE	2030	\$15,394,541	11.2
51-00206-00	Travis	TxDOT	SH 71	Construct 3 lane EB frontage road, 1 lane direct connector from US 183S to SH 71E, and one lane direct connector from US 183N to SH 71E	SH 71/US 183 interchange	Presidential Blvd	2022	\$26,000,000	1.7
51-00208-00	Travis	TxDOT	SH 71	Construct 3 lane EB frontage road along SH 71 and 1 lane direct connector from 183S to 71E	East of Riverside	US 183	2022	\$3,182,180	0.5
51-00199-00	Travis	TxDOT	RM 620	Widen from 4 to 6 lane divided	SH 71	Aria Dr/Cavalier Dr	2022	\$37,039,200	1.8
51-00200-00	Travis	TxDOT	RM 620	Widen from 4 to 6 lane divided	Aria Dr/Cavalier Dr	Oak Grove Blvd	2022	\$60,827,900	4.1
51-00351-00	Travis	TxDOT	IH 35	Add NB and SB non-tolled managed lanes, reconstruct ramps, improve frontage road, freight movements, and add auxiliary lanes	SH 45 N	Fm 1825	2022	\$121,745,348	8.7
51-00189-00	Travis	TxDOT	IH 35	Reconstruct IH 35 from Holly	US 290 E	US 290W/SH 71	2025	\$2,615,000,001	7.7
51-00352-00	Travis	TxDOT	IH 35	Add NB and SB non-tolled managed lanes, reconstruct ramps, improve frontage road, freight improvements, and add auxiliary lanes	US 290 W/SH 71	LP 275 - Slaughter Lane	2022	\$147,452,192	4



MPOID	County	Sponsor	Roadway	Description	From	To	Let Year	Cost	Mileage
71-00015-00	Travis, Hays	TxDOT	US 290	Widen from 4 lane to 6 lane divided, add frontage road 4 to 6	RM 1826	RM 12	2025	\$1,166,136,448	12.8
51-00220-00	Travis	TxDOT	US 183	Reconstruct existing 4 lane roadway to 4 lane divided	SH 71	SH 130	2031	\$273,776,509	9.8
51-00201-00	Travis	TxDOT	RM 620	Widen 4 lane undivided to 6 lane divided	Hudson Bend Rd	SH 71	2025	\$93,588,685	7.6
51-00209-00	Travis	TxDOT	SH 71	Widen from 4 lane undivided to 6 lane divided	Blanco CL	Silvermine	2035	\$468,245,311	20.3
51-00210-00	Travis	TxDOT	SH 71	Widen 4 lane undivided to 4 lane with continuous left turn lane	Blanco CL	.4 mi W of RM 2322	2021	\$40,007,000	3.4
51-00178-00	Travis	TxDOT / City of Austin	FM 734 (Parmer Lane)	Widen 4 lane divided to 6 lane divided	IH 35	US 290	2030	\$118,537,962	7.5
51-00196-00	Travis	TxDOT / City of Rollingwood	RM 2244	Widen 4 lane undivided to 4 lane with continuous left turn lane and shoulders	Walsh Tarlton	Montebello	2025	\$10,000,000	0.6
51-00211-00	Travis	TxDOT	SH 71	Construct WB frontage road	US 183	Presidential Blvd	2030	\$4,618,362	1.7
51-00216-00	Travis	TxDOT	SL 360	Add continuous frontage roads and grade separations	RM 2244	MOPAC/SL 1	2025	\$99,000,000	3.6
51-00203-00	Travis	TxDOT / Travis County / Williamson County	RM 620	Reconstruct 4 lane undivided to frontage roads with 3 lanes in each direction and construct managed lanes in each direction	US 183	RM 2222	2030	\$1,046,828,758	6.1
51-00204-00	Travis	TxDOT / Travis County	RM 620	Widen 4 lane undivided to 6 lane divided	RM 2222	Hudson Bend Rd	2030	\$75,895,000	5.2
11-00011-00	Bastrop	TxDOT	SH 71	Construct 4 lane overpass with 2 lane EB and WB frontage roads	CR 206 (Colorado Circle)	SH 21	2024	\$46,381,883	2.2
11-00036-00	Bastrop	TxDOT	SH 95	Reconstruct 2 lane rural to 3 lane urban with continuous left turn lane	SL 230	FM 535	2021	\$8,985,397	0.9
61-00091-00	Williamson	TxDOT	US 79	Widen from 4 lane undivided to 6 lane divided	FM 1460	FM 619	2035	\$124,339,733	18.5
61-00092-00	Williamson	TxDOT	US 79	Add one lane in each direction	IH 35	E of FM 1460	2022	\$45,000,000	2.5
71-00014-00	Williamson, Burnet	TxDOT	US 183	Reconstruct existing 4 lane to 4 lane divided rural depressed median	Lampasas County Line	SH 29	2035	\$231,313,184	33.6
61-00086-00	Williamson	TxDOT	SH 130	Widen from 4 to 6 lanes (3 lanes in each direction)	IH 35	SH 45 N	2030	\$126,235,233	16.5
61-00075-00	Williamson	TxDOT	IH 35	IH 35 future transportation corridor	SH 45 N	SH 130	2039	\$836,358,164	15.1
61-00077-00	Williamson	TxDOT	IH 35	Add 1 southbound aux lane	SH 45 N	US 79	2025	\$8,500,000	2.6
61-00136-00	Williamson	TxDOT	IH 35	Construct intersection improvements, turnaround bridge and SB auxiliary lanes, replace bridge at RM 2243 and reverse SB ramps	RM 2243 N	SE Inner Loop	2024	\$58,210,928	0.9
61-00079-00	Williamson	TxDOT	IH 35	Construct intersection improvements, SB auxiliary lanes & reverse SB ramps	RM 1431	RM 2243	2025	\$42,800,000	4.4
61-00082-00	Williamson	TxDOT	IH 35	Add new 3 lane NB frontage road	S of Lakeway Dr	S of Williams Dr	2020	\$41,699,816	1.7

MPOID	County	Sponsor	Roadway	Description	From	To	Let Year	Cost	Mileage
61-00074-00	Williamson	TxDOT / City of Austin	FM 734 (Parmer Lane)	Widen from 4 lane divided to 6 lane divided	RM 1431	SH 45	2022	\$62,473,700	4.3
71-00012-00	Burnet, Llano	TxDOT	SH 71	Widen 2 lane undivided to 4 lane with continuous left turn lane	FM 1247	Travis CL	2025	\$93,317,278	25.7
21-00013-00	Burnet	TxDOT	US 183	Widen 4 lane undivided to 4 lane with continuous left turn lane	.3 mi S of CR 218	RJ Ranch Road	2025	\$4,100,000	1.6
21-00015-00	Burnet	TxDOT	US 281	Widen 4 lane undivided to 4 lane with continuous left turn lane	Lampasas City Limits	Burnet City Limits	2030	\$107,761,784	18
21-00016-00	Burnet	TxDOT	US 281	Widen 4 lane undivided to 4 lane with continuous left turn lane	Park Rd 4	RM 1855	2030	\$20,012,903	3.5
21-00012-00	Burnet	TxDOT	SH 29	Widen from 2 lane undivided to 4 lane with continuous left turn lane	Summit Ridge Rd	CR 252	2030	\$141,488,143	8.6
41-00117-00	Hays	TxDOT	IH 35	Reverse northbound ramps	Kyle Crossing	RM 150	2020	\$30,000,000	3.7
41-00120-00	Hays	TxDOT	IH 35	Operational, intersection, main lane, and frontage road improvements	N SH 123	S of Posey Rd	2025	\$219,600,00	5.1
41-00121-00	Hays	TxDOT	IH 35	IH 35 future transportation corridor (2x2 NTML)	SH 45 SE	Posey Rd	2039	\$1,769,967,277	23.9
41-00123-00	Hays	TxDOT	SH 123	Construct sidewalks	IH 35	De Zavala Dr	2022	\$700,000	1
41-00124-00	Hays	TxDOT / Bastrop County / Hays County	SH 21	Widen from 2 lane undivided to 4 lane divided	SH 71	SH 80	2027	\$771,006,640	34.6
61-00017-00	Williamson	City of Cedar Park	RM 1431/Whitestone Blvd	Construct continuous flow intersection	West of US 183/Bell Blvd	East of US 183/Bell Blvd	2025	\$30,000,000	0.5
41-00054-00	Hays	Hays County	SH 123	Widen from 4 lane divided to 6 lane divided with median and shoulders	FM 110	Guadalupe County Line	2030	\$6,600,000	1.6
41-00064-00	Hays	Hays County	RM 12	Widen from 4 lane divided to 6 lane divided with median and shoulders	FM 2439 (Hunter Rd)	SH 123	2030	\$4,500,000	1.9
61-00072-00 / 61-00002-00	Williamson	CTRMA	US 183 A	Construct 6 lane tolled expressway; phase 1 to include 4 lane tolled expressway / Construct 4 lane tolled expressway	Hero Way	SH 29	2031 / 2021	\$367,800,000 / \$269,700,000	3.5
51-00096-00	Travis	CTRMA	SL 1	2 express lanes in each direction	Cesar Chavez	Slaughter Lane	2022	\$540,000,000	8.2
61-00004-00 / 61-00114-00	Williamson	CTRMA, CTRMA/TxDOT	US 183 N	Add 2 express lanes in each direction / Widen from 3 to 4 general purpose lanes	RM 620/SH 45	Travis County Line	2021 / 2021	\$131,321,500 / \$65,833,860	3.3
51-00001-03 / 51-00001-02	Travis	CTRMA, CTRMA / TxDOT	US 183 N	Add 2 express lanes in each direction / Widen from 3 to 4 general purpose lanes	Williamson County Line	MoPac Expressway	2021 / 2021	\$128,521,500 / \$65,628,000	4.4
51-00001-01	Travis	CTRMA	SL 1	Add direct connectors with transitions	US 183	RM 2222	2021	\$158,601,000	3.1
51-00016-00	Travis	City of Austin	East Martin Luther King Blvd	Reconstruct 4 lane undivided to 4 lane divided with pedestrian/bicycle and transit improvements	Airport Blvd	US 183	2027	\$5,722,987	2.2
51-00020-00	Travis	City of Austin	FM 969	Widen 4 lane undivided with continuous left turn lane to 6 lane divided with pedestrian/bicycle and transit improvements	US 183	Decker Lane	2027	\$10,636,088	1.8

MPOID	County	Sponsor	Roadway	Description	From	To	Let Year	Cost	Mileage
51-00039-00	Travis	City of Austin	South Lamar Blvd	Retrofit 4 lane undivided with continuous left turn lane to a 4 lane divided with pedestrian/bicycle and transit improvements	Barton Springs Road	Loop 360	2027	\$11,159,101	2.8
51-00031-00	Travis	City of Austin	North Lamar Blvd	Reconstruct 4 lane undivided with center turn lane to a 4 lane divided with pedestrian/bicycle and transit improvements	I 35	Parmer Lane	2027	\$20,761,456	1.1
51-00067-00	Travis	City of Austin	North Lamar Blvd	Enhance multimodal improvements	Parmer Lane	Guadalupe St	2027	\$25,867,271	4.7
71-00006-00	Travis, Williamson	City of Austin	Pond Springs Road - Oak Knoll Connector	Construct a 4 lane divided with pedestrian/bicycle and transit improvements	McNeil Drive	Oak Knoll Drive	2027	\$8,569,348	0.6
51-00071-00	Travis	City of Austin	South Congress Avenue	Pedestrian/bicycle and transit improvements	Riverside Drive	Slaughter Lane	2027	\$17,166,599	4.2
61-00025-00	Williamson	City of Georgetown	SH 29	Improve from 4 lane undivided to 4 lane divided with pedestrian improvements	SE Inner Loop/Maple St	Patriots Way	2045	\$18,500,000	0.8
41-00037-00	Hays	City of San Marcos	LBJ Drive	Retrofit 2 lane/3 lane one way street with on-street parking including pedestrian/bicycle improvements	University Drive	E Grove St	2025	\$17,800,000	0.7
41-00017-00	Hays	City of San Marcos	Hopkins Street/SH 80	Reconstruct 4 lane undivided with continuous left turn to 4 lane divided with on-street parking and pedestrian/bicycle improvements	CM Allen Pkwy	IH 35	2025	\$31,700,000	1.2
41-00038-00	Hays	City of San Marcos	Hopkins Street/SH 80	Retrofit 4 lane to 4 lane with on-street parking and pedestrian/bicycle improvements	Guadalupe Street	CM Allen	2027	\$11,000,000	0.2
41-00021-00	Hays	City of San Marcos	SH 123	Reconstruct from 4 lane undivided to 4 lane boulevard with on-street parking and pedestrian/bicycle improvements	IH 35	Broadway St	2028	\$35,900,000	0.8
41-00024-00	Hays	City of San Marcos	SH 80	Widen 4 lane with continuous left turn lane with 6 lane divided boulevard with on-street parking and pedestrian/bicycle improvements	River Rd	IH 35	2035	\$21,500,000	0.8
41-00023-00	Hays	City of San Marcos	SH 80	Reconstruct 4 lane undivided with continuous left turn lane to 4 lane divided boulevard with on-street parking and pedestrian/bicycle improvements	Old Bastrop Highway	River Road	2040	\$44,300,000	1.2
41-00036-00	Hays	City of San Marcos	Guadalupe Street/Loop 82	University to Grove St retrofit 2 lane one way w/on-street parking including ped/bike improvements. Grove to IH 35 reconstruct 4 lane to 4 lane divided boulevard with on-street parking and ped/bike improvements	University Drive	IH 35	2025	\$11,600,000	1.1
41-00022-00	Hays	City of San Marcos	SH 123	Reconstruct from 4 lane undivided with continuous left turn lane to 4 lane boulevard with on-street parking and pedestrian and bicycle improvements	Broadway Street	Wonder World Drive/RM 12	2030	\$56,100,000	0.9

MPOID	County	Sponsor	Roadway	Description	From	To	Let Year	Cost	Mileage
41-00031-00	Hays	City of San Marcos	Wonder World Drive/RM 12	Reconstruct 4 lane with continuous left turn lane to 4 lane divided blvd with on-street parking and pedestrian/bicycle improvements	Stagecoach Trail	SH 123	2030	\$36,000,000	1.6
41-00030-00	Hays	City of San Marcos	Wonder World Drive/RM 12	Reconstruct 4 lane with continuous left turn lane to 4 lane divided blvd with on-street parking and pedestrian/bicycle improvements	Hunter Road/FM 2439	Stagecoach Trail	2026	\$7,300,000	0.3
41-00041-00	Hays	City of San Marcos	SH 123	Reconstruct 4 lane to 4 lane divided boulevard with on-street parking and pedestrian/bicycle improvements	Wonder World Drive/RM 12	FM 110	2038	\$22,000,000	1.1
41-00043-00	Hays	City of San Marcos	SL 82 (Aquarena Springs Drive)	Reconstruct 4 lane undivided to 4 lane divided boulevard with pedestrian/bicycle improvements	Sessom Dr	University Drive			0.2
41-00042-00	Hays	City of San Marcos	Hopkins Street	Crosstown trail	CM Allen Pkwy	Thorpe Lane	2020	\$1,900,000	0.7
51-00354-00	Travis	TxDOT	IH 35	Add NB and SB non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes	LP 275 - Slaughter Lane	SH 45 SE	2022	\$190,932,136	3.9
51-00353-00	Travis	TxDOT	IH 35	Add NB and SB non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes	FM 1825	US 290 E	2022	\$318,279,652	2.7
51-00365-00	Travis	CTRMA	Loop 1	Design and construct an auxiliary lane on SB Mopac from the Bee Cave entrance ramp to the SB Loop 360 exit ramp including acceleration lane	Barton Skyway	SL 360	2021	\$11,050,000	1.4
41-00011-00	Hays	Hays County	FM 2770	Add left turn lane and shoulders	.95 miles South of SL 4	1.4 miles South of SL 4	2021	\$2,250,000	0.1
21-00010-00	Burnet	Burnet County	SH 71	Reconstruct from 4 lane to four 12 ft lanes, 14 ft continuous turn lane, and 10 ft shoulders	Spur 191	Blanco County Line	2021	\$10,440,000	2.6
61-00116-00	Williamson	City of Cedar Park	US 183	Realignment of existing US 183 to Old HWY 183. Old HWY to be widened and realigned include relocation	Cedar Park Drive	South of Buttercup Creek Blvd	2022	\$12,110,087	0.7
51-00192-00	Travis	City of Austin	US 183	Construct 1 lane southbound frontage road along US 183 that merges with US 183S - 71W Direct Connector	.46 Miles S of Thompson Lane	0.07 Miles SW of Airport Commerce Dr	2023	4,596,800	1
51-00189-03	Travis	TxDOT	IH 35	Construct Capital Express Central Drainage Tunnel along East Cesar Chavez	IH 35	Colorado River	2024	104,000,000	0.9
51-00189-04	Travis	TxDOT	IH 35	Construct Capital Express Central Drainage Tunnel along IH 35	Martin Luther King Jr Blvd	Holly St	2024	104,000,000	2.7
51-00189-05	Travis	TxDOT	IH 35	Southbound Upper Deck Bridge Structure	Airport Blvd	Martin Luther King Jr Blvd	2024	10400000	2.5

MPOID	County	Sponsor	Roadway	Description	From	To	Let Year	Cost	Mileage
51-00046-00	Travis	City of Austin	Airport Blvd	Widen existing 4 lane undivided with a continuous left turn lane to a 4 lane divided with pedestrian/bicycle and transit improvements	North Lamar Blvd	US 183	2027	\$16,242,546	2.2

Source: CAMPO

Appendix D: Project Gap Analysis

Roadway	Project Gap Type	From	To	County	Mileage
<b>Bastrop County</b>					
TX-21 W	Blue - Project Funding Gap (contains unfunded FIP projects)	Loop 150	Old Highway 20	Bastrop	12.6
TX-71	Blue - Project Funding Gap (contains unfunded FIP projects)	Travis County Line	Colorado Cir	Bastrop	5.9
<b>Burnet County</b>					
US-281	Blue - Project Funding Gap (contains unfunded FIP projects)	3rd St	Burnet County Limits/Flat Rock Rd	Burnet	7.2
<b>Caldwell County</b>					
TX-142	Blue - Project Funding Gap (contains unfunded FIP projects)	Clark Loop	Commerce St	Caldwell	3.4
<b>Hays County</b>					
US-290	Blue - Project Funding Gap (contains unfunded FIP projects)	FM-3232	FM-12	Hays	9.5
<b>Travis County</b>					
Bee Cave Rd	Blue - Project Funding Gap (contains unfunded FIP projects)	TX-71	Walsh Tarlton Ln	Travis	9.8
Bee Cave Rd	Blue - Project Funding Gap (contains unfunded FIP projects)	Montebello Rd	Mopac Blvd	Travis	0.8
TX-71	Blue - Project Funding Gap (contains unfunded FIP projects)	Onion Creek/TX-130	Bastrop County Line	Travis	5.6
US-290	Blue - Project Funding Gap (contains unfunded FIP projects)	Patton Ranch Rd	West Gate Blvd	Travis	3.5
<b>Williamson County</b>					
IH 35	Orange - Project Funding Gap (partially funded in FIP)	Williamson County Line/County Road 304	TX-130 Toll	Williamson	12.3

Roadway	Project Gap Type	From	To	County	Mileage
TX-195	Orange - Project Funding Gap (partially funded in FIP)	Williamson County Line	TX-138	Williamson	3.7
TX-45	Blue - Project Funding Gap (contains unfunded FIP projects)	US-183	FM-620	Williamson	3.4

Source: Cambridge Systematics analysis of the 2023 Unified Transportation Plan (UTP) for Texas Delivers 2050.