**TECHNICAL ADVISORY COMMITTEE MEETING**
**Monday, January 27, 2025**
**2:00 p.m.**

**Livestream at: www.campotexas.org**

# AGENDA

1. Certification of Quorum – Quorum requirement is 13 members
..... Ms. Emily Barron, Chair

**ACTION:**

2. Approval of November 18, 2024 Meeting Summary .....Mr. Chad McKeown, CAMPO
*Mr. McKeown will seek TAC approval of the November 18, 2024 meeting summary.*

**INFORMATION:**

3. Discussion and Update on 2026-2029 Project Call .....Mr. Ryan Collins, CAMPO
*Mr. Collins will provide an update on the project submittal and readiness assessment.*

4. Presentation on Draft 2050 Regional Transportation Plan (RTP) ..... Mr. William Lisska, CAMPO
*Mr. Lisska and CAMPO's consultants from Kimley-Horn will provide an overview of the Draft 2050 RTP document, including regional trends, the project listing, and modelling results. The upcoming second round of public outreach will also be discussed.*

5. Update on CAMPO Regional Safety Action Plan (RSAP) .....Mr. Nicholas Samuel, CAMPO
*Mr. Samuel and CAMPO's consultants from DKS Associates will provide an update on the development of the CAMPO Regional Safety Action Plan (RSAP), including an analysis of county-level crash hot spots.*

6. Report on Transportation Planning Activities

7. TAC Chair Announcements
   - Next TPB Meeting – February 10, 2025, 2:00 p.m.
   - Next TAC Meeting – February 24, 2025, 2:00 p.m.

8. Adjournment

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

**Capital Area Metropolitan Planning Organization**
**Technical Advisory Committee Meeting**

**Livestream at: www.campotexas.org**

**Meeting Minutes**
**November 18, 2024**
**2:00 p.m.**

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

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:03 p.m.

A quorum was announced present.

**Present:**

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

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

**2. Approval of September 23, 2024 Meeting Summary**

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the October 21, 2024 meeting summary, as presented.

Mr. Bob Daigh, P.E. moved for approval of the October 21, 2024 meeting summary, as presented.

Mr. Charlie Watts seconded the motion.

The motion prevailed unanimously.

**3. Discussion and Recommendation on the Fall Amendment Cycle**

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who presented and discussed the fall amendment cycle schedule for the 2025-2028 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP). Mr. Collins briefly discussed the relationship between the RTP and TIP and the significance of updating both documents. Mr. Collins later presented 12 proposed amendments to the 2025-2028 TIP and 3 proposed amendments to the 2045 RTP.

Ms. Doise Miers, CAMPO Community Outreach Manager provided a brief overview of the public outreach efforts for the fall amendment cycle. Ms. Miers informed the Committee that six (6) public comments were received and provided a summary of those comments.

Mr. Collins concluded the presentation with a request to approve a TAC recommendation for adoption of the amendments to the 2025-2028 TIP and 2045 RTP, as presented. A brief question and answer with comments followed.

The Chair entertained a motion to approve a TAC recommendation for adoption of the amendments to the 2025-2028 TIP and 2045 RTP, as presented.

Mr. Bob Daigh, P.E. moved to approve a TAC recommendation for adoption of the amendments to the 2025-2028 TIP and 2045 RTP, as presented.

Mr. Jacob Calhoun seconded the motion.

The motion prevailed unanimously.

**4. Presentation on Innovations in Traffic Management**

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who provided a brief introduction to the presentation and introduced Mr. Sabas Avila, P.E., Director of Public Works for the City of San Marcos who provided an overview of the City of San Marcos's SMTX/Go Traffic Management application.

Mr. Avila informed the Committee that the SMTX/Go is the City of San Marco's real-time, multimodal traffic monitoring, and traveler information system. Mr. Avila added that the SMTX/Go system was designed by the City of San Marcos staff using off of the shelf software. Mr. Avila further added that SMTX/Go is live and open to the public. Mr. Avila discussed the purpose of the software and highlighted how it works. Highlights of the SMTX/Go features were discussed as follows:

1. Traffic signal Management System -Traffic Signal Flash & Emergency Preemption
2. Traffic Railroad Crossing Closures & Alerts
3. Bus Tracking
4. Spin Scooters/Bikes Tracking
5. Traffic cameras (20 locations)
6. Video Management System - YouTube Solution

Mr. Avila highlighted additional SMTX/Go features as follows:

1. Low water crossing closure
2. Sidewalk layers

3. Bike lanes
4. Traffic incidents (Waze)
5. Traffic speeds (Waze)
6. Construction/Event closures
7. Drive Texas Road Closures (TxDOT Realtime Road Closure Map)

Mr. Avila later informed the Committee that a real-time demo of SMTX/Go can be accessed at Smtxgo.sanmarcostx.gov. The presentation was concluded by a brief question and answer with comments.

**5. Report on Transportation Planning Activities**

The Chair recognized the following CAMPO and Travis County staff who provided reports on transportation planning activities as follows:

Mr. Ryan Collins, CAMPO Staff reported that submissions for the Spring Amendment Cycle were due on November 13, 2024 and requested to be processed and presented to the Transportation Policy Board as an Out-of-Cycle Amendment (Quick Action) option at the December 9, 2024 meeting. Mr. Collins highlighted the Out-of-Cycle Amendments submitted and noted that they are undergoing an additional review process. Mr. Collins reminded the Committee that the due date for the FY 2026-2029 Call for Projects for Transportation Alternative Set-Aside (TASA) Program and Carbon Reduction Program (CRP) funding is December 20, 2024. Mr. Collins added that additional webinars will be available via Microsoft Teams for more information.

Mr. Nicholas Samuel, CAMPO Staff reported that the survey and comment map for the CAMPO Regional Safety Action Plan is still available online at www.campo-rsap.com for comments. Mr. Samuel added that the due date for comments has been extended to November 27, 2024. Mr. Samuel further reported that the next round for task force meetings is scheduled to begin in mid-December 2024 and the next full update on the CAMPO Regional Safety Action Plan will be provided in January 2025.

Mr. Charlie Watts, Travis County Staff reported that the Travis County Safety Action Plan is county-wide and encompassing all roadways within the unincorporated area and will include separate action plans for nine (9) of ten (10) partnering cities. Mr. Watts informed the Committee that Travis County is currently utilizing a Regional Safety Task Force in the development of the plan and noted that the Travis County Safety Action Plan will be incorporated into the CAMPO Regional Safety Action Plan. Mr. Watts further reported that the first round of public engagement is currently open through November 27, 2024 and summarized the public comments received to date. Mr. Watts informed the Committee that public comments can be submitted at www.Tctxsafestreets4all.com and provided a timeline for approval of the Travis County Safety Action Plan.

Mr. Will Lisska, CAMPO Staff provided a brief update on the 2050 Regional Transportation Plan (RTP). Mr. Lisska reported that CAMPO staff is currently working on matching projects submitted for consideration for fiscal constraint with the revenue that was estimated for available state and federal funds. Mr. Lisska added that upon completion of the analysis, staff will contact project sponsors to inform them of the projects that were above the cut off and begin discussions about the remaining portion of local funds that could be used to put projects into the constrained list.
Mr. Lisska informed the Committee that an update on the 2050 RTP will not be provided in December but an update regarding the constrained list will be provided prior to the January TAC meeting.

The reports on transportation planning activities concluded without questions or comments.

**6. TAC Chair Announcements**

The Chair announced that the next Transportation Policy Board Meeting will be held on December 9, 2024 at 2:00 p.m. and the next Technical Advisory Committee Meeting will be held on December 16, 2024 at 2:00 p.m.

**7. Adjournment**

The November 18, 2024 meeting of the CAMPO Technical Advisory Committee was adjourned at 2:57 p.m.

| | |
|---|---|
| **Date:** | January 27, 2025 |
| **Continued From:** | N/A |
| **Action Requested:** | Information |

| | |
|---|---|
| **To:** | Technical Advisory Committee |
| **From:** | Mr. Ryan Collins, Short-Range Planning Manager |
| **Agenda Item:** | 3 |
| **Subject:** | Discussion and Update on 2026-2029 Project Call |

## RECOMMENDATION

None. This item is for informational purposes only.

## PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) received 30 applications requesting nearly $135.7 million in project funding for the Transportation Alternative Set-Aside (TASA) and Carbon Reduction Program (CRP) funding programs.

Staff have begun the initial application evaluation process, reviewing projects for program eligibility and readiness. The readiness evaluation, detailed in *Guide to Project Selection Process for Regional Transportation Projects* and other project call materials, will be an extensive review of the project's development to ensure that the project can be successfully implemented as presented in the application should it be awarded federal funding.

At the conclusion of the readiness assessment, each project sponsor will be notified if their project is, or is not, considered ready. Along with the notification, sponsors will receive a comprehensive project readiness evaluation report. This report will provide a section-by-section breakdown of the evaluation results for the projects. At this point in the process, sponsors may request a debrief with staff to review and discuss the results of the readiness review process.

## FINANCIAL IMPACT

Projects selected by the Transportation Policy Board will be programmed with federal program funding currently apportioned to the region or forecast to be apportioned in future fiscal years. The funding amounts available for this project call are based on a financial forecast developed from the current federal authorization and most recently available information from the Federal Highway Administration's Federal Management Information System (FMIS), TxDOT's Financial Reports, and other state and federal financial resources.

## BACKGROUND AND DISCUSSION

The Transportation Policy Board is responsible for directly allocating Transportation Alternative Set-Aside (TASA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG) funding for transportation projects in the six-county capital region. These funds are administered through a competitive, performance-based project selection process.

## SUPPORTING DOCUMENTS

None.

| | |
|---|---|
| **Date:** | January 27, 2025 |
| **Continued From:** | October 21, 2024 |
| **Action Requested:** | Information |

| | |
|---|---|
| **To:** | Technical Advisory Committee |
| **From:** | Mr. William Lisska, Regional Planning Manager |
| **Agenda Item:** | 4 |
| **Subject:** | Presentation on Draft 2050 Regional Transportation Plan (RTP) |

## RECOMMENDATION

None. This item is for information purposes only.

## PURPOSE AND EXECUTIVE SUMMARY

CAMPO is developing the 2050 RTP, which must be adopted no later than May 2025 to remain in compliance with federal rules. In addition to providing goals, policies, and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that could reasonably be implemented over the plan horizon. The purpose of this item is to review the Draft 2050 RTP document, including the draft constrained and illustrative project listings, and to begin gathering feedback from the TAC. Following the February Transportation Policy Board meeting, the second round of public outreach will open and run through April. CAMPO staff expect to present the draft Final 2050 RTP to the TAC for recommendation at the April 28, 2025, TAC meeting.

## FINANCIAL IMPACT

The Transportation Policy Board does not allocate project funding in the Regional Transportation Plan (RTP). However, the RTP and project listing play an important role in federal and state funding decisions and administrative processes. The 2050 RTP fiscal limit establishes the available revenues from which to allocate financially constrained projects within the life of the plan.

## BACKGROUND AND DISCUSSION

CAMPO is responsible for the development and maintenance of a long-range regional transportation plan (RTP) for the six-county region. The purpose of the long-range plan is to coordinate regional transportation planning activities, prioritize a comprehensive list of projects, activities, and programs, and develop a fiscal constraint analysis that estimates the region's capacity to fund, operate, and maintain projects in the long-range plan. CAMPO is currently operating under the 2045 Regional Transportation Plan (RTP), which was adopted by the Transportation Policy Board in May 2020. CAMPO is now seeking feedback from the TAC on the Draft 2050 RTP, including the constrained and illustrative project lists. Comments from TAC members on the Draft Plan should be sent to william.lisska@campotexas.org and must be received by end of day on March 14, 2025.

The 2050 RTP includes seven chapters, covering the following topics: (1) an overview of RTP requirements and the guiding goals and objectives; (2) a summary of regional trends and unconstrained needs identified in previous planning work; (3) estimation of the fiscal limit for regional transportation funding over the plan horizon; (4) development and prioritization of the fiscally constrained project list for the plan horizon; (5) performance of the constrained project list in

the regional travel demand model, including an equity analysis; (6) a summary of the public involvement process; and (7) a discussion of federal performance measurement in the context of the RTP and regional policies. In total, the draft project list contains 599 financially constrained projects and 431 illustrative projects. Project sponsors were provided their draft lists of financially constrained and illustrative projects in late November / early December 2024 and given the opportunity to adjust their remaining local funding capacity (if applicable). The projects are listed individually in Appendix A and an interactive web map is available at the following link: **https://campotexas.maps.arcgis.com/apps/instant/portfolio/index.html?appid=7cd2c7c7da0b4f239b0c85f34f5bff5c**

The 2050 RTP must be adopted no later than May 2025 to remain in compliance with federal rules and avoid a lapse. Below is a schedule of important activities and dates remaining in the 2050 RTP process:

- January 27, 2025 – TAC information item on Draft Plan
- February 10, 2025 – TPB information item on Draft Plan
- February to April 2025 – Second round of public outreach meetings
- March 14, 2025 – TAC comments on draft plan due
- March 24, 2025 – TAC information item on Final Plan
- April 14, 2025 – TPB information item on Final Plan
- April 28, 2025 – TAC recommendation on Final Plan
- May 12, 2025 – TPB action on Final Plan (2050 RTP adoption)

**SUPPORTING DOCUMENTS**

**Attachment A** – *Draft 2050 Regional Transportation Plan*

# 2050 TRANSPORTATION PLAN

CENTRAL TEXAS

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Draft • **January 2024**

# CONTENTS

# CHAPTER 1: PURPOSE AND GOALS

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

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

## PURPOSE OF THE RTP

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

### Legislative Mandates


The historical framework for metropolitan transportation planning was developed from multiple federal transportation acts beginning in the 1970s. Each act has requirements that advance the formation and adoption of metropolitan transportation plans as primary tools for the improvement and efficiency of regional transportation systems for people and goods. Specifically, the Moving Ahead for Progress in the 21st Century Act, or MAP-21, which was adopted in 2012, outlines requirements for a performance-based approach to planning that metropolitan plans can explicitly define. The Fixing America's Surface Transportation Act, or FAST Act, which was adopted in 2015, went further by requiring planning for regional and interurban transportation and development with a focus on multimodal options. The Infrastructure Investment and Jobs Act (IIJA), adopted in 2021, aims to address America's infrastructure needs in the 2020s. It succeeded the FAST Act and provided extensive federal funding for various infrastructure projects. The IIJA includes comprehensive improvements to roads, bridges, public transit systems, railways, airports, ports, and more. The IIJA's comprehensive funding and strategic focus aim to enhance the nation's infrastructure and boost economic growth. Furthermore, the IIJA has reinforced several areas of focus that warrant continued consideration. These include limiting disproportionate burdens on historically marginalized groups and communities and promoting the use of transportation technology in metropolitan transportation planning.

At the state level, House Bill 20 (HB 20) requires performance-based transportation planning and programming that is used by the Texas Department of Transportation (TxDOT) to evaluate projects and programs in long-range plans. HB 20 also requires MPOs in the state to develop ten-year plans. The RTP is one of the primary tools for implementing the federal and state transportation planning requirements while also reflecting local goals and priorities.

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

# CAMPO 2050 Plan Vision, Goals, and Objectives

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

**FEDERAL PLANNING FACTORS**

**2021 PLANNING EMPHASIS AREAS**

**IIJA FOCUS AND FUNDING PRIORITY AREAS**

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

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

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

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

# 2050 Regional Transportation Plan Goals and Objectives

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

**Table 1.** 2050 RTP Goals and Objectives

# Consistency with State and Federal Plans

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

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

### CORRELATION TO FEDERAL PLANNING FACTORS

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

**Table 2.** CAMPO 2050 RTP Goals Coorelation to Federal Planning Factors

| FEDERAL PLANNING FACTORS | CAMPO 2050 RTP GOALS | | | | | |
|---|---|---|---|---|---|---|
| | SAFETY | MOBILITY | STEWARDSHIP | ECONOMY | EQUITY | INNOVATION |
| **Accessibility:** Increase accessibility and mobility of people and freight. | | ✓ | | ✓ | ✓ | |
| **Connectivity:** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. | | ✓ | | ✓ | ✓ | ✓ |
| **Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. | ✓ | ✓ | ✓ | ✓ | | ✓ |
| **Efficient Management:** Promote efficient system management and operation. | | ✓ | ✓ | ✓ | | ✓ |
| **Enhance Travel:** Enhance travel and tourism. | | ✓ | | ✓ | | ✓ |
| **Environment:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns. | ✓ | | ✓ | | ✓ | |
| **Preservation:** Emphasize the preservation of the existing transportation system. | | | ✓ | | | ✓ |
| **Resiliency:** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. | | ✓ | ✓ | | | ✓ |
| **Safety:** Increase the safety of the transportation system for motorized and non-motorized users. | ✓ | ✓ | | | | ✓ |
| **Security:** Increase the security of the transportation system for motorized and non-motorized users. | ✓ | ✓ | | | | ✓ |

# CHAPTER 2: TRENDS AND NEEDS

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

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

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

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

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

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

**MEGACITIES AND MEGAREGIONS:** This section explores the influence of the emerging Texas Triangle megaregion—comprising Austin, Dallas-Fort Worth, Houston, and San Antonio—on the

transportation system. It examines how this interconnected region, linked by IH 45, IH 10, IH 35, and potential future multimodal connections, presents both challenges and opportunities.

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

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

**ENVIRONMENTAL CONSIDERATIONS:** This section explores the state of environmental protection, environmental justice, and public health within the CAMPO region. It describes how local communities are working to safeguard air quality, preserve cultural resources, and protect natural habitats. The narrative highlights ongoing compliance with Title VI and environmental justice principles, including Executive Orders 12898 and 14008, and how these efforts are integrated into regional planning. Additionally, it addresses the region's work in tracking air quality and improving public health by providing multimodal transportation options, particularly for disadvantaged and rural communities.

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

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

[1] CAMPO Regional State of Safety Report, 2019

[2] CAMPO: Crash Data Dashboards

# POPULATION AND EMPLOYMENT

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

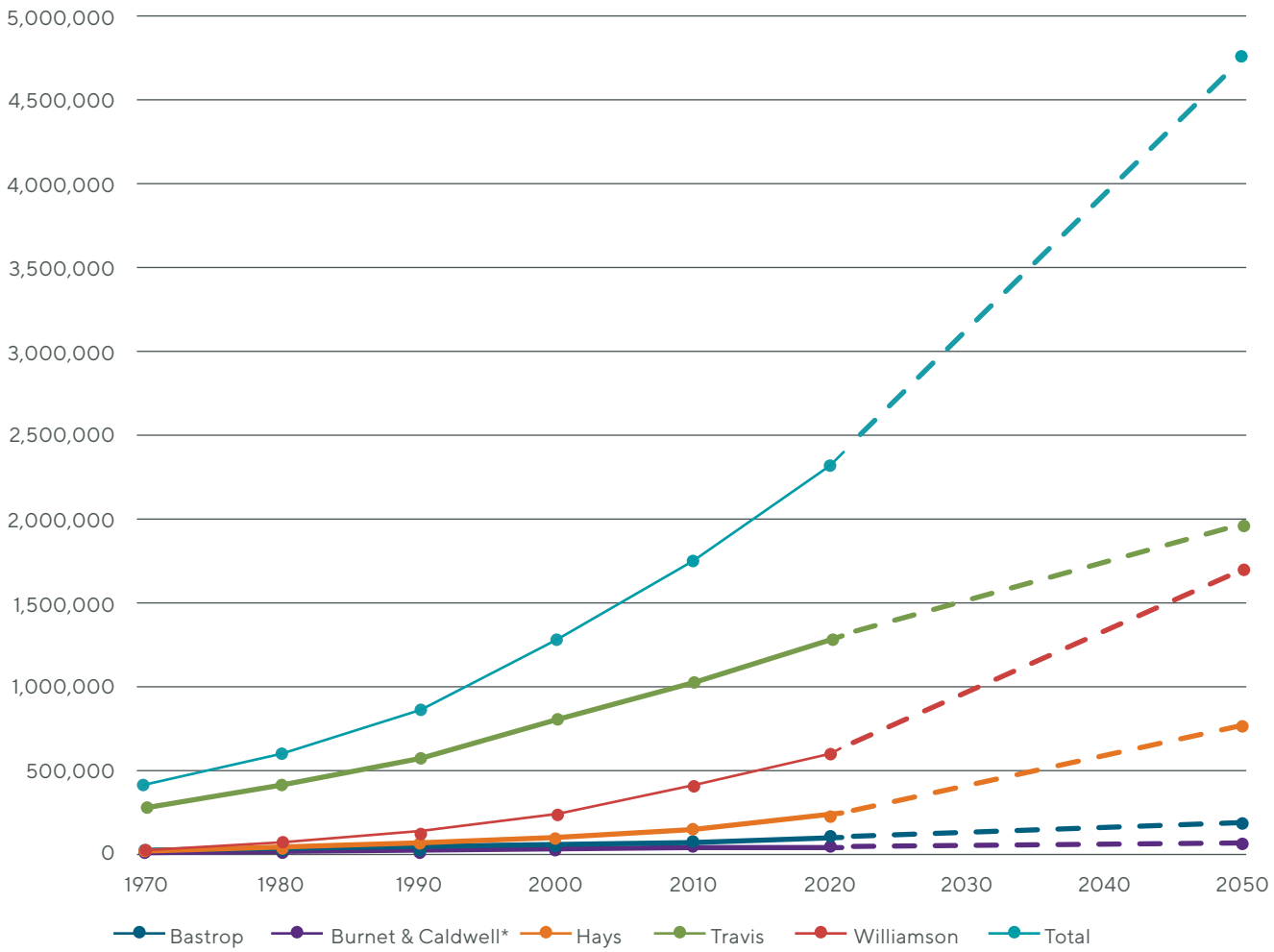



**Figure 1.** Historic and Projected Population in the Six-County CAMPO Region (Source: U.S. Census Bureau, Texas Demographic Center)

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

## 2050 Population Forecast

CAMPO's long-range projections of population and employment growth in the Capital Area were updated for the 2050 RTP. These projections are used to project likely growth patterns to inform the transportation planning process. As seen in **Table 3**, the demographic forecast projects that the Capital Area's population will more than double to over 4.7 million residents by 2050. Travis County is expected to remain the most populous county with a projected population of almost 2 million people, with Williamson County not far

behind (1.7 million). However, growth in Travis County is slowing compared to Williamson, Hays, and Bastrop Counties, which have long had economically independent communities like Georgetown, San Marcos, and the City of Bastrop. These areas have been increasingly integrated into the economic fabric of the Greater Austin area, further enhancing their development and economic balance.

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

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

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

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

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

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

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

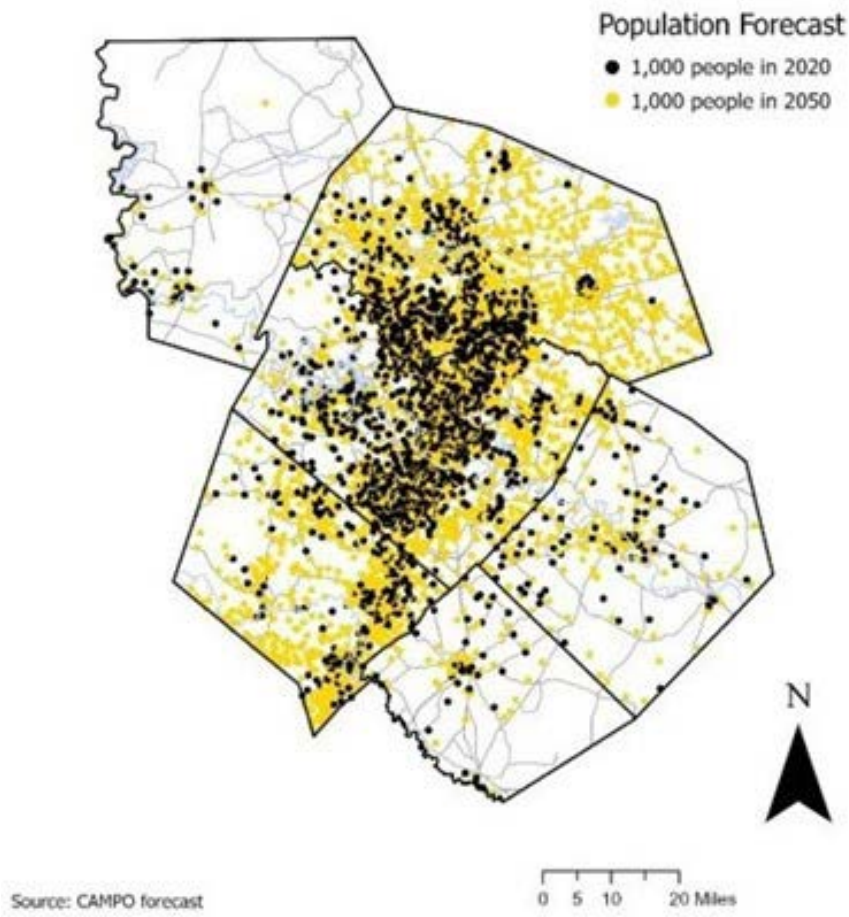



**Figure 2.** Forecasted Population Distribution (Source: Texas Demographic Center)

## Population Growth

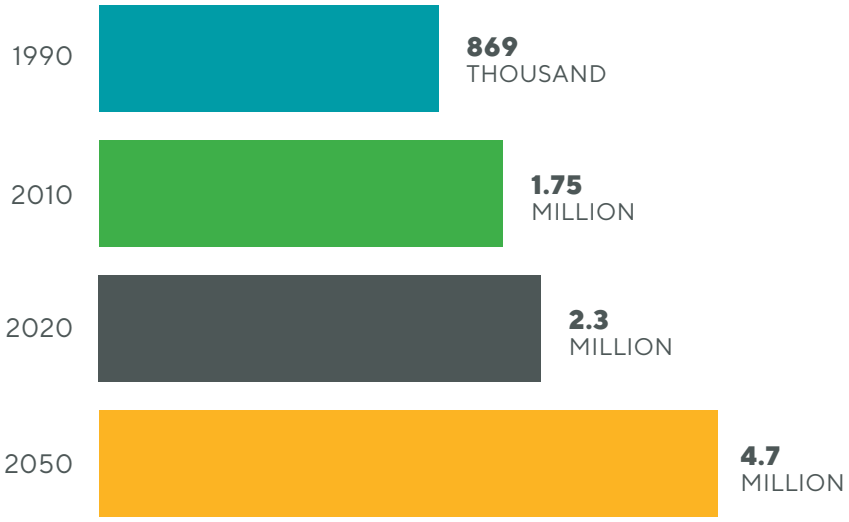



**Figure 3.** Population Growth in CAMPO area (Source: U.S. Census Bureau, Texas Demographic Center)

### *Perspective on Growth*

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

## 2050 Employment Forecast

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

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

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

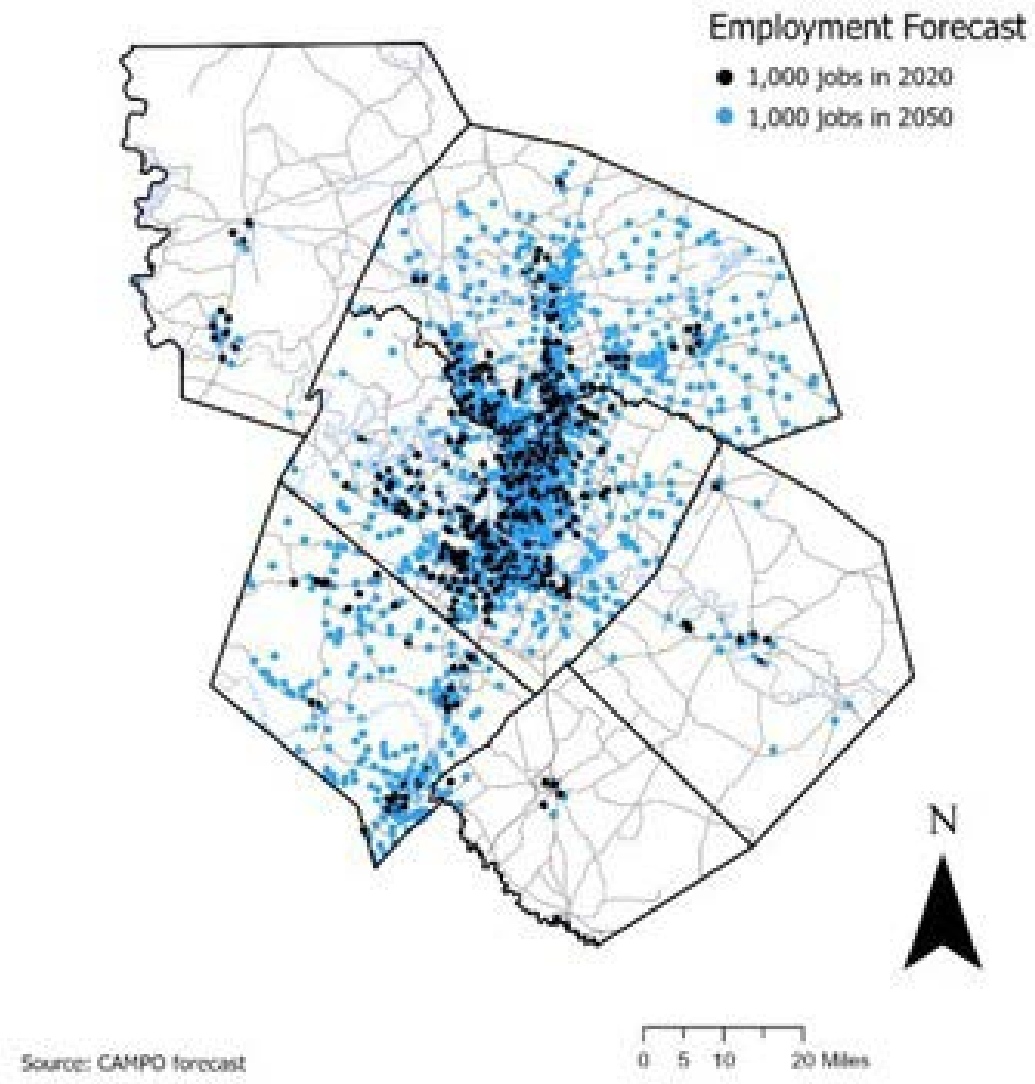



**Figure 4.** Forecasted Employment Distribution

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

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

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

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

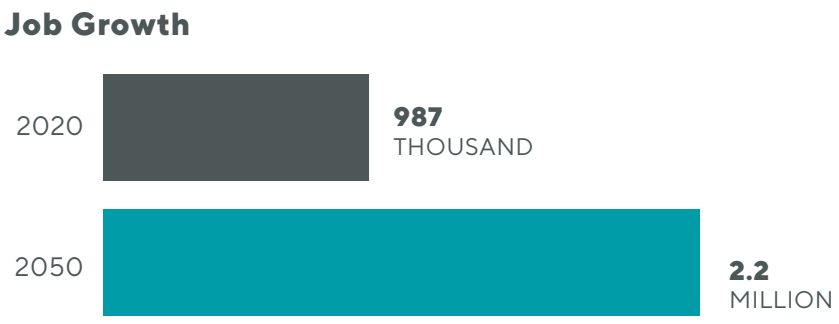



**Figure 5.** Job Growth in CAMPO area

## *Remote Workers*

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

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

# REGIONAL ACTIVITY CENTERS

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

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

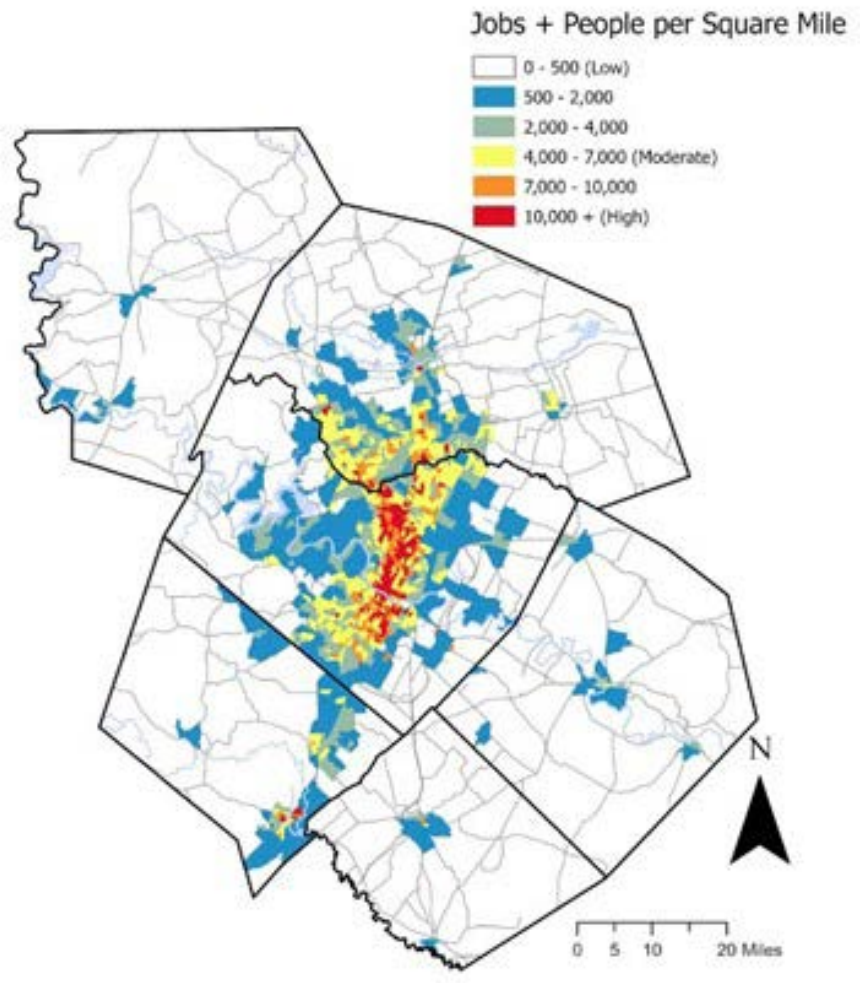



**Figure 6.** Activity Centers (Source: CAMPO Analysis)

## Examples of Activity Centers and Corridors

### LOW (BLUE)

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

### LOW-MEDIUM (GREEN)

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

### MEDIUM (YELLOW)

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

### MEDIUM-HIGH (ORANGE)

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

### HIGH (RED)

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

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


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

# MEGACITIES AND MEGAREGIONS

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

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

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

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

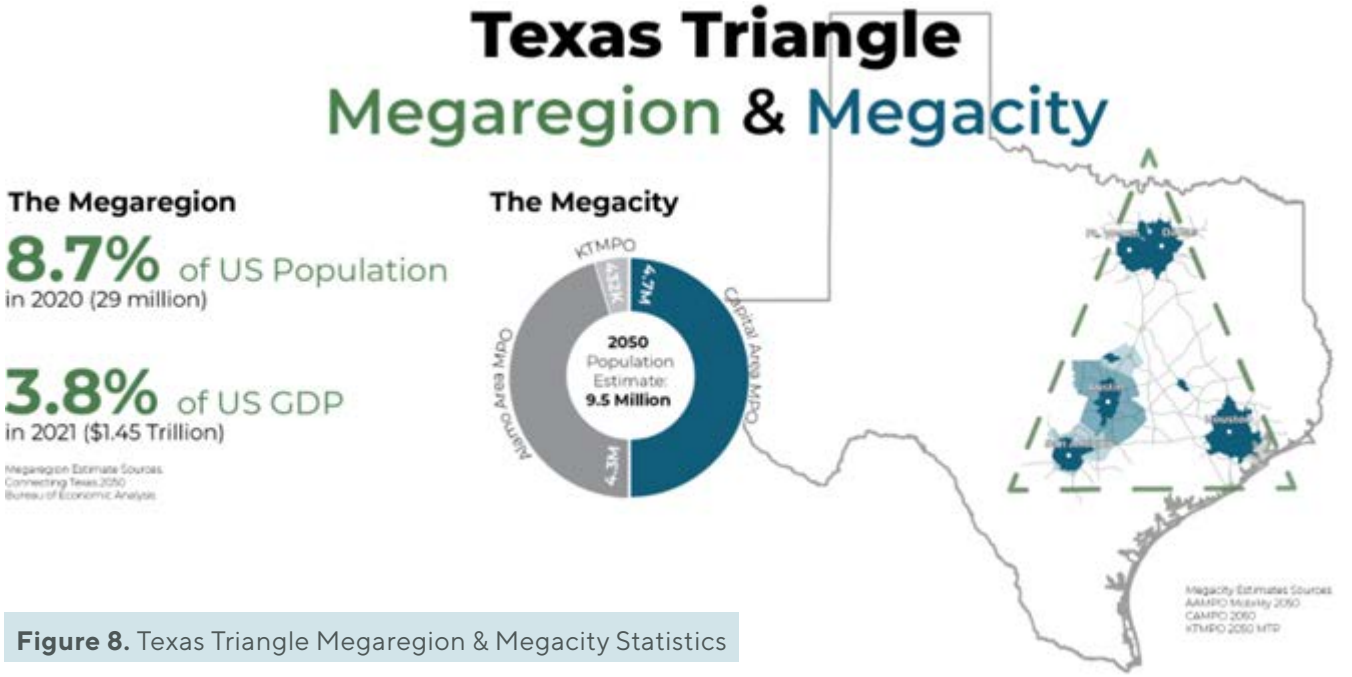



**Figure 8.** Texas Triangle Megaregion & Megacity Statistics

[3] Metropolitan Statistical Area Population Totals. U.S. Census Bureau.

[4] "The Texas Triangle: A Rising Megaregion Unlike All Others." Urban Edge.

# EMERGING TECHNOLOGIES AND TRENDS

## Passenger Vehicles

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

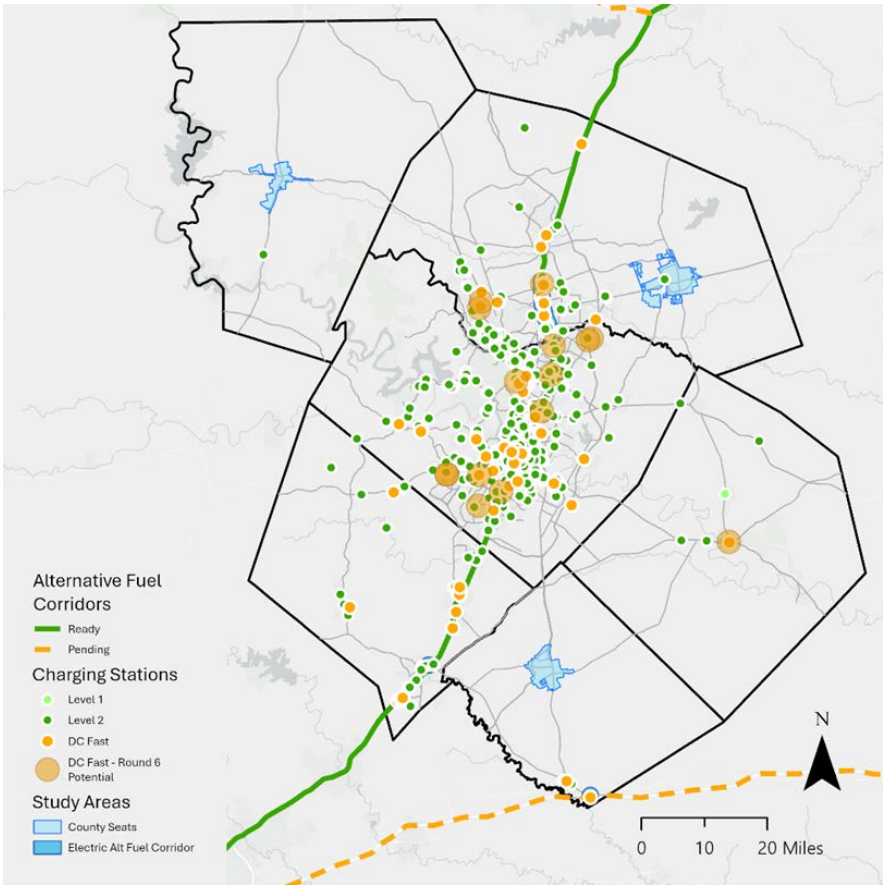



**Figure 9.** Existing and Proposed Electric Vehicle Charging Infrastructure

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

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

[5] State of Texas Department of Motor Vehicle (DMV) registration data

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

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


**Figure 10.** Texas SMARTTrack

## Public Transportation

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


**Figure 11.** CapMetro Electric Bus. Source: CapMetro.

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

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

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

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

## Electric Rural Microtransit

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


Source: eCab

## Micromobility

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

### *What is the first-mile/ last-mile problem?*

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

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

**Table 8.** Micromobility - Benefits, Impacts, and Considerations

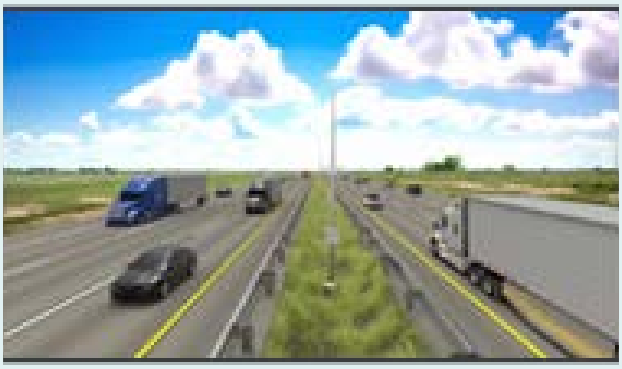
# Freight Trucking & Rail

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

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

## SH 130 Smart Freight Corridor

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



Source: Cavnue

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

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

# Urban Air Mobility

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

## Drone Healthcare in Rural Texas

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

Source: The Daily Yonder

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

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

## Remote Work

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

## Smart Infrastructure and Big Data

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

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

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

# SYSTEM PERFORMANCE – PRESENT AND FUTURE

## Travel Demand Model Insights

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

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

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

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

# Congestion Management

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

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

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

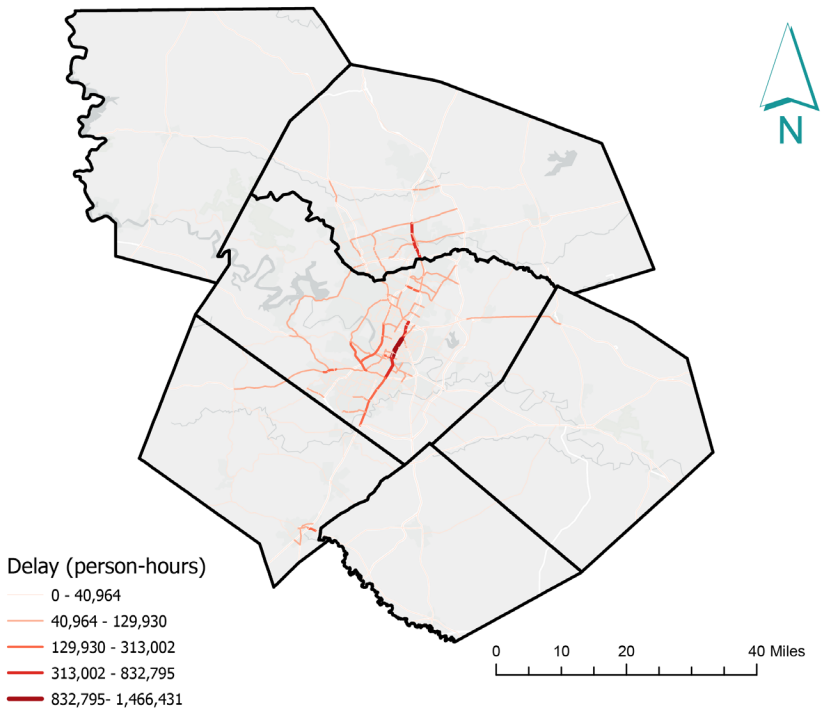



**Figure 12.** Delay (person-hours) (Source: CAMPO Analysis)

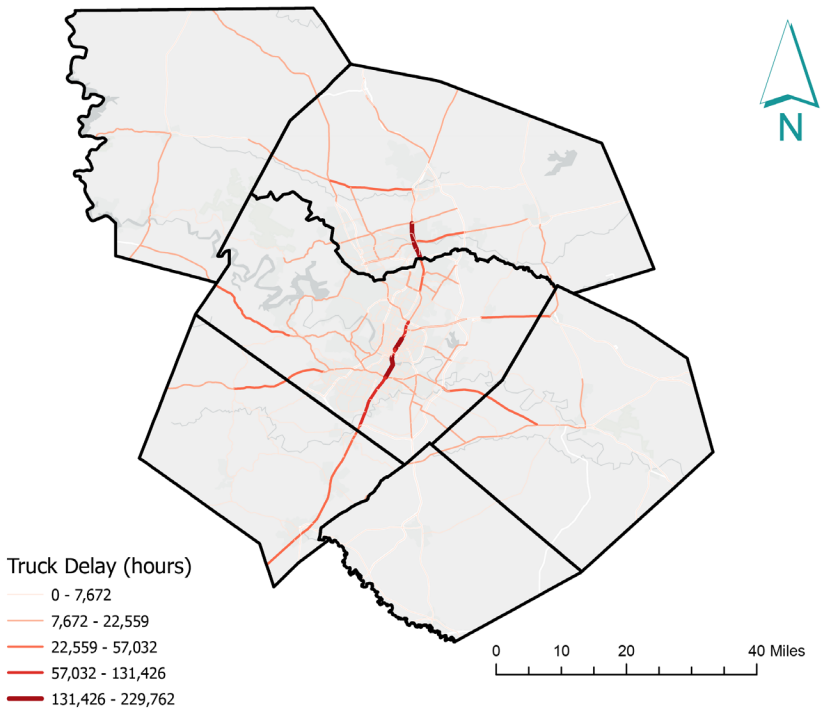



**Figure 13.** Truck Delay (hours) (Source: CAMPO Analysis)

# Active Transportation

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

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

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

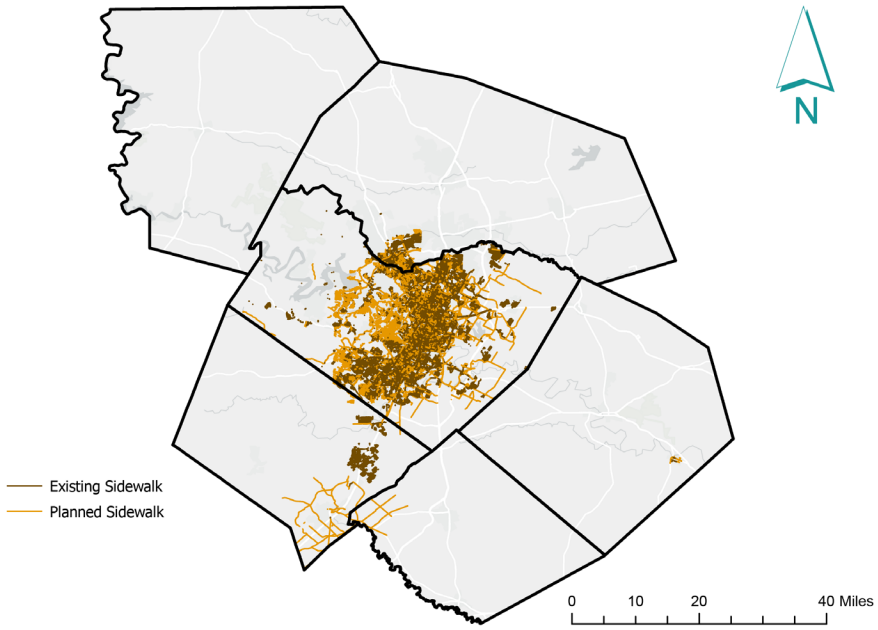



**Figure 14.** Existing and Planned Sidewalks

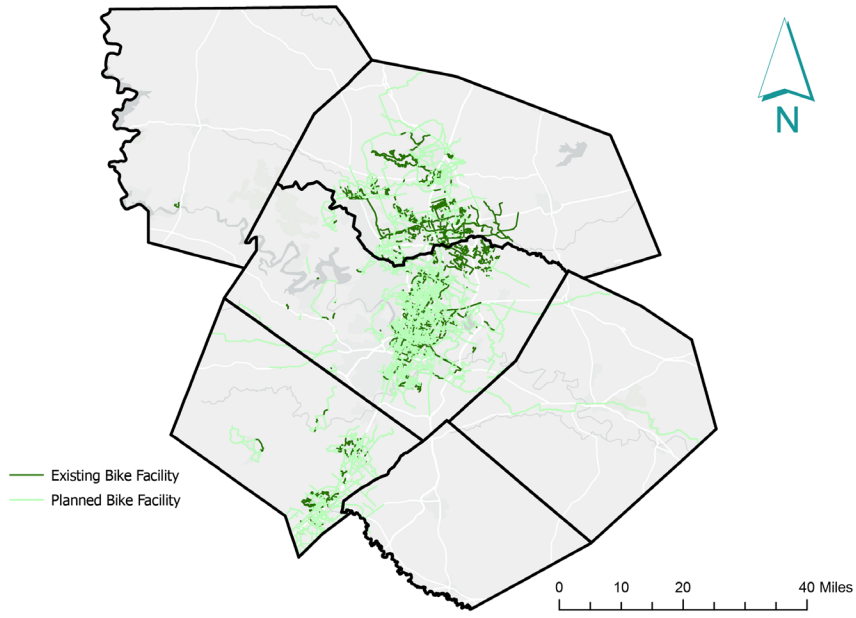



**Figure 15.** Existing and Planned Bicycle Facilities

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

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

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

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

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

| TYPE | MILES |
|---|---|
| Existing Sidewalks | 4,155 |
| Locally Planned Sidewalks | 2,459 |
| Existing Bike Facilities | 227 |
| Locally Planned Bike Facilities | 1,148 |

**Table 12.** Existing Active Transportation Infrastructure

## Public Transportation

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

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

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

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

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

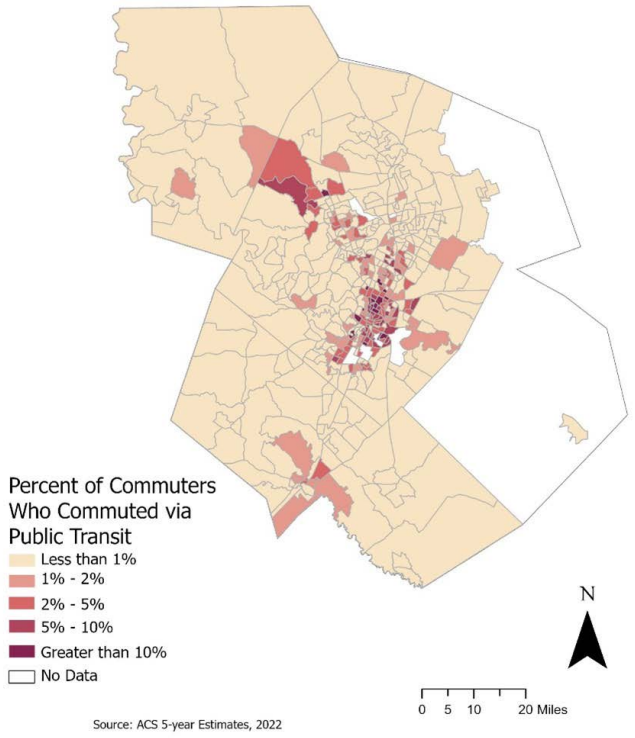



**Figure 16.** Share of Commuters Using Transit

## Transportation Demand Management (TDM)

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

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

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

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

# ENVIRONMENTAL CONSIDERATIONS

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

## Disadvantaged Communities

Title VI of the Civil Rights Act of 1964 forbids discrimination based on race, color, and national origin. Executive Order 12898, which was issued in 1994, directs government agencies to identify and address disproportionately adverse environmental impacts on minority and low-income populations. More recently, Executive Order 14008 established the Justice40 Initiative, which directs that 40% of the benefits of federal investments must be realized in disadvantaged communities.

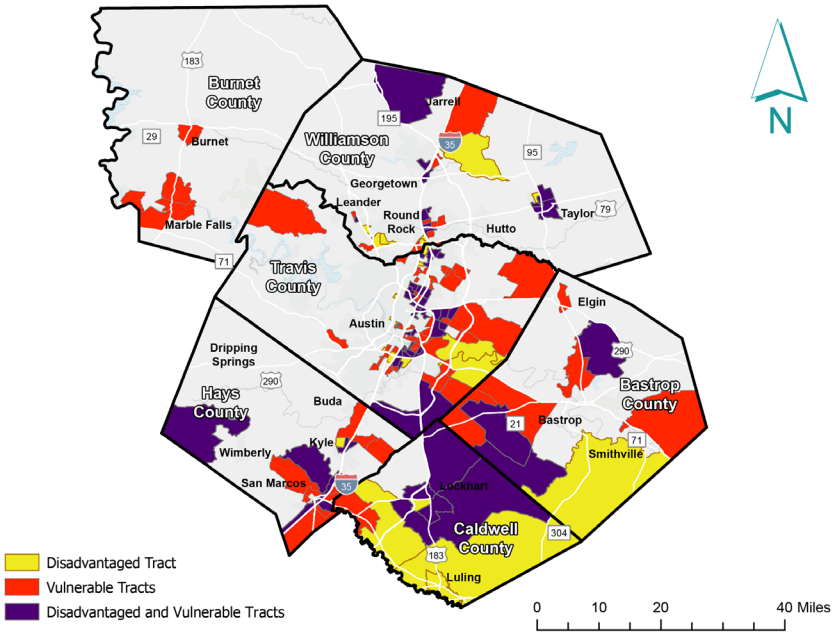
Since CAMPO is responsible for directing federal funding for transportation projects within the region, the MPO considers disadvantaged communities during the regional transportation planning process. These communities often do not have access to standard, conventional, or affordable transportation options and may require special consideration in the planning process.

To stay in line with Justice40 recommendations, CAMPO has expanded its definition of Vulnerable Populations. In the 2045 RTP, CAMPO used seven different demographic factors (low-income populations, minority populations, senior populations, school-aged populations, disabled populations, limited English proficiency populations, and zero-car households) in its identification of vulnerable populations. For the 2050 RTP, CAMPO has built on this identification process by utilizing the Equitable Transportation Communities Explorer (ETC) tool, which utilizes a wide range of public data, including census data and data from other federal agencies, to comprehensively understand social disadvantage beyond traditional assessments based solely on race and income. The evaluation creates an index composed of five key components, providing a normalized score for each census tract in the United States. Each component of the index receives a score based on a set of subcomponents and indicators, including transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability. A more detailed description of these indicators can be found in Appendix P: Equity Analysis Memorandum. These tracts are referred to as Disadvantaged Tracts in **Figure 17**.

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

*The federal government identifies disadvantaged communities using the Climate and Economic Justice Screening Tool, or CEJST. A community is considered disadvantaged if it is in a census tract that meets certain criteria establishing environmental, climate, and/or socioeconomic burdens in categories such as climate change, health, housing, and transportation.*

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




Source
2018-2022 ACS, 5-Year Estimates
USDOT Equitable Transportation Community (ETC) Explorer

**Figure 17.** Disadvantaged Communities (Source: ETC)

It is important to remember that this definition may not capture every aspect of what makes a community disadvantaged or vulnerable. While both CAMPO and the federal government consider this status when programming transportation projects and funding, other measures remain important to consider when evaluating transportation needs across the region. For instance, many residents in rural communities in the Capital Area are considered transit-dependent, which could indicate a need for greater on-demand transit service in Bastrop, Burnet, and Caldwell Counties.

# Air Quality

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

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

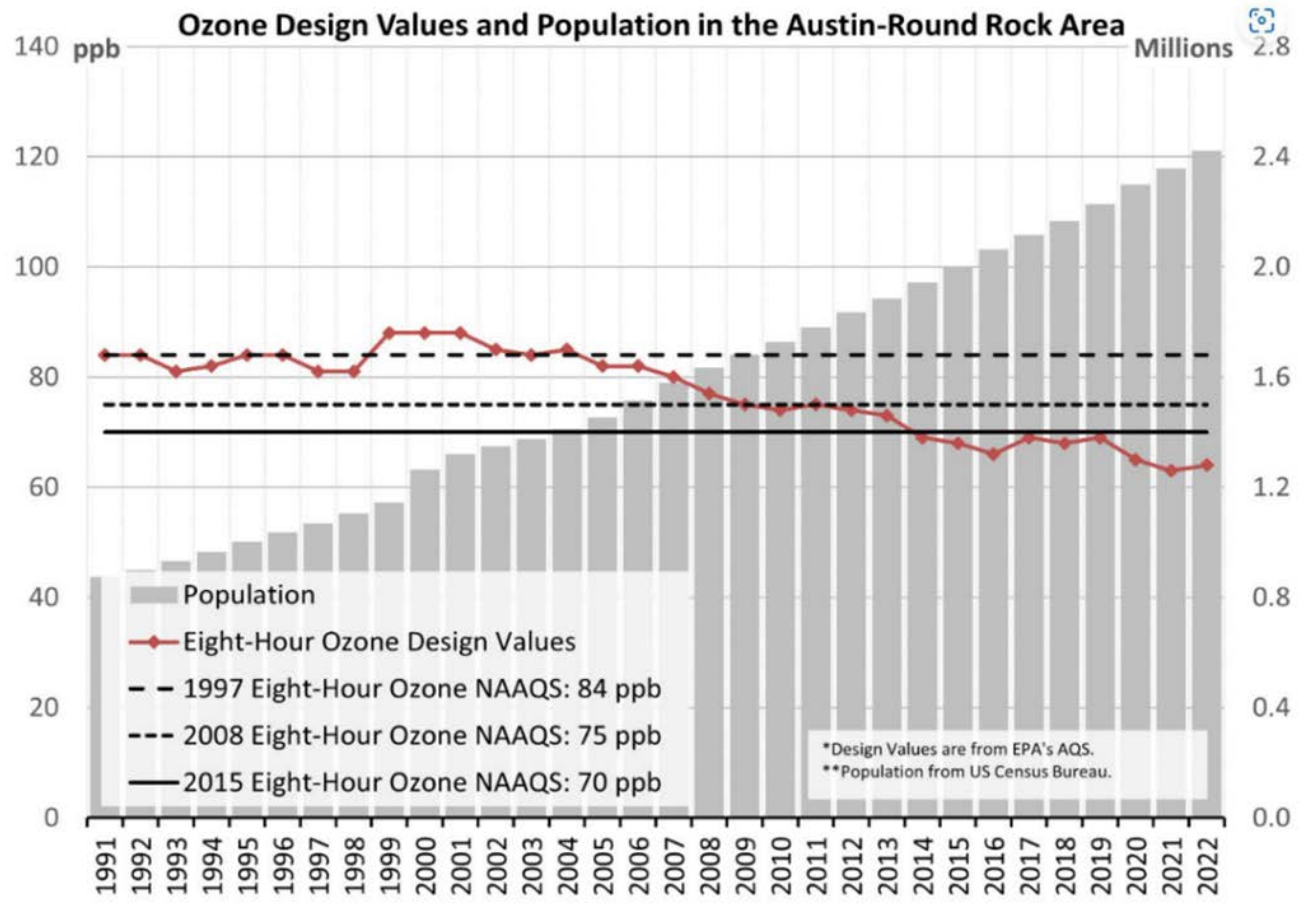



**Figure 18.** Historical Ozone Design Values and NAAQS for Austin (Source: CAMPO Analysis)

# Public Health

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

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

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


Walking in Downtown Bastrop (Source: Visit Bastrop)

# SAFETY CONSIDERATIONS

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

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

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

## Pedestrian Safety

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

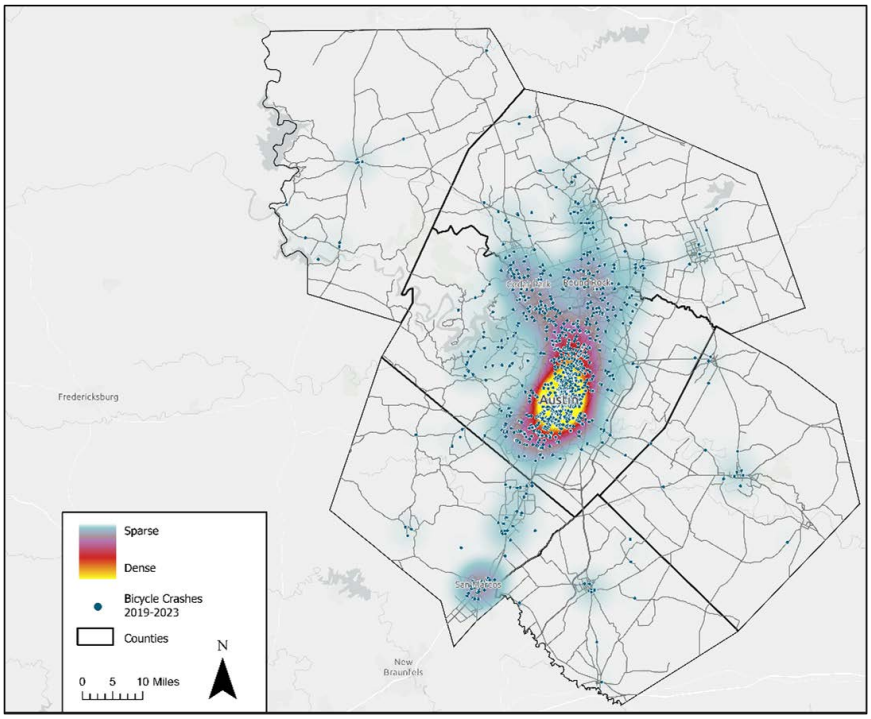



**Figure 19.** Pedestrian Crash Locations and Heatmap (Source: CRIS)

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

## Bicyclist Safety

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

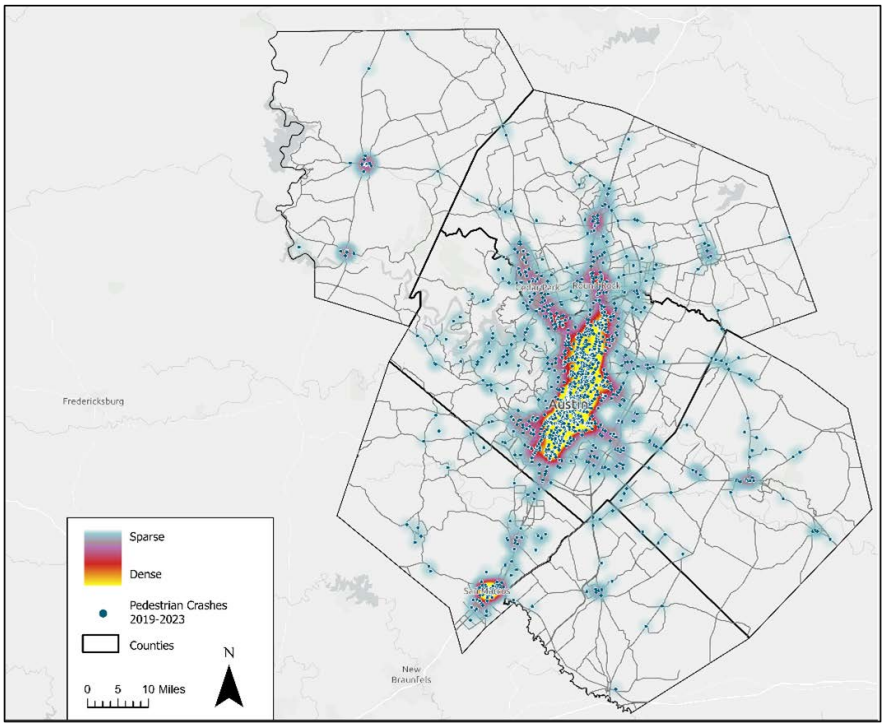



**Figure 20.** Bicyclist Crash Locations and Heatmap (Source: CRIS)

A major contributing circumstance to vehicle crashes that involve a pedestrian or bicyclist is that one part fails to yield the right-of way, which may be caused by a lack of adequate crossing infrastructure. As more active transportation facilities are constructed to accommodate an increase in those who decide to walk or bike instead of drive, agencies should focus on features that protect pedestrians and bicyclists. The Regional Active Transportation Plan includes a pattern book that outlines best practices for designing and constructing safe and comfortable active transportation facilities.

### *Safety Focus Areas*

**Figure 21** shows the number of crashes that occurred in 2023 by the region's safety focus areas. Five focus areas – alcohol, speeding, unrestrained occupants, motorcycles, and pedestrians – continue to register considerably disproportionate fatality and serious injury levels compared to the number of crashes experienced. While alcohol-related crashes make up less than seven percent of all crashes in the Capital Area, they are responsible for over 27 percent of fatalities. Similarly, pedestrian-involved crashes make up less than two percent of all crashes but result in 20 percent of fatalities.

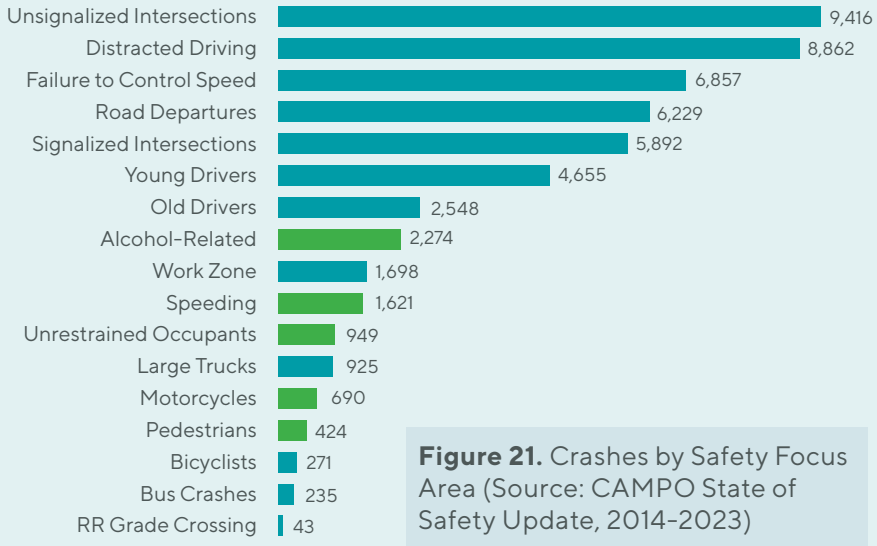



**Figure 21.** Crashes by Safety Focus Area (Source: CAMPO State of Safety Update, 2014-2023)

## Motorist Safety and Crash Rates

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

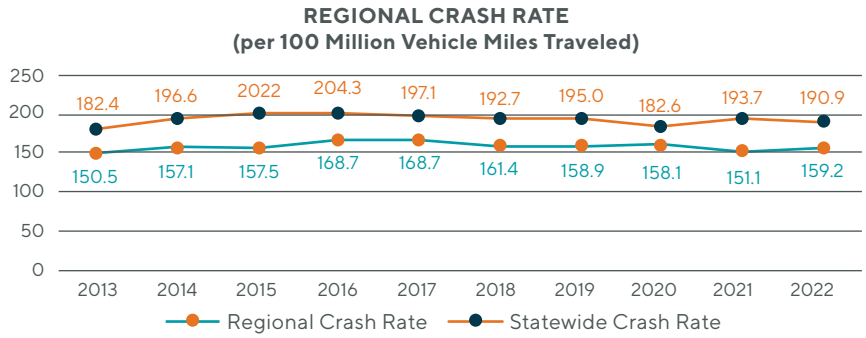



**Figure 22.** Regional Crash Rates (Source: CAMPO State of Safety Update, 2014-2023)

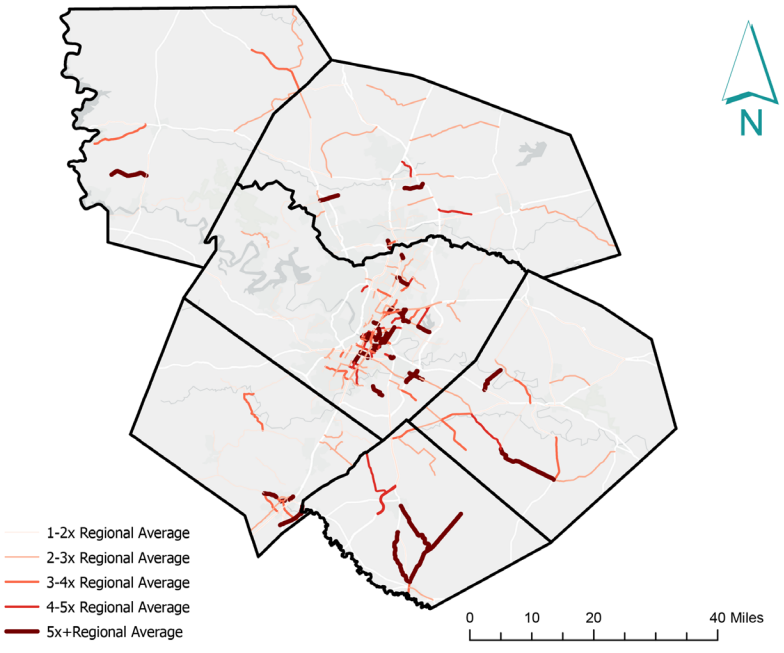



**Figure 23.** Roadway Segments with Crash Rates Exceeding the Regional Average (Source: CAMPO)

### *Data-Driven Insights*

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

These crashes are not uniformly distributed across the Capital Area but are instead concentrated on specific corridors that form a network of roadways with injury rates higher than the regional average as shown in **Figure 23**. Every county has at least one roadway with an injury rate that is at least five times higher than the regional average. While most of the roadway segments with crash rates exceeding the regional average are found in Austin, higher crash rates also can be found on rural roads in Caldwell and Bastrop Counties. Safety should be an important consideration across the entirety of the CAMPO region, as crashes are present in urban and rural places.

# UNCONSTRAINED NEEDS

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

**REGIONAL PLANS:**

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

## Regional Transportation Demand Management Plan

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

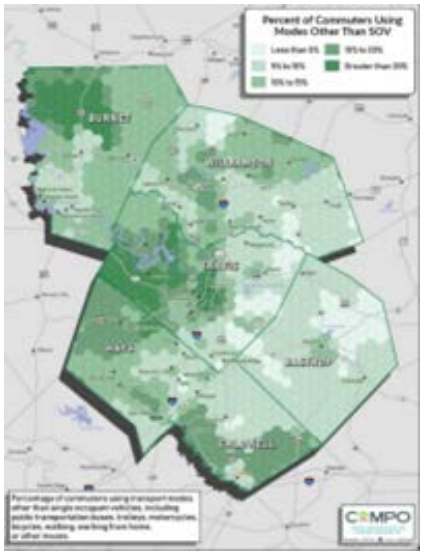



**Figure 24.** Density of Non-SOV Trips

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

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

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

### *Key Elements of the TDM Plan*

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

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

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

## Regional Arterials Concept Inventory

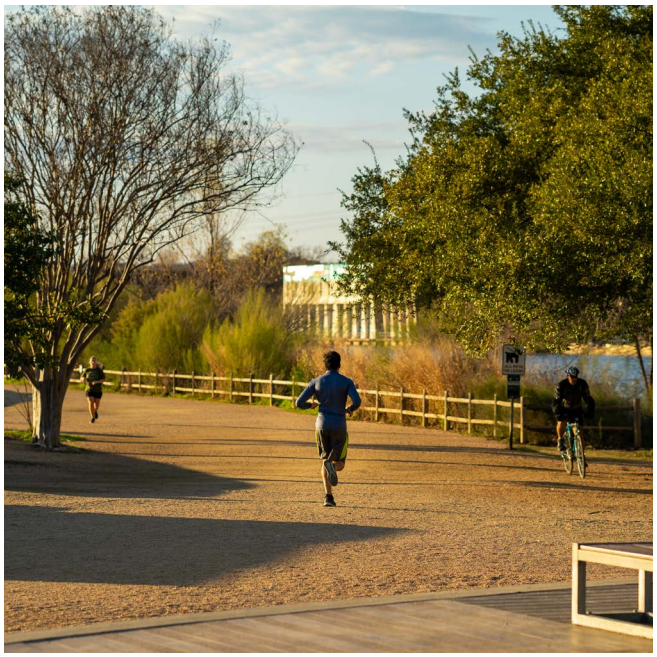
The Regional Arterial Concept Inventory (RACI) effort facilitated conversations between regional partners to develop concepts for a comprehensive arterial network to support future growth within the Capital Area. This study was not adopted by the Transportation Policy Board in November 2019 and is included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

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

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

# Regional Active Transportation Plan

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



**VISION NETWORK GRAND TOTAL: 1770 MILES**

**Existing:** 129 miles
**New Construction Needed:** 1246 miles
**Potential Upgrade:** 395 miles

Tier I: 308 total miles
Tier II: 720 total miles
Vision: 700 total miles

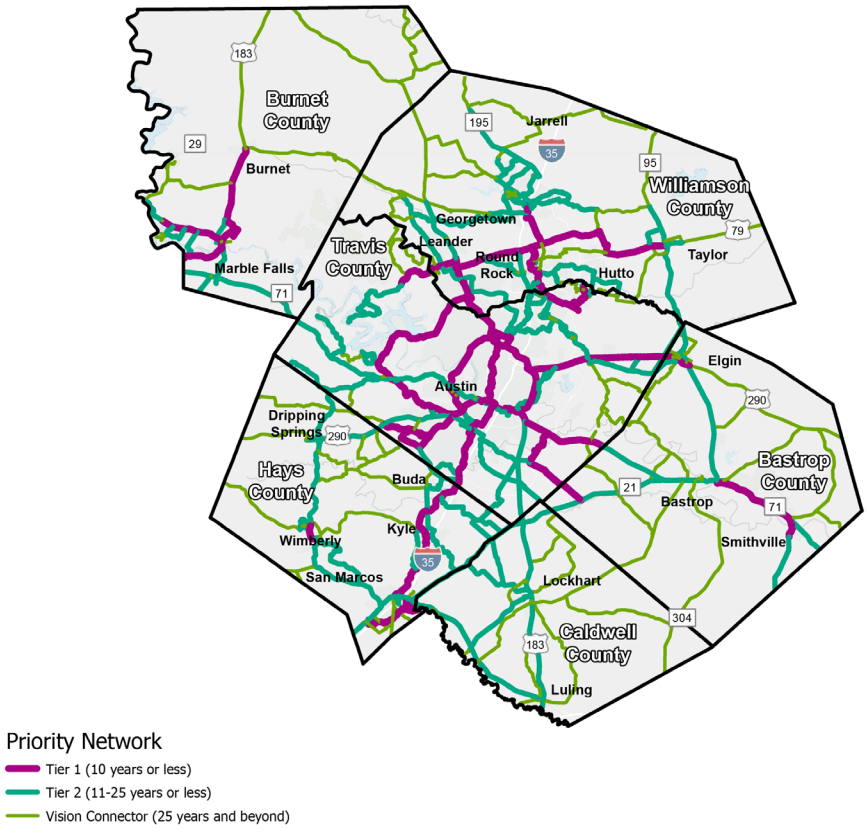



**Figure 25.** Regional Active Transportation Plan Priority and Vision Network

## Regional Bicycle and Pedestrian Inventory Update

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

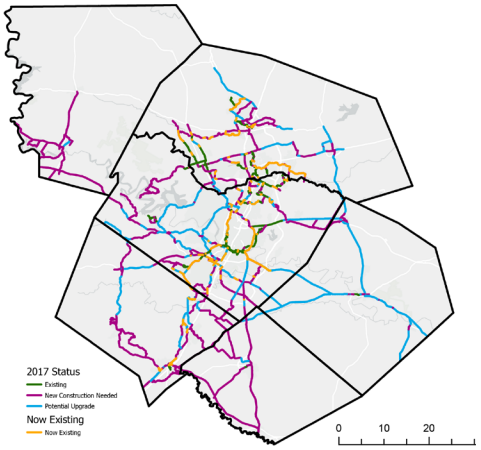



**Figure 26. 2045 Priority Network Status Map**

## Regional Incident Management Study

To reduce the impact of incidents and improve safety in the Capital Area, a group of state, regional, and local transportation and public safety officials from Central Texas developed the CAMPO Regional Incident Management Strategic Plan and Performance Assessment. The Plan builds on several successful Traffic Incident Management (TIM) programs that currently exist in the CAMPO region and identifies new programs and strategies to continue improving TIM in Central Texas. The goals of the Regional Incident Management Strategic Plan and Performance Assessment are to:

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

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

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

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

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

## Regional Transit Study

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

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

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


**Figure 27.** CARTS 2045 Plan Recommendations

***THE CARTS 2045 PLAN*** *focuses on expanding Express Routes, Microtransit Service, and upgrading facilities.*

### *CapMetro's Planned Project Connect Improvements*

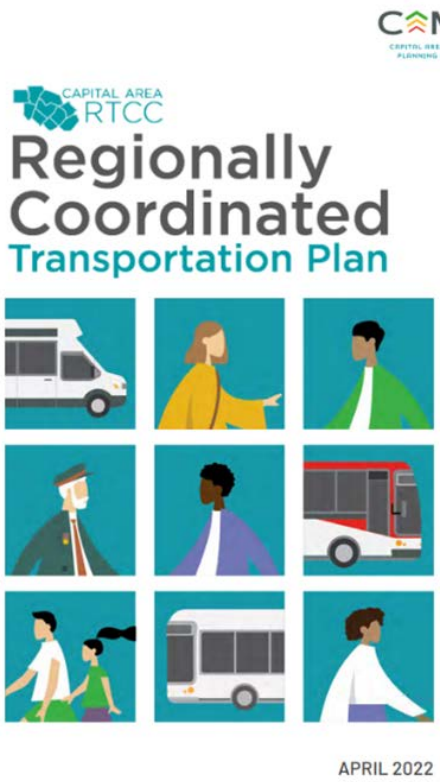
CapMetro's Project Connect initiatives include the implementation of light rail, rapid buses, and commuter rail to enhance Austin's transit infrastructure. The Austin Transit Partnership will design and construct the light rail, while CapMetro will handle the light rail operations and manage the design,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

## Regionally Coordinated Transportation Plan (RCTP)

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

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

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




## ITS Architecture Study

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

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

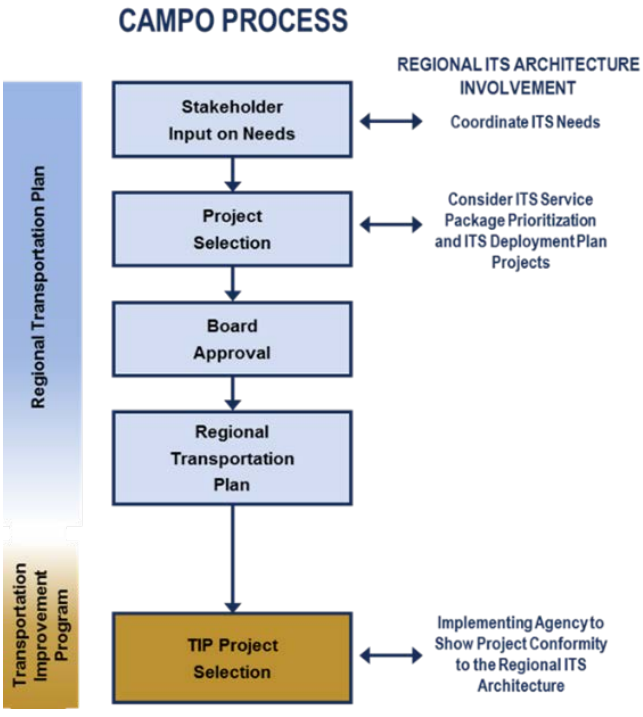
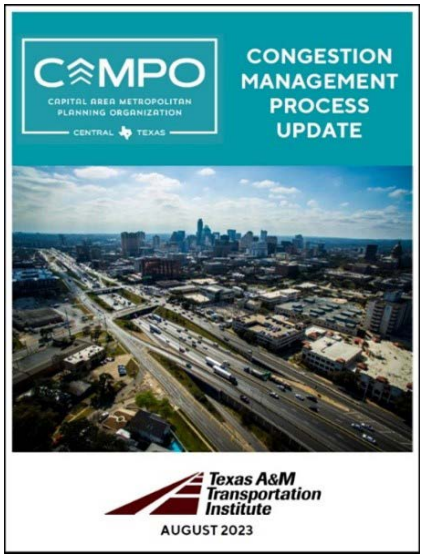



**Figure 28.** CAMPO Regional Planning Process and ITS Architecture Involvement

# Congestion Management Process (CMP) Update

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




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

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

# Regional Freight Study

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

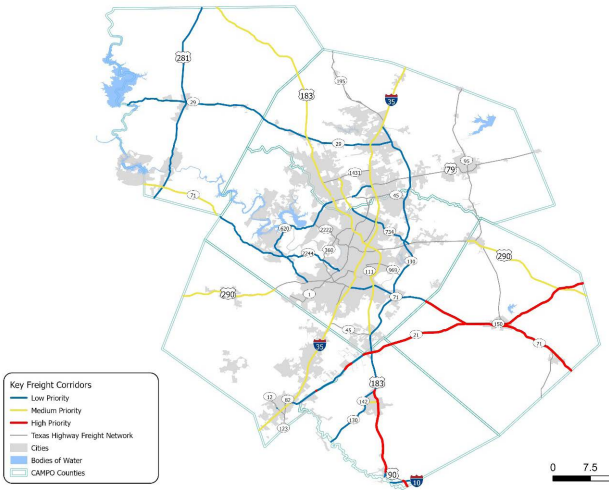



**Figure 29.** Regional Freight Study - Key Freight Corridors

In the CAMPO region, almost 96 percent of goods are carried by trucks which utilize the same roads and highways as passenger vehicles. That percentage is expected to grow as the region's population increases as does the appetite for e-commerce. Recommendations on how to manage the growth of freight in the region include identifying locations suitable for truck parking, increase use of technology solutions to lessen freight congestion and idling, evaluate freight access standards, and identify freight-related safety improvements.

# Capital-Alamo Connections Study

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

## Regional Traffic Safety Plan

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

## State of Safety Update

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

## In Progress Regional Plans and Studies

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

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

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

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

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

# Other Studies and Plans

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

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

CAMPO-LED SUBREGIONAL STUDIES, PLANS AND PROCESSES:

- Bergstrom Spur Corridor Study
- Luling Transportation Study
- MoKan/Northeast Subregional Plan
- San Marcos Transportation Corridors Study
- Williams Drive Study
- Austin Avenue Corridor Study
- Northeast Burnet County Transportation Study
- Western Caldwell County Transportation Study

TRANSIT, AIR, AND RAIL STUDIES AND PLANS:

- Conventional Passenger Rail Service Feasibility Study (Austin to San Antonio) - under study by Travis County
- CARTS Transit Study
- CapMetro Long-Range Plan
- Austin Transit Partnership Light Rail Implementation Plan
- Austin Light Rail Phase 1 Project – Coordination Plan
- Austin-Bergstrom Airport Expansion & Development Program

TXDOT STUDIES, PLANS AND PROCESSES:

- TxDOT Unified Transportation Program
- TxDOT Statewide Long-Range Transportation Plan
- Texas Delivers 2050: The Texas Freight Mobility Plan
- TxDOT I 35 Capital Express Program
- TxDOT Statewide Active Transportation Plan
- TxDOT Statewide Transit Plan
- TxDOT Resilience Plan
- TxDOT Austin District Studies
- TxDOT Triennial Highway Safety Plan
- Texas Carbon Reduction Strategy
- Transportation Emissions Reduction Plan

# Chapter Summary

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

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

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

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

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

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

# CHAPTER 3: FISCAL CONSTRAINT

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

## FINANCIAL PLAN

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

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

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

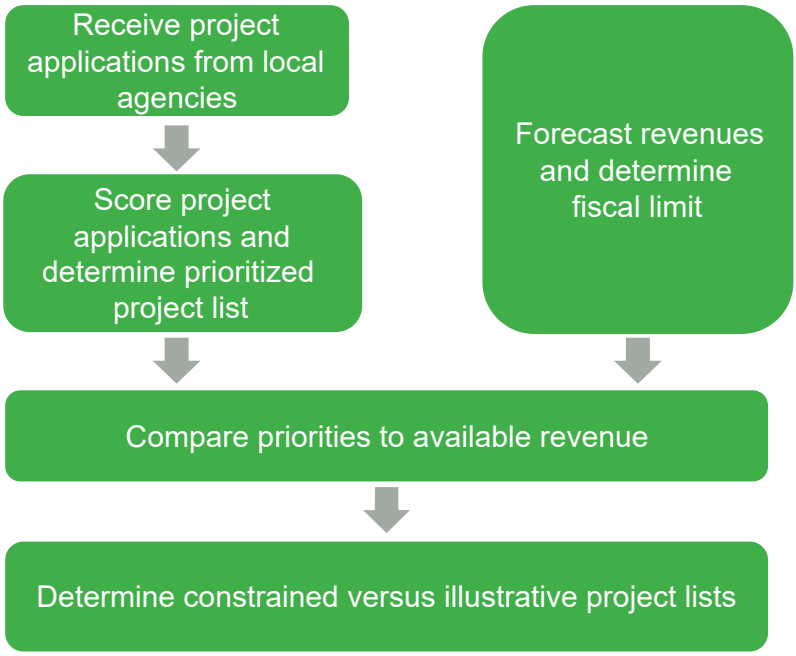



**Figure 30.** The Process to a Fiscally-Constrained Project List

### *How We Fund Transportation Projects*

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

# Revenue Forecasts

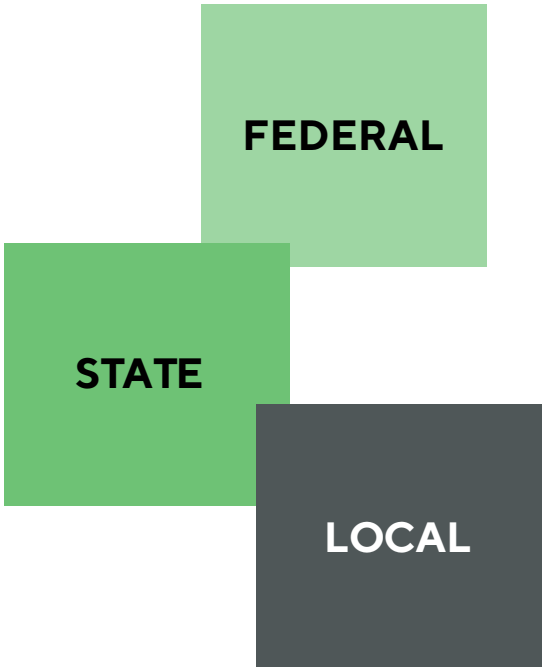
The fiscally constrained portion of the RTP outlines the anticipated financial resources necessary for the implementation of projects, programs, and services detailed within the Plan. Fiscal constraint is established based on and represents a specific point in time, projecting reasonably expected financial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

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

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

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

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



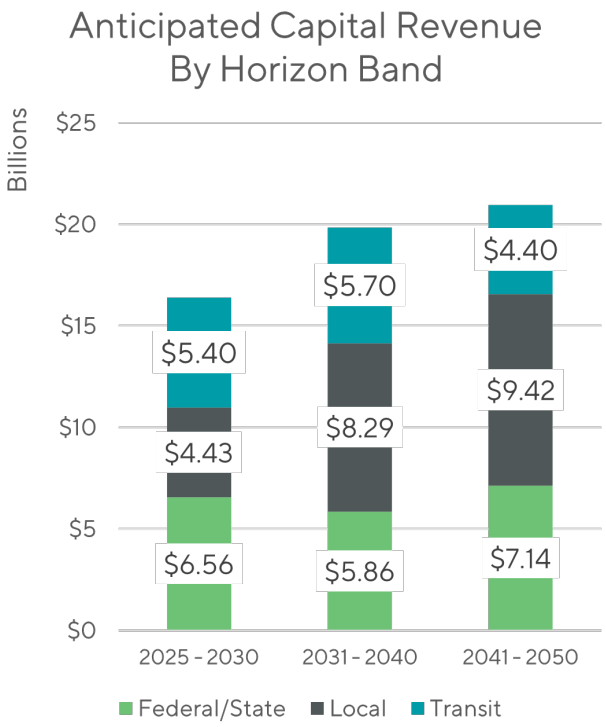




**Figure 31.** Capital Revenue Anticipated by Horizon Band

# Revenue Forecasting Methodology

### FEDERAL & STATE REVENUE PROJECTIONS

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

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

### REGIONAL TOLLING AGENCIES

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

### TRANSIT AGENCIES

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

### LOCAL PROJECTIONS

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

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

# FISCAL CONSTRAINT

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

# Chapter Summary

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

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

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

# CHAPTER 4: PROJECT LIST DEVELOPMENT

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

## BACKGROUND ON PROJECT SELECTION

Per federal regulations, the RTP must include all regionally significant transportation projects expected to be implemented by 2050 with consideration to the financial resources available to implement. Financial resources available for transportation projects are determined through the fiscal constraint process outlined in Chapter 3. Furthermore, federal regulations require that project selection for the RTP is performance based, with evaluation metrics based on the goals and objectives established by the MPO. The goals and objectives for the CAMPO 2050 RTP are described in Chapter 1 and were developed by a subcommittee of the TPB.

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

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

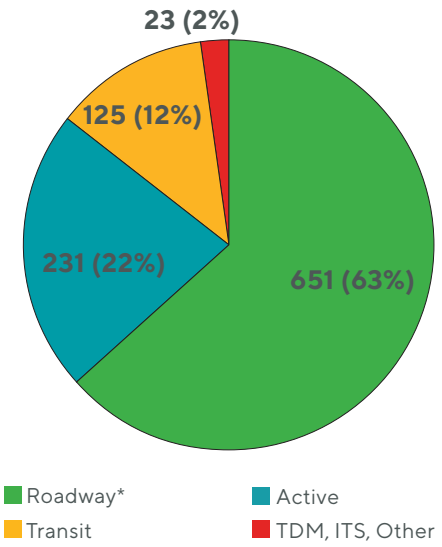



**Figure 32.** Projects submitted by type

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

### Project Submittal

To nominate projects for the 2050 RTP, project and program sponsors that plan or implement regionally significant transportation projects were invited to submit applications through a project call process. Supporting information and documentation requirements for submittal were robust in order to meet Federal requirements appropriate for performance-based planning and project detail at the RTP stage. Over 1000 project applications were submitted from 29 local jurisdictions and transportation agencies, including TxDOT. These submissions included projects for roadway, transit, active transportation, transportation demand management (TDM), intelligent transportation system (ITS) and operations projects, and "other" transportation projects that do not necessarily fit into another category. Note that while projects are categorized into one mode of transportation that is the focus of each project, they often include multi-modal elements such as bicycle and pedestrian facilities along roadways and around transit facilities. Any jurisdiction or agency anticipating use of federal funding for any portion of a project between years 2025 and 2050 participates in the project submittal process in order to enable regional discussion of needs, financial means, and priorities.

# Regional Significance

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

### ROADWAY REGIONAL SIGNIFICANCE

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

### TRANSIT REGIONAL SIGNIFICANCE

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

### ACTIVE TRANSPORTATION REGIONAL SIGNIFICANCE

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

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

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

## *REGIONAL SIGNIFICANCE: FHWA Definition*

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

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

# Project Prioritization

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

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

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

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

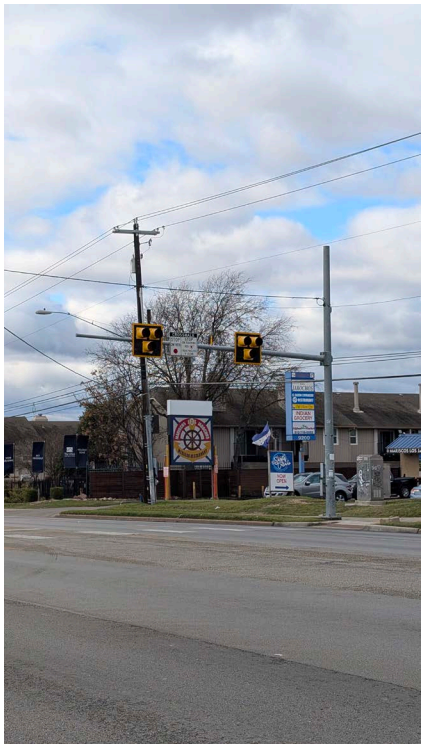
Maintenance costs for implementing entities at the local level are considered outside of the total figure and assumed to continue at current funding levels plus growth for inflation. Expected funds for maintenance from TxDOT over the next 25 years are expected to be about $1.6 Billion. The following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

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

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

## *Safety in Project Selection*

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



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

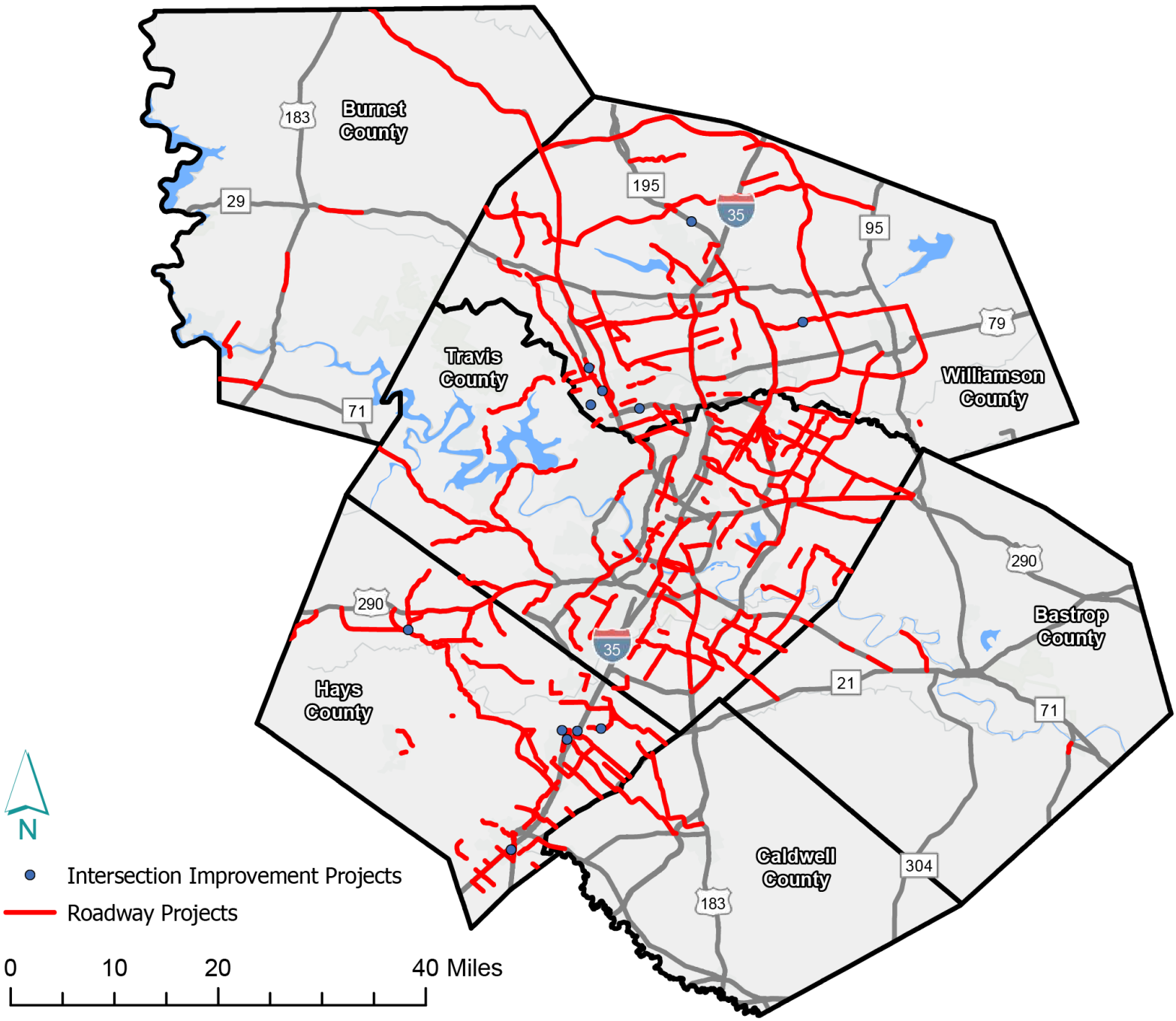



**Figure 33.** 2050 RTP Constrained Roadway Projects

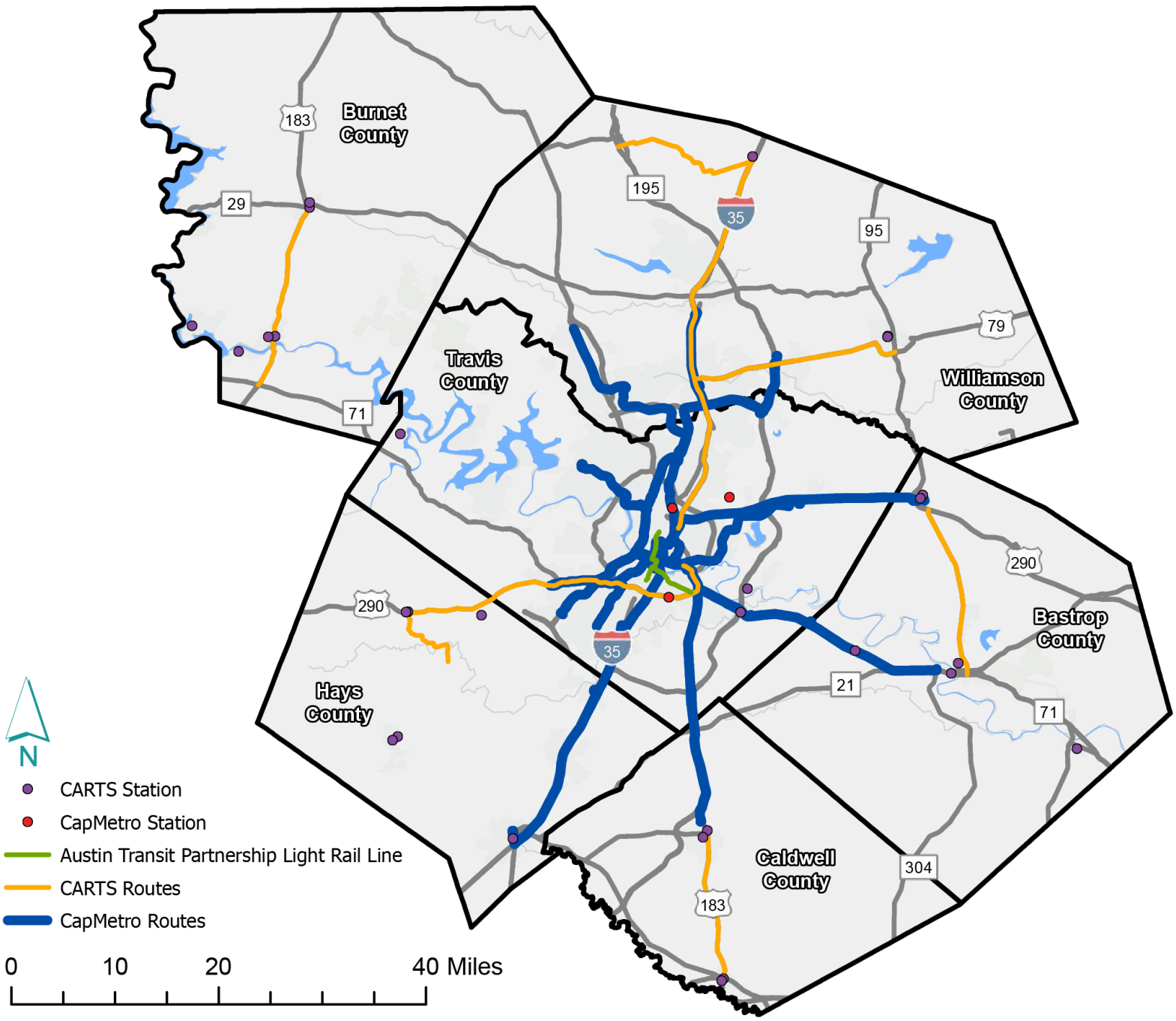



**Figure 34.** 2050 RTP Constrained Transit Projects

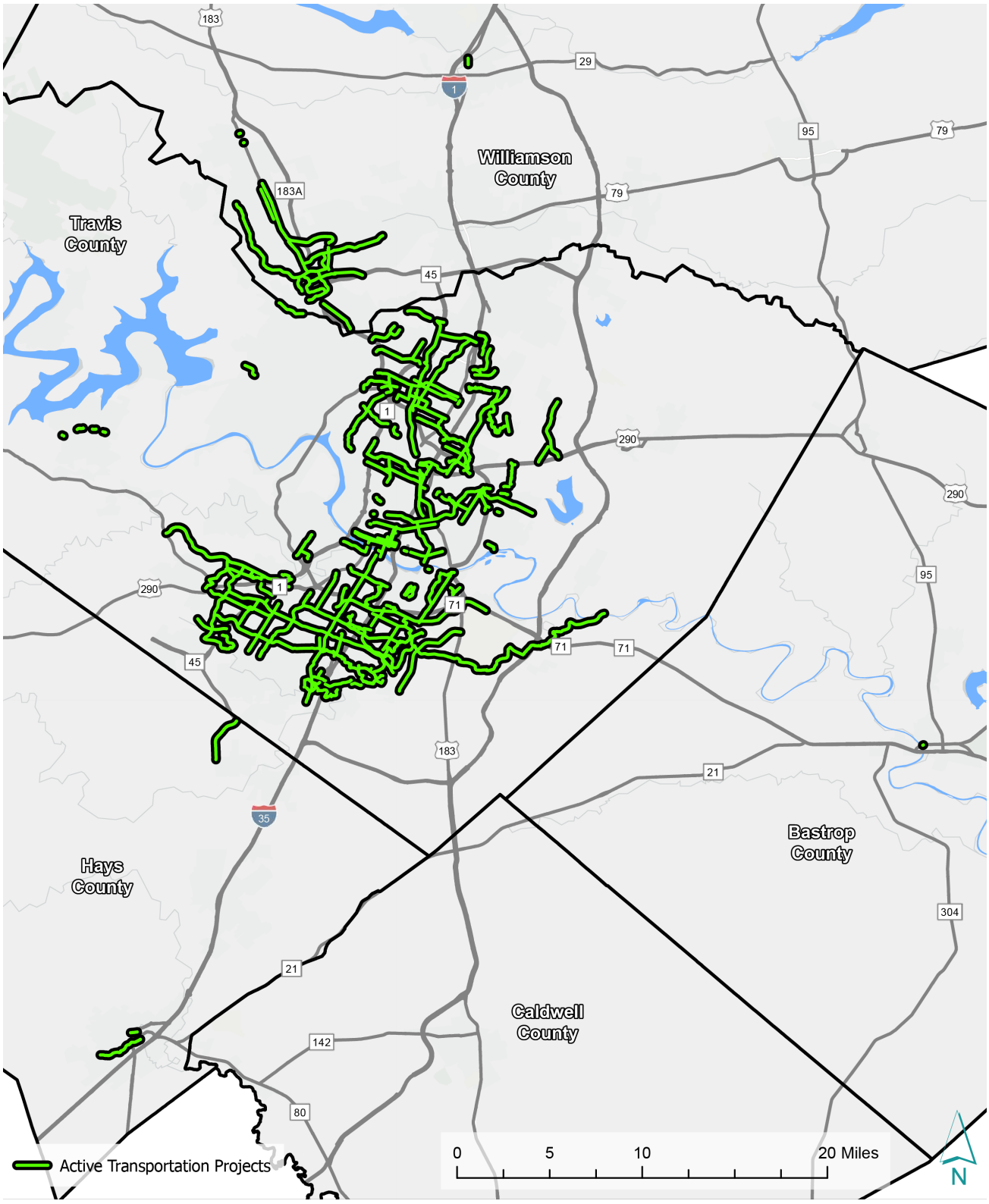



**Figure 35.** 2050 RTP Constrained Active Transportation Projects

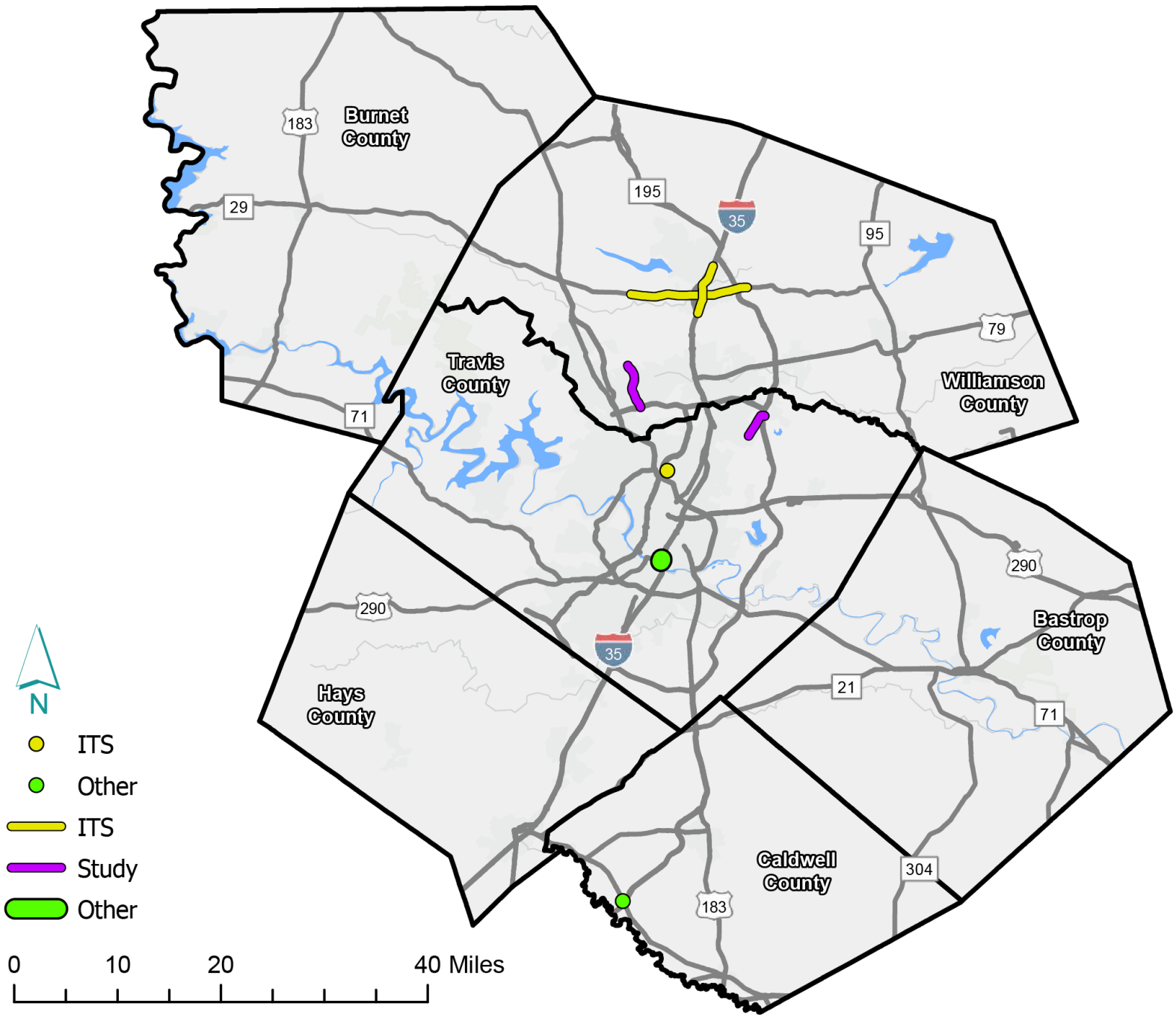



**Figure 36.** 2050 RTP Constrained ITS, Other, and Study Projects

# Chapter Summary

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

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

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

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

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

# CHAPTER 5: TRAVEL DEMAND MODEL RESULTS

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

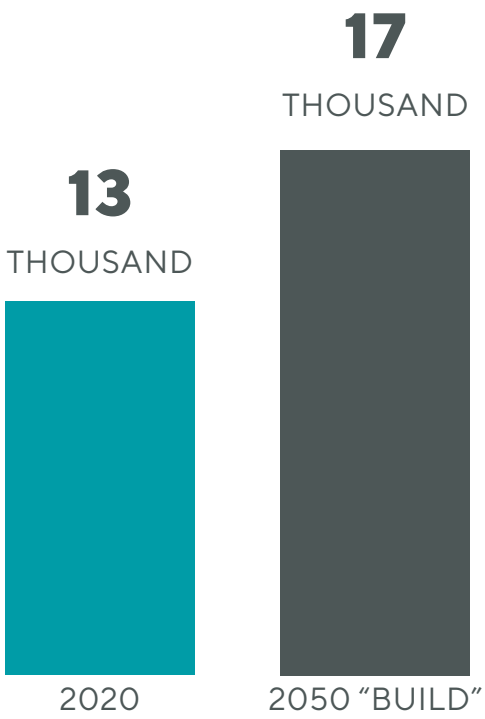
Residents of the Capital Area are well aware of the noticeable congestion levels they currently face. With various metrics on the rise, it's expected that congestion will only worsen in the future. As shown in **Table 14**, if the population doubles and no additional improvements are made as planned,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

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

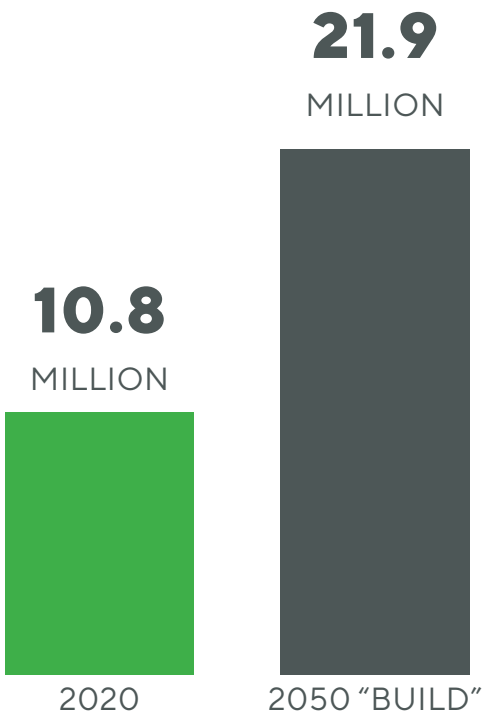
| METRIC | 2020 | 2050 "NO-BUILD" | 2050 "BUILD" |
|---|---|---|---|
| Population | 2,332,501 | 4,760,248 | 4,760,248 |
| Employment | 986,721 | 2,201,510 | 2,201,510 |
| Network Centerline Mileage | 5,494 | 5,589 | 6,202 |
| Network Lane Mileage | 13,342 | 13,635 | 16,834 |
| HOV Mileage | 23 | 83 |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

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

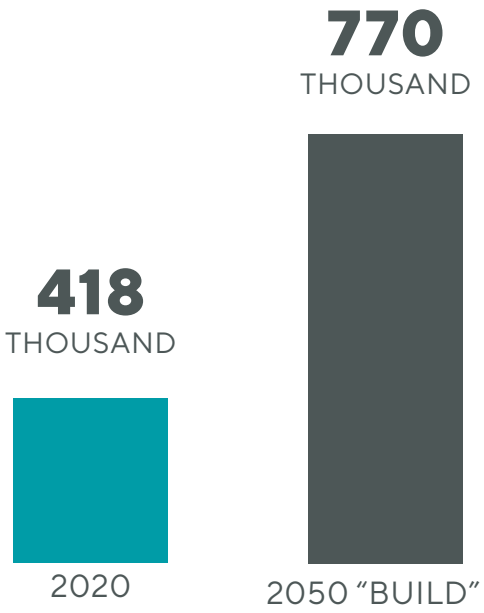
## *Environmental Justice Accessibility Analysis*




## Network Lane Miles




## Daily Person Trips




## Transit Accessibility

EJ population within 1/2-mile of Transit Stop (CAMPO Model)

# Vulnerable and Disadvantaged Populations

Per federal regulations, CAMPO is required to look at disproportionate impacts on low-income and minority populations on the proposed program as part of an Environmental Justice (EJ) analysis. CAMPO defines EJ populations within the criteria of Vulnerable or Disadvantaged population groups. The Transportation Analysis Zones that meet one or more of those definitions are shown in **Figure 38**.

At the time of the writing of the 2050 RTP, CAMPO utilized guidance from Justice40 to identify "disadvantaged populations" (green areas in **Figure 38**) and build upon the vulnerable populations methodology established in the 2045 RTP. "Disadvantaged populations" were identified using an index of 22 indicators grouped into 5 categories to define social disadvantage (this is explained in detailed in Appendix P: Equity Analysis Memorandum).

CAMPO has also broadened its analysis to better understand impacts of transportation investments on "vulnerable populations", which include minorities, low-income, seniors, persons with disabilities, zero-car households, and persons with limited English proficiency (pink areas in **Figure 38**) based on more up-to-date demographic data. The analysis in this section provides an understanding of impacts on these vulnerable and disadvantaged populations as compared to non-vulnerable and disadvantaged areas.

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

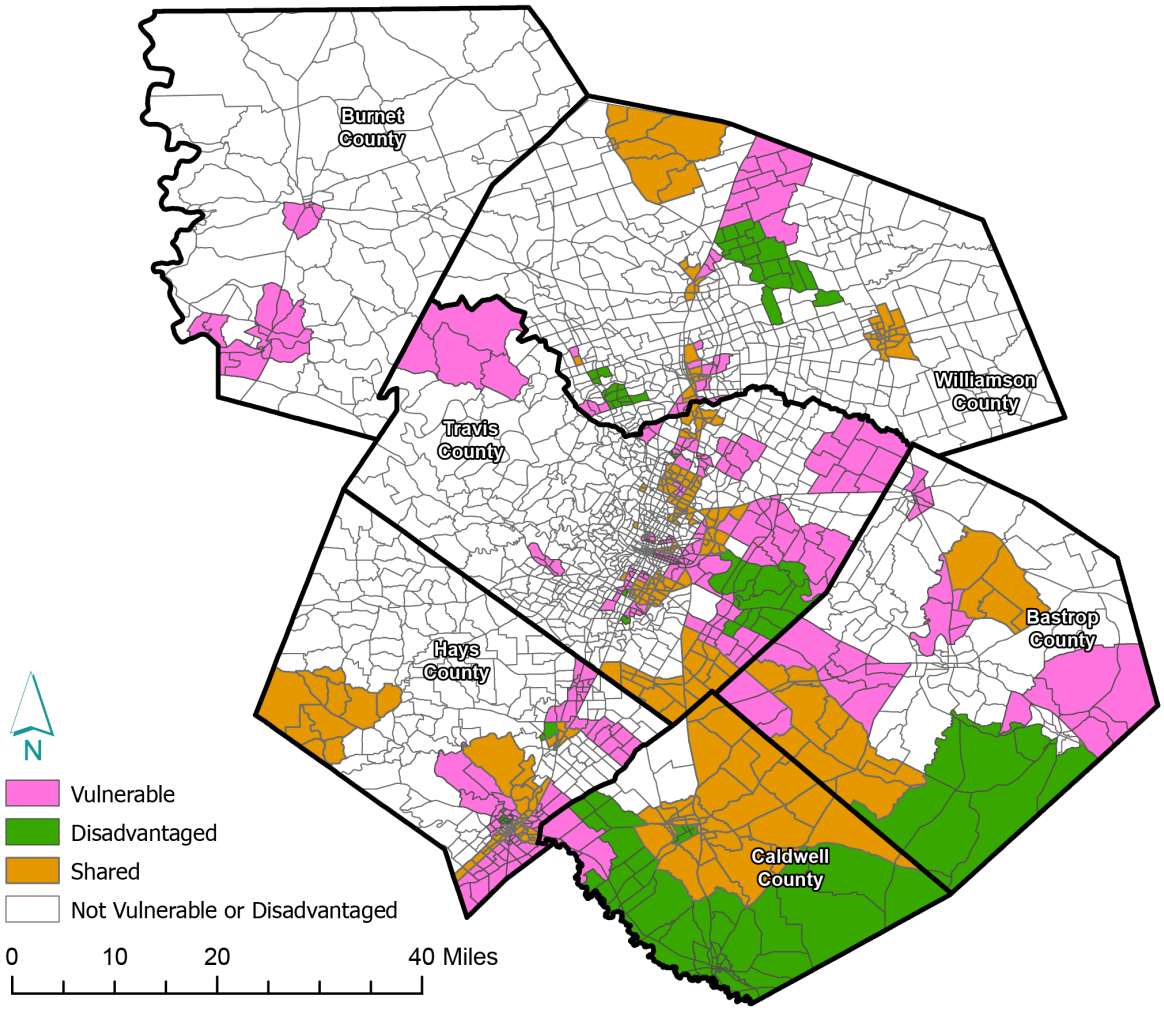



**Figure38.** Vulnerable and Disadvantaged Populations, 2022

| Daily Trip Characteristics | 2020 | | | | 2050 "BUILD" | | | |
|---|---|---|---|---|---|---|---|---|
| By Vehicle | AVG. Trip Length | | AVG. Travel Time | | AVG. Trip Length | | AVG. Travel Time | |
| Originating and/or Ending in Vulnerable/Disadvantaged | 8.4 | | 13.7 | | 8.7 | | 18.8 | |
| Originating and/or Ending in Non-Vulnerable/Disadvantaged | 9.8 | | 15.9 | | 9.9 | | 19.9 | |
| **By Transit** | **AVG. Walk Length** | **AVG. Walk Time** | **AVG. Transit Length** | **AVG. Transit Time** | **AVG. Walk Length** | **AVG. Walk Time** | **AVG. Transit Length** | **AVG. Transit Time** |
| Produced in Vulnerable/ Disadvantaged | 4.6 | 55.0 | 8.9 | 46.7 | 4.8 | 58.6 | 8.1 | 47.1 |
| Produced in Non-Vulnerable/ Disadvantaged | 5.0 | 57.9 | 10.2 | 51.3 | 4.8 | 62.6 | 7.7 | 44.5 |
| **Daily Trip Characteristics to Regional Activity Centers (RAC)** | **2020** | | | | **2050 "BUILD"** | | | |
| By Vehicle | AVG. Trip Length | | AVG. Travel Time | | AVG. Trip Length | | AVG. Travel Time | |
| Originating in Vulnerable/ Disadvantaged to RAC | 5.4 | | 9.9 | | 5.5 | | 13.1 | |
| Originating in Non-Vulnerable/ Disadvantaged to RAC | 8.2 | | 14.3 | | 8.4 | | 18.2 | |
| **By Transit** | **AVG. Walk Length** | **AVG. Walk Time** | **AVG. Transit Length** | **AVG. Transit Time** | **AVG. Walk Length** | **AVG. Walk Time** | **AVG. Transit Length** | **AVG. Transit Time** |
| Produced in Vulnerable/ Disadvantaged to RAC | 4.5 | 54.0 | 8.1 | 44.7 | 4.9 | 56.1 | 7.8 | 47.0 |
| Produced in Non-Vulnerable/ Disadvantaged to RAC | 4.3 | 53.8 | 9.3 | 48.0 | 4.4 | 59.4 | 7.4 | 43.5 |

**Table 15.** Vulnerable and/or Disadvantaged Populations Analysis

# Chapter Summary

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

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

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

Regarding Environmental Justice (EJ), CAMPO found no disproportionate effects to travel times for Vulnerable and/or Disadvantaged from the “Build” scenario.

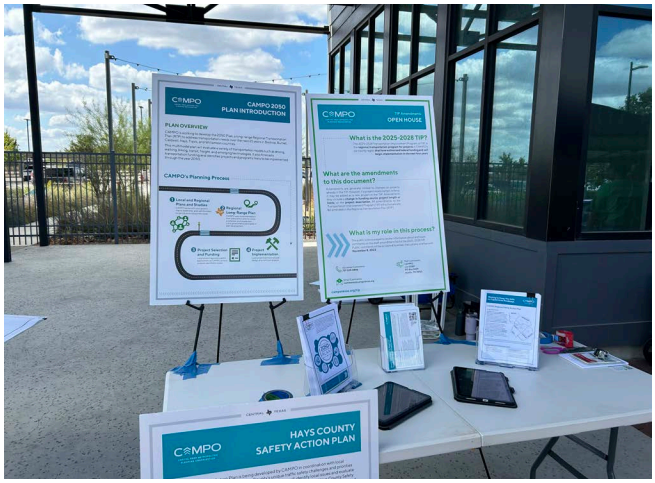
Neither Disadvantaged nor Vulnerable Population areas would be disproportionately negatively impacted by population growth and the constrained network capacity than their non-Disadvantaged or Vulnerable counterparts.

# CHAPTER 6: PUBLIC INVOLVEMENT

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

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

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




# ROUND 1 – FALL 2024

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

**KEY FINDINGS FROM THE SURVEY INCLUDE:**

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

# ROUND 2 – 2025

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

# CHAPTER 7: PERFORMANCE MEASURES AND 2050 POLICES

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

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

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

## NATIONAL HIGHWAY PERFORMANCE PROGRAM

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

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

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

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

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

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

[1] CAMPO is not required to track CMAQ performance measures because the CAMPO planning area is currently in attainment for all criteria air pollutants.

# RTP Goals and Performance Measures

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

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

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

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

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

| GOALS | OBJECTIVES | LINKAGE TO PERFORMANCE MEASURES | PERFORMANCE MEASURES |
|---|---|---|---|
| **Safety** | A. Crash Reduction - Reduce the severity and number of crashes | Crash rates, number of fatalities and serious injuries per VMT (Vehicle Miles Traveled) | PM 1 and PTASP |
| | B. Vision Zero - Support local government reaching Vision Zero metrics | Number of fatalities and serious injuries, safety enhancements at high-risk locations | |
| **Mobility** | C. Connectivity - Reduce network gaps, eliminate bottlenecks | Travel time reliability, congestion reduction metrics | PM 3 |
| | D. Reliability - Improve network reliability | Travel time reliability, incident management effectiveness | PM 3 |
| | E. Travel Choices - Offer competitive, accessible options | - | - |
| | F. Implementation - Plan and deliver networks with reduced delays | Project delivery time frames and budget adherence | PM 3 |
| | G. Regional Coordination - Enhance inter-agency collaboration | Coordination metrics, successful joint initiatives | - |

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

| GOALS | OBJECTIVES | LINKAGE TO PERFORMANCE MEASURES | PERFORMANCE MEASURES |
|---|---|---|---|
| Stewardship | H. System Preservation - Expand useful life cycle through ITS | Pavement and bridge life cycle extension | PM 2 and TAM |
| | I. Fiscal Constraint - Prioritize fiscally constrained investments | Budget allocation effectiveness, cost-benefit metrics | - |
| | J. Public Health - Improve air and water quality | Air quality indices, water quality standards compliance | PM 3 & CMAQ PM* |
| | K. Natural Environment - Promote resiliency in transport designs | Environmental impact metrics, habitat preservation initiatives | PM 3 & CMAQ PM* |
| Economy | L. Economic Development - Increase living, working, playing opportunities | Job accessibility, economic impact studies | - |
| | M. Value of Time - Keep people and goods moving efficiently | Freight movement efficiency, reduction in travel delays | PM 3 and PTASP |
| Equity | N. Access to Opportunity - Multimodal access for all including vulnerable populations | Access to transit for low-income and minority populations, employment access metrics | PM 3 |
| | O. Impact on Human Environment - Positive impacts on vulnerable populations | Environmental justice, community impact assessments | PM 3 |
| | P. Valuing Communities - Respect community character and environment | Community satisfaction surveys, alignment with local plans | PM 3 |
| Innovation | Q. Technology - Leverage advances for efficiency | Adoption rate of new technologies, system efficiency improvement | PM3 |
| | R. Flexibility - Adaptable and flexible system to emerging needs | System adaptability metrics, resilience planning | - |

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

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

# Integration of Performance Measures

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

### HIGHWAY SAFETY IMPROVEMENTS - PM 1

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

## Example Projects Addressing PM 1

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


FM 621 Before. Source: Google Street View.


FM 621 After. Source: Google Street View.

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

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

## PAVEMENT AND BRIDGE CONDITIONS - PM 2

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

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

## SYSTEM PERFORMANCE - PM 3

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

## Example Projects Addressing PM 3


Westlake Drive/Cedar Street. Source: TxDOT

The System Performance metric (PM 3) is addressed by numerous projects funded through CAMPO. A recently constructed example includes the addition of left turn lanes and shoulders on SH 80 between SH 21 and FM 1984, spanning Hays and Caldwell Counties. This project improves traffic operations on an important roadway that ranked 14th in the region for congestion in the 2022 Congestion Management Process Update and links San Marcos to Luling and IH 10. Similarly, the currently under construction SL 360 (Capital of Texas Highway) underpass at Westlake Drive will improve network operations by providing better traffic flow on a major access route for western Travis County and auxiliary route for SL 1/MoPac (ranked 8th in the region for congestion).

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM:** For areas in non-attainment or maintenance status for the National Ambient Air Quality Standards, a series of Congestion Mitigation and Air Quality (CMAQ) performance measures are also required to be reported and monitored. Although CAMPO is in attainment and not required to report on the CMAQ Improvement Program, efforts to maintain and improve air quality are embedded in the RTP. Despite the lack of a formal requirement, CAMPO continues to prioritize projects and strategies that contribute to reducing emissions and managing congestion, reflecting a proactive approach to ensuring the region's environmental and transportation goals are met.

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

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

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

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

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

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

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

### TRANSIT ASSET MANAGEMENT (TAM)

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

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

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

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

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

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

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

## Annual Performance Measures Reports

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

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

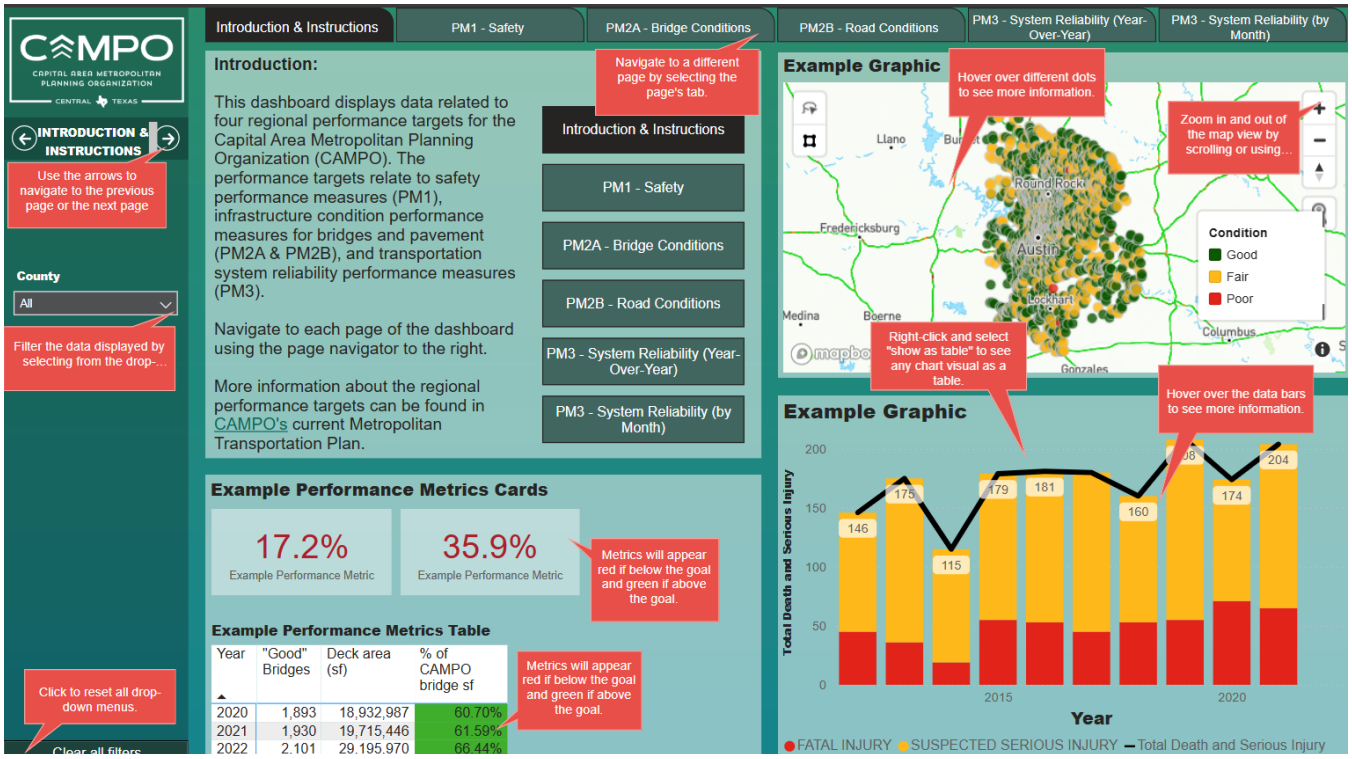
# CAMPO Data Dashboards

## PERFORMANCE METRICS DASHBOARD

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

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

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




# 2050 RTP Policies

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

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

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

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

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

## Enhancing Performance Management and Data Integration

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

# Chapter Summary

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

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

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

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

# APPENDIX

**APPENDIX A: REGIONAL TRANSPORTATION PLAN PROJECTS LIST**

**APPENDIX B: 2050 RTP PROJECT CALL SUBMITTAL INSTRUCTIONS AND EVALUATION CRITERIA**

**APPENDIX C: REGIONAL TRANSPORTATION DEMAND MANAGEMENT PLAN**

**APPENDIX D: REGIONAL ACTIVE TRANSPORTATION PLAN**

**APPENDIX E: REGIONAL INCIDENT MANAGEMENT STUDY**

**APPENDIX F: REGIONAL TRANSIT STUDY**

**APPENDIX G: REGIONALLY COORDINATED TRANSPORTATION PLAN**

**APPENDIX H: CONGESTION MANAGEMENT PROCESS UPDATE**

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**APPENDIX N: PUBLIC COMMENTS AND SURVEY RESPONSES**

**APPENDIX O: FISCAL CONSTRAINT ANALYSIS MEMORANDUM**

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**APPENDIX R: REGIONAL ACTIVITY CENTERS**

# Appendix A

# Regional Transportation Plan Projects List

| MPO ID | Sponsor | Co Sponsor | County | Roadway/ Facility | Limits From | Limits To | Limits At | Description | Total Cost | Let Year |
|---|---|---|---|---|---|---|---|---|---|---|
| 52-00040-00 | CapMetro | | Travis | Various | | | | Bikeshare Infrastructure for Stations | $ 10,000,000 | 2025 |
| 52-00105-00 | City of Austin | | Travis | 51st Street | Berkman Dr | Manor Rd | | Construct Complete Street improvements | $ 4,900,000 | 2050 |
| 52-00100-00 | City of Austin | | Travis | 5th Street | Mopac | I-35 | | Construct Complete Street improvements | $ 182,100,000 | 2040 |
| 52-00101-00 | City of Austin | | Travis | 6th Street | Mopac | I-35 | | Construct Complete Street improvements | $ 179,000,000 | 2040 |
| 52-00103-00 | City of Austin | | Travis | 7th Street | Rio Grande Street | I-35 | | Construct Complete Street improvements | $ 63,800,000 | 2030 |
| 52-00104-00 | City of Austin | | Travis | 8th Street | Rio Grande Street | I-35 | | Construct Complete Street improvements | $ 117,700,000 | 2040 |
| 52-00106-00 | City of Austin | | Travis | Airport Blvd | 55th Street | Manor Rd | | Construct Complete Street improvements | $ 47,800,000 | 2030 |
| 52-00107-00 | City of Austin | | Travis | Alice Mae Ln | Slaughter Ln | Taft Ln | | Construct Complete Street improvements | $ 1,900,000 | 2050 |
| 52-00108-00 | City of Austin | | Travis | Amherst Drive | Parmer Ln (FM 734) | Duval Rd | | Construct Complete Street improvements | $ 1,400,000 | 2050 |
| 52-00109-00 | City of Austin | | Travis | Anderson Mill Road | RM 620 | Spicewood Pkwy | | Construct Complete Street improvements | $ 11,100,000 | 2050 |
| 62-00100-00 | City of Austin | | Williamson | Avery Ranch | City Limits | City Limits | | Construct Complete Street improvements | $ 19,900,000 | 2050 |
| 52-00110-00 | City of Austin | | Travis | Balcones Drive | North Hills Dr | FM 2222 | | Construct Complete Street improvements | $ 1,100,000 | 2050 |
| 52-00184-00 | City of Austin | | Travis | Bartholomew Park Connector | Manor Rd | Shady Brook Ln | | Design and construct a Tier 1 urban trail at Bartholomew District Park. | $ 7,700,000 | 2050 |
| 52-00003-00 | City of Austin | | Travis | Barton Corridor | Various | Various | | Design and construct a Tier 1 urban trail from the Barton Creek Greenbelt to the MoPac Mobility Bridges and Southwest Parkway. The trail includes connecting branches to destinations and neighborhoods along the way. | $ 122,200,000 | 2050 |
| 52-00111-00 | City of Austin | | Travis | Barton Springs Road | Mopac | S Lamar Blvd | | Construct Complete Street improvements | $ 4,600,000 | 2050 |
| 52-00185-00 | City of Austin | | Travis | Bergstrom Spur to McKinley Falls State Park - New Access | Burleson Rd | E Stassney Ln | | Design and construct a Tier 1 urban trail along a proposed McKinley Falls State Park connection to the Bergstrom Spur Trail. | $ 37,200,000 | 2050 |

* = TIP
^ = UTP

| MPO ID | Sponsor | Co Sponsor | County | Roadway/ Facility | Limits From | Limits To | Limits At | Description | Total Cost | Let Year |
|---|---|---|---|---|---|---|---|---|---|---|
| 52-00186-00 | City of Austin | | Travis | Bergstrom Spur Trail | S Congress Ave | East Riverside Dr | | Design and construct a Tier 1 urban trail along a proposed central segment of the Bergstrom Spur Trail between S Congress Ave. and Riverside Dr. | $ 61,400,000 | 2030 |
| 52-00187-00 | City of Austin | | Travis | Blunn Creek Trail | E Oltorf St | St. Edwards Dr | | Design and construct a Tier 1 urban trail extending the Blunn Creek Trail between St. Edwards Dr. and E Oltorf St. | $ 9,300,000 | 2050 |
| 52-00220-00 | City of Austin | | Travis | BRANDT RD | IH-35 SVRD NB | BLUFF SPRINGS RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. | $ 26,200,000 | 2040 |
| 52-00112-00 | City of Austin | | Travis | Brodie Lane | City Limits | Slaughter Ln | | Construct Complete Street improvements | $ 11,300,000 | 2050 |
| 52-00222-00 | City of Austin | | Travis | BRUSH COUNTRY RD/LATTA DR | WILLIAM CANNON DR | DAVIS LN | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. | $ 8,800,000 | 2030 |
| 52-00113-00 | City of Austin | | Travis | Burnet Rd | W Koenig Ln | 45th Street | | Construct Complete Street improvements | $ 15,500,000 | 2050 |
| 52-00114-00 | City of Austin | | Travis | Cameron Road | Parmer Ln | US 290 | | Construct Complete Street improvements | $ 9,100,000 | 2040 |
| 52-00115-00 | City of Austin | | Travis | Camino La Costa | I-35 | Cameron Rd | | Construct Complete Street improvements | $ 1,200,000 | 2050 |
| 52-00116-00 | City of Austin | | Travis | Canyon Ridge | I-35 | Tech Ridge Blvd | | Construct Complete Street improvements | $ 700,000 | 2050 |
| 52-00117-00 | City of Austin | | Travis | Center Line Pass | Howard Ln | Center Ridge Dr | | Construct Complete Street improvements | $ 700,000 | 2050 |
| 52-00118-00 | City of Austin | | Travis | Chestnut | Manor Rd | 12 Street | | Construct Complete Street improvements | $ 1,800,000 | 2040 |
| 52-00226-00 | City of Austin | | Travis | CIRCLE S RD | FOREMOST DR | EBERHART LN | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. | $ 7,700,000 | 2030 |
| 52-00188-00 | City of Austin | | Travis | Colorado River Trail | Hergotz Ln | Roy G. Guerrero Metro Park | | Design and construct a Tier 1 urban trail extending the Colorado River Trail between Hergtoz Lane and Roy G. Guerrero Metro Park. | $ 29,000,000 | 2050 |
| 52-00119-00 | City of Austin | | Travis | Congress Avenue | 11th Street | Riverside Dr | | Construct Complete Street improvements | $ 161,500,000 | 2050 |

* = TIP
^ = UTP

| MPO ID | Sponsor | Co Sponsor | County | Roadway/ Facility | Limits From | Limits To | Limits At | Description | Total Cost | Let Year |
|---|---|---|---|---|---|---|---|---|---|---|
| 52-00229-00 | City of Austin | | Travis | CONVICT HILL RD | W US 290 HWY | BRODIE LN | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. | $ 25,900,000 | 2040 |
| 52-00230-00 | City of Austin | | Travis | COOPER LN | MATTHEWS LN | W DITTMAR RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. | $ 14,400,000 | 2030 |
| 52-00189-00 | City of Austin | | Travis | Country Club Creek Greenbelt to E Ben White Blvd Corridor | Ventura Dr | Todd Ln | | Design and construct a Tier 1 urban trail connecting the Country Club Creek Trail to E Ben White Blvd. | $ 10,500,000 | 2050 |
| 52-00190-00 | City of Austin | | Travis | Country Club Creek Trail | Ventura Dr | Mabel Davis Park | | Design and construct a Tier 1 urban trail connecting the Country Club Creek Trail to Mabel Davis Park. | $ 6,500,000 | 2050 |
| 52-00191-00 | City of Austin | | Travis | Crystalbrook Dr to Keegans Dr | Crystalbrook Dr | Keegans Dr | | Design and construct a Tier 1 urban trail connecting Crystalbrook Dr. to the Southern Walnut Creek Trail. | $ 9,300,000 | 2050 |
| 51-00012-00 | City of Austin | | Travis | DAVIS LN | BRODIE LN | MENCHACA RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. | $ 25,200,000 | 2030 |
| 52-00120-00 | City of Austin | | Travis | Davis Ln | Escarpment Blvd | Brodie Ln | | Construct Complete Street improvements | $ 12,600,000 | 2050 |
| 52-00121-00 | City of Austin | | Travis | Dean Keeton Street | Guadalupe St | Manor Rd | | Construct Complete Street improvements | $ 1,300,000 | 2040 |
| 52-00122-00 | City of Austin | | Travis | Dittmar Road | Menchaca Rd | S 1st St | | Construct Complete Street improvements | $ 2,800,000 | 2050 |
| 52-00123-00 | City of Austin | | Travis | Duval Road | Jolleyville Rd | Mopac | | Construct Complete Street improvements | $ 11,100,000 | 2050 |
| 52-00242-00 | City of Austin | | Travis | E ST ELMO RD/NUCKOLS CROSSING RD | S PLEASANT VALLEY RD | S PLEASANT VALLEY RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. | $ 46,100,000 | 2030 |
| 52-00124-00 | City of Austin | | Travis | Escarpment Boulevard | William Cannon Dr | La Crosse Ave | | Construct Complete Street improvements | $ 5,200,000 | 2050 |
| 52-00192-00 | City of Austin | | Travis | Ferguson Dr to Walnut Creek Elementary | Ferguson Dr | Walnut Creek Elementary | | Design and construct a Tier 1 urban trail between Ferguson Dr and Walnut Creek Elementary. | $ 4,600,000 | 2050 |
| 52-00125-00 | City of Austin | | Travis | Four Points Dr | RM 620 | River Place Blvd | | Construct Complete Street improvements | $ 1,100,000 | 2050 |
| 52-00126-00 | City of Austin | | Travis | Freidrich Lane | St Elmo | Teri Rd | | Construct Complete Street improvements | $ 800,000 | 2050 |

* = TIP
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| MPO ID | Sponsor | Co Sponsor | County | Roadway/ Facility | Limits From | Limits To | Limits At | Description | Total Cost | Let Year |
|---|---|---|---|---|---|---|---|---|---|---|
| 52-00127-00 | City of Austin | | Travis | Giles Lane | Blue Goose Rd | US 290 | | Construct Complete Street improvements | $ 2,900,000 | 2050 |
| 52-00128-00 | City of Austin | | Travis | Great Hills Trail | Capital of Texas Hwy | Stonelake Blvd | | Construct Complete Street improvements | $ 2,700,000 | 2050 |
| 52-00129-00 | City of Austin | | Travis | Grove Boulevard | Colorado River | Montopolis Dr | | Construct Complete Street improvements | $ 4,000,000 | 2050 |
| 52-00130-00 | City of Austin | | Travis | Hancock Drive | North Loop Blvd | Burnet Rd | | Construct Complete Street improvements | $ 500,000 | 2050 |
| 52-00131-00 | City of Austin | | Travis | Harris Branch Pkwy | Howard Ln | US 290 | | Construct Complete Street improvements | $ 14,200,000 | 2050 |
| 52-00132-00 | City of Austin | | Travis | Highland Mall Boulevard | Airport Blvd | Middle Fiskville Rd | | Construct Complete Street improvements | $ 800,000 | 2050 |
| 52-00133-00 | City of Austin | | Travis | Huntland Dr | Airport Blvd | Middle Fiskville Rd | | Construct Complete Street improvements | $ 2,300,000 | 2050 |
| 52-00134-00 | City of Austin | | Travis | Kramer Lane | Burnet Rd | N Lamar Blvd | | Construct Complete Street improvements | $ 3,700,000 | 2050 |
| 52-00135-00 | City of Austin | | Travis | La Crosse Avenue | Escarpment Blvd | Veloway | | Construct Complete Street improvements | $ 1,500,000 | 2050 |
| 62-00101-00 | City of Austin | | Williamson | Lake Creek Parkway | Schoolhouse Ln | Lakeline Blvd | | Construct Complete Street improvements | $ 3,100,000 | 2050 |
| 62-00102-00 | City of Austin | | Williamson | Lakeline Boulevard | City Limits | Staked Plains | | Construct Complete Street improvements | $ 2,400,000 | 2050 |
| 62-00104-00 | City of Austin | | Williamson | Lakeline Mall Dr | Pecan Park Blvd | Rutledge Spur | | Construct Complete Street improvements | $ 1,800,000 | 2050 |
| 52-00193-00 | City of Austin | | Travis | Lance Armstrong Bikeway | Onion St | Concho St | | Design and construct a Tier 1 urban trail connecting the Lance Armstrong Bikeway between Onion St. and Concho St. | $ 3,000,000 | 2050 |
| 52-00194-00 | City of Austin | | Travis | Lance Armstrong Bikeway to W 3rd St | W 3rd St | B.R. Reynolds Dr | | Design and construct a Tier 1 urban trail connecting the Lance Armstrong Bikeway between W 3rd St. and B.R. Reynolds Dr | $ 2,600,000 | 2050 |
| 52-00195-00 | City of Austin | | Travis | Little Walnut Creek Trail | 51st St | 183 Toll Trail | | Design and construct a Tier 1 urban trail connecting the Little Walnut Creek Trail with E 51st St. and the US-183 Toll Trail. | $ 34,900,000 | 2050 |
| 52-00137-00 | City of Austin | | Travis | Loyola Lane | Manor Rd | Decker Ln | | Construct Complete Street improvements | $ 7,800,000 | 2040 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 52-00196-00 | City of Austin | | Travis | Manor Rd to 183 Toll Trail | Manor Rd | 183 Toll Trail | | Design and construct a Tier 1 urban trail from Manor Rd. to US-183. | $ | 12,800,000 | 2050 |
| 52-00138-00 | City of Austin | | Travis | Manor Road | Dean Keeton St | Springdale Rd | | Construct Complete Street improvements | $ | 23,400,000 | 2040 |
| 52-00145-00 | City of Austin | | Travis | Martin Luther King Jr. Blvd | N Lamar Blvd | Airport Blvd | | Construct Complete Street improvements | $ | 46,800,000 | 2030 |
| 52-00139-00 | City of Austin | | Travis | Mc Kinney Falls Pkwy | Thaxton Rd | US 183 | | Construct Complete Street improvements | $ | 11,600,000 | 2050 |
| 52-00140-00 | City of Austin | | Travis | McCallen Pass | Howard Ln | Canyon Ridge | | Construct Complete Street improvements | $ | 6,600,000 | 2050 |
| 52-00141-00 | City of Austin | | Travis | Menchaca | S Lamar Blvd | Stassney Ln | | Construct Complete Street improvements | $ | 19,100,000 | 2030 |
| 52-00142-00 | City of Austin | | Travis | Mesa Drive | Jolleyville Rd | FM 2222 | | Construct Complete Street improvements | $ | 6,600,000 | 2050 |
| 52-00143-00 | City of Austin | | Travis | Metric Boulevard | Howard Ln | Research Blvd | | Construct Complete Street improvements | $ | 15,200,000 | 2040 |
| 52-00144-00 | City of Austin | | Travis | Middle Fiskville | Huntland Dr | US 290 | | Construct Complete Street improvements | $ | 2,600,000 | 2050 |
| 52-00197-00 | City of Austin | | Travis | Mokan Corridor Trail | Pedernales St | Bolm Rd | | Design and construct a Tier 1 urban trail extending the Mokan Corridor Trail between Pedernales St. and Bolm Rd. | $ | 4,600,000 | 2030 |
| 52-00146-00 | City of Austin | | Travis | Monterey Oaks Boulevard | Ben White Blvd | Mopac | | Construct Complete Street improvements | $ | 1,300,000 | 2050 |
| 52-00147-00 | City of Austin | | Travis | Montopolis Dr | US 183 | Burleson Rd | | Construct Complete Street improvements | $ | 7,000,000 | 2040 |
| 52-00198-00 | City of Austin | | Travis | Montopolis Tributary Trail | Frontier Valley Dr | Hwy 183 | | Design and construct a Tier 1 urban trail between US-183 and E Riverside Dr | $ | 27,900,000 | 2050 |
| 52-00199-00 | City of Austin | | Travis | Mueller Trail | Broadmoor Dr | Manor Rd | | Design and construct a Tier 1 urban trail between Broadmoor Dr. and Manor Rd. | $ | 6,200,000 | 2030 |
| 52-00148-00 | City of Austin | | Travis | N Capital of Texas Hwy | US 183 | Mopac | | Construct Complete Street improvements | $ | 9,000,000 | 2050 |
| 52-00149-00 | City of Austin | | Travis | North Loop Boulevard / 53 Road Street / Hancock Drive | Valley Oak Dr | Airport Blvd | | Construct Complete Street improvements | $ | 17,500,000 | 2050 |

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| 52-00150-00 | City of Austin | | Travis | Northcross Dr | Anderson Ln | Burnet Rd | | Construct Complete Street improvements | $ 2,100,000 | 2050 |
| 52-00200-00 | City of Austin | | Travis | Northgate Blvd to Rutland Dr Connector | Northgate Blvd | Metric Blvd | | Design and construct a Tier 1 urban trail between Northgate Blvd. and Metric Blvd. | $ 9,300,000 | 2050 |
| 52-00151-00 | City of Austin | | Travis | Northland Dr/Allandale Rd/Koenig Ln | Balcones Dr | Airport Blvd | | Construct Complete Street improvements | $ 37,900,000 | 2050 |
| 52-00260-00 | City of Austin | | Travis | NUCKOLS CROSSING RD | BLUFF SPRINGS RD | THAXTON RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. | $ 35,100,000 | 2030 |
| 52-00152-00 | City of Austin | | Travis | Oltorf Street | S Lamar Blvd | I-35 | | Construct Complete Street improvements | $ 22,400,000 | 2040 |
| 52-00201-00 | City of Austin | | Travis | Onion Creek Trail | Various | Various | | Design and construct a Tier 1 urban trail extending and connecting trails between Onion Creek Park and surrounding neighborhoods. | $ 34,400,000 | 2030 |
| 52-00153-00 | City of Austin | | Travis | Payton Gin Rd | Research Blvd | N Lamar Blvd | | Construct Complete Street improvements | $ 2,200,000 | 2050 |
| 62-00103-00 | City of Austin | | Williamson | Pecan Park Blvd | Lakeline Blvd | Lake Creek Pkwy | | Construct Complete Street improvements | $ 3,000,000 | 2050 |
| 52-00154-00 | City of Austin | | Travis | Pleasant Valley Road N. | 12th St | Cesar Chavez | | Construct Complete Street improvements | $ 23,500,000 | 2050 |
| 52-00155-00 | City of Austin | | Travis | Pleasant Valley S. | Riverside Dr | Oltorf St | | Construct Complete Street improvements | $ 500,000 | 2040 |
| 62-00106-00 | City of Austin | | Williamson | Pond Springs Road | US 183 | US 183 | | Construct Complete Street improvements | $ 2,600,000 | 2050 |
| 52-00004-00 | City of Austin | | Travis | Red Line Trail | Clarkson Ave | W Braker Ln | | Design and construct a Tier 1 urban trail extending the Red Line Trail from Clarkson Ave. to W. Braker Ln. with various connections along the way. | $ 70,700,000 | 2030 |
| 52-00156-00 | City of Austin | | Travis | Riata Trace Pkwy / Riata Vista Cir | US 183 | Parmer Ln | | Construct Complete Street improvements | $ 4,300,000 | 2050 |
| 62-00105-00 | City of Austin | | Williamson | Ridgeline Blvd | Lakeline Blvd | RM 620 | | Construct Complete Street improvements | $ 2,500,000 | 2050 |
| 52-00202-00 | City of Austin | | Travis | Rundberg Ln To Peyton Gin Rd Connector | Rundberg Ln | Peyton Gin Rd | | Design and construct a Tier 1 urban trail between Rundberg Ln. and Peyton Gin Rd. | $ 11,600,000 | 2050 |

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| 52-00158-00 | City of Austin | | Travis | Rutherford Lane | I-35 | US 183 | | Construct Complete Street improvements | $ 3,400,000 | 2050 |
| 52-00203-00 | City of Austin | | Travis | Rutland Dr to N Lamar Blvd | Rutland Dr | Rundberg Ln | | Design and construct a Tier 1 urban trail between Rutland Dr. and Rundberg Ln. | $ 2,600,000 | 2050 |
| 52-00159-00 | City of Austin | | Travis | Rutland Drive | Burnet Rd | N Lamar Blvd | | Construct Complete Street improvements | $ 17,300,000 | 2050 |
| 52-00160-00 | City of Austin | | Travis | S 1st Street | Barton Springs Rd | FM 1626 | | Construct Complete Street improvements | $ 23,200,000 | 2040 |
| 52-00161-00 | City of Austin | | Travis | S Lamar Blvd | W Riverside Dr | Barton Springs Rd | | Construct Complete Street improvements | $ 23,100,000 | 2050 |
| 52-00274-00 | City of Austin | | Travis | SALT SPRINGS DR | RINGSBY RD | THAXTON RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. | $ 2,400,000 | 2030 |
| 52-00162-00 | City of Austin | | Travis | San Jacinto Blvd | Martin Luther King Jr. Blvd | 4th St | | Construct Complete Street improvements | $ 5,900,000 | 2050 |
| 52-00163-00 | City of Austin | | Travis | Scofield Ridge Pkwy / Howard Lane | Mopac | I-35 | | Construct Complete Street improvements | $ 3,900,000 | 2040 |
| 52-00005-00 | City of Austin | | Travis | Shoal Creek Trail | Shoal Creek Trail | Shoal Creek Trail | | Design and construct a Tier 1 urban trail connecting a gap along the Shoal Creek Trail. | $ 5,800,000 | 2050 |
| 52-00204-00 | City of Austin | | Travis | Slaughter Creek Trail | Various | Various | | Design and construct a Tier 1 urban trail extending and connnecting various points along the Slaughter Creek Trail. | $ 69,700,000 | 2050 |
| 52-00164-00 | City of Austin | | Travis | Slaughter Lane | Barstow Ave | Mopac | | Construct Complete Street improvements | $ 21,100,000 | 2050 |
| 52-00205-00 | City of Austin | | Travis | South Boggy Creek Trail | S 1st St | Sunny Hills Dr | | Design and construct a Tier 1 urban trail extending the South Boggy Creek Trail between S 1st St. and Sunny Hills Dr. | $ 69,700,000 | 2050 |
| 52-00165-00 | City of Austin | | Travis | Southwest Parkway | SH 71 | Mission Oaks Blvd | | Construct Complete Street improvements | $ 17,300,000 | 2050 |
| 52-00166-00 | City of Austin | | Travis | Spicewood Springs Road | West of Mesa Dr | Shoal Creek Blvd | | Construct Complete Street improvements | $ 4,300,000 | 2050 |
| 52-00167-00 | City of Austin | | Travis | Springdale Road | Manor Rd | Martin Luther King Jr. Blvd | | Construct Complete Street improvements | $ 8,600,000 | 2040 |

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| 52-00168-00 | City of Austin | | Travis | St Elmo | I-35 | S Pleasant Valley | | Construct Complete Street improvements | $ 2,800,000 | 2050 |
| 52-00169-00 | City of Austin | | Williamson | Staked Plains | Avery Ranch Blvd | Lakeline Blvd | | Construct Complete Street improvements | $ 1,300,000 | 2050 |
| 52-00170-00 | City of Austin | | Travis | Stassney Lane | West Gate Blvd | Teri Rd | | Construct Complete Street improvements | $ 8,600,000 | 2040 |
| 52-00171-00 | City of Austin | | Travis | Stonelake | Braker Ln | US 183 | | Construct Complete Street improvements | $ 2,100,000 | 2050 |
| 52-00206-00 | City of Austin | | Travis | SWCT to River Connection | Colorado River | Southern Walnut Creek Trail | | Design and construct a Tier 1 urban trail connecting the Colorado River to the Southern Walnut Creek Trail. | $ 10,200,000 | 2050 |
| 52-00172-00 | City of Austin | | Travis | Taft Ln | S 1st St | I-35 | | Construct Complete Street improvements | $ 1,000,000 | 2050 |
| 52-00173-00 | City of Austin | | Travis | Tamarron Blvd | Walsh Tarlton Ln | Mopac | | Construct Complete Street improvements | $ 2,600,000 | 2050 |
| 52-00174-00 | City of Austin | | Travis | Tech Ridge Boulevard / Harris Ridge Boulevard | I-35 | Parmer Ln | | Construct Complete Street improvements | $ 3,000,000 | 2050 |
| 52-00278-00 | City of Austin | | Travis | THAXTON RD | NUCKOLS CROSSING RD | SALT SPRINGS DR | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. | $ 4,400,000 | 2030 |
| 52-00175-00 | City of Austin | | Travis | The Lakes Boulevard | I-35 | Howard Ln | | Construct Complete Street improvements | $ 1,600,000 | 2050 |
| 52-00207-00 | City of Austin | | Travis | Trail To The ABIA Airport | Coriander Dr | Spirit of Texas Dr | | Design and construct a Tier 1 urban trail connecting Coriander Dr. to the Spirit of Texas Dr. | $ 53,400,000 | 2050 |
| 52-00176-00 | City of Austin | | Travis | Trinity Street | San Jacinto Blvd | 4th St | | Construct Complete Street improvements | $ 4,700,000 | 2050 |
| 52-00208-00 | City of Austin | | Travis | Violet Crown Trail | William Cannon Dr | Violet Crown Trail | | Design and construct a Tier 1 urban trail extending the Violet Crown Trail to William Cannon Dr. | $ 7,400,000 | 2050 |
| 52-00178-00 | City of Austin | | Travis | W Braker Lane | Jolleyville Rd | N Lamar Blvd | | Construct Complete Street improvements | $ 333,000,000 | 2050 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 52-00002-00 | City of Austin | | Travis | Walnut Creek Corridor: Northern Walnut Creek Trail | Various | Various | | Design and construct a Tier 1 urban trail extending the Northern Walnut Creek Trail to the Copperfield Connector Trail, US-290, the Southern Walnut Creek Trail, and connections along the way. | $ 66,000,000 | 2030 |
| 52-00209-00 | City of Austin | | Travis | Walnut Creek Corridor: Southern Walnut Creek Trail | Pecan Brook Dr | Sara Dr | | Design and construct a Tier 1 urban trail connecting Sara Dr. and Pecan Brook Dr. to the Southern Walnut Creek Trail. | $ 15,100,000 | 2050 |
| 52-00179-00 | City of Austin | | Travis | Walsh Tarlton | Bee Cave Rd | Capital of Texas Hwy | | Construct Complete Street improvements | $ 3,500,000 | 2050 |
| 52-00210-00 | City of Austin | | Travis | West Bouldin Creek Trail | W Mary St | W Gibson St | | Design and construct a Tier 1 urban trail between W Mary St. and W Gibson St. | $ 10,200,000 | 2050 |
| 52-00180-00 | City of Austin | | Travis | West Gate Blvd | Western Trail | Slaughter Ln | | Construct Complete Street improvements | $ 16,200,000 | 2050 |
| 52-00181-00 | City of Austin | | Travis | Wickersham Lane | North of Riverside Dr | Oltorf St | | Construct Complete Street improvements | $ 18,600,000 | 2050 |
| 52-00182-00 | City of Austin | | Travis | William Cannon Drive | Southwest Pkwy | Running Waters Dr | | Construct Complete Street improvements | $ 75,000,000 | 2030 |
| 52-00211-00 | City of Austin | | Travis | Williamson Creek Trail | S Congress Ave | Smith School Rd | | Design and construct a Tier 1 urban trail extending the Williamson Creek Trail between S Congress Ave. and Smith School Rd. | $ 63,100,000 | 2030 |
| 52-00183-00 | City of Austin | | Travis | Woodward | Ben White Blvd | St Elmo | | Construct Complete Street improvements | $ 1,000,000 | 2050 |
| 52-00009-00 | City of Austin | | Travis | Woodward St to E Ben White Blvd Corridor | Woodward St | E Ben White Blvd | | Design and construct a Tier 1 urban trail between Woodward St. and E Ben White Blvd. | $ 12,800,000 | 2050 |
| 12-00001-00 | City of Bastrop | | Bastrop | Old Iron Bridge Rehabilitation | | | Old Iron Bridge parallel to SH150 across the Colorado River | Rehabilitation of the Old Iron Bridge to provide bike/ped connectivity and a recreation location | $ 12,350,000 | 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 42-00007-00 | City of Buda | | Hays | FM 1626 Shared Use Path | State Highway 45 | RM 967 | | Install new greenway to establish 12' wide concrete trail connectivity along FM 1626 connecting the existing shared use path along SH 45 to the intersection of FM 1626 and RM 967. | $ 4,000,000 | 2030 |
| 62-00002-00 | City of Cedar Park | | Williamson | Lakeline Boulevard | South City Limit | North City Limit | | Construct bicycle facility | $ 12,000,000 | 2030 |
| 62-00006-00 | City of Cedar Park | | Williamson | Red Line Trail | South city limit | North city limit | | Design and construct 10-foot shared-use path within CapMetro right-of-way | $ 25,000,000 | 2030 |
| 62-00001-00 | City of Cedar Park | | Williamson | US 183 (Bell Blvd) | South City Limit | North City Limit | | Construct sidewalks where missing | $ 5,000,000 | 2030 |
| 62-00007-00 | City of Georgetown | | Williamson | Austin Avenue Pedestrian and Bicyle Bridges | 2nd St | Morrow St | | Rehabilitate / Reconstruct existing Bridges | $ 18,000,000 | 2030 |
| 52-00041-00 | City of Lakeway | | Travis | Lakeway Blvd Shared-Use Path | Flamingo Blvd | RM 620 | | Lakeway Blvd Shared-Use Path Connectivity & Upgrades | $ 3,800,000 | 2031 |
| 72-00001-00 | City of Leander | | Williamson, Travis | Sidewalks | | | 1/2 mile radius from Leander public schools | Establish a Safe Routes to School Program, which should include strategic placement of crossing guards and crosswalks, community education and outreach, and infrastructure projects. Address critical gaps in sidewalks and shared-use paths on both sides of every roadway within a half-mile of a school (6' minimum for local roads and 10' minimum for arterial roads). | $ 29,586,800 | 2032 |
| 62-00008-00 | City of Leander | | Williamson | US 183 | | | Broade St | Pedestrian bridge creating an east-west crossing over US 183 at Broade St that creates a grade separation between pedestrians, US 183, and railroad | $ 4,450,000 | 2035 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 62-00009-00 | City of Leander | | Williamson | US 183 | | | Metro Dr | Pedestrian bridge creating an east-west crossing over US 183 at Metro Dr that creates a grade separation between pedestrians, US 183, and railroad | $ 4,450,000 | 2035 |
| 42-00008-00 | City of San Marcos | | Hays | Purgatory Creek Trail | Wonder World Drive | San Marcos River (within the city of San Marcos) at Children's Park and Bicentennial Park | Purgatory Creek | The project consists of Purgatory Channel improvements including the construction of Trail, Trailheads, and Pedestrian Bridges located along Purgatory Creek from Wonder World Drive to the San Marcos River, within the City of San Marcos. | $ 65,191,392 | 2030 |
| 42-00001-00 | City of San Marcos | | Hays | SL 82/University Dr | CM Allen Pkwy | Guadalupe St. | | Retrofit of 4-lane undivided arterial to 2-lane undivided with continuous left turn lane and off-street shared path | $ 2,500,000 | 2030 |
| 51-00498-00 | Travis County | | Travis | Howard Ln/McNeil Dr Shared Use Path | McNeil Road | McNeil-Merrilltown Rd | | Install a Shared Use Path on the south side of Howard Lane (also known as McNeil Drive) | $ 11,082,500 | 2030 |
| 51-00497-00 | Travis County | | Travis | Onion Creek Greenway | McKinney Falls State Park | Colorado River Confluence | Onion Creek | Install new greenway to establish 12' wide concrete trail connectivity through Onion Creek corridor. | $ 37,500,000 | 2030 |
| 51-00189-12* | TxDOT | | Travis | Various | Along Colorado River from South Congress Ave | South 1st St. | | Construct boardwalk extension as mitigation for IH 35 Capital Express Central | $ 29,382,069 | 2026 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 54-00003-00* | City of Austin | | Travis | Various | Various | Various | | Charging Station Replacement | $ | 337,500 | 2025 |
| 54-00002-00 | City of Austin | | Travis | City of Austin Signals/ATMS Improvements | Various | Various | | This project will design and construct citywide traffic signals and Advance Traffic Management System improvements. | $ | 26,600,000 | 2030 |
| 61-00210-00 | City of Georgetown | | Williamson | Austin Avenue (SS 26) | NE Inner Loop | SE Inner Loop | | Installation of traffic detection and traffic signal control pre-emption technology to all legs of the 15 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles. | $ | 2,250,000 | 2030 |
| 61-00208-00 | City of Georgetown | | Williamson | SH 29 | Old Creek Road | Patriot Way | | Installation of traffic detection and traffic signal control pre-emption technology to all legs of the 22 intersections along this corridor. These improvements will enable the city to rapidly and repeatedly collect critical traffic information including counts for pedestrians, cars and bikes and and enable safer and faster response for emergency vehicles. | $ | 3,300,000 | 2030 |
| 51-00289-00* | TxDOT | | Travis | Various | Various | Various | | Install 10 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 35). | $ | 729,192 | 2025 |
| 51-00289-01* | TxDOT | | Travis | Various | Various | Various | | Install 8 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors. (IH 10) | $ | 1,891,381 | 2025 |
| 55-00100-00 | University of Texas at Austin | TxDOT | Travis | Texas SMARTTrack | | | UT Austin Pickle Research Campus | Closed and open course testing track for technology assessment, technology advancement, and testing | $ | 18,000,000 | 2030 |

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| 31-00002-00* | Caldwell County | | Caldwell | Truck Plaza | SH 130 | SH 80 | | Construction of travel plaza and truck parking facility at SH 130 and | $ | 30,725,000 | 2025 |
| 51-00300-00* | City of Austin | TxDOT | Travis | IH 35 | Cesar Chavez | 4th Street | | Highway cap over reconstructed IH-35 | $ | 167,515,000 | 2025 |



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|---|---|---|---|---|---|---|---|---|---|---|
| 51-00299-00* | City of Austin | | Travis | Barton Springs Road | Lou Neff | Azie Morton | Barton Creek | Bridge replacement with pedestrian and bicycle accomodations. | $ 40,000,000 | 2028 |
| 51-00225-00* | City of Austin | | Williamson | Lakeline Blvd | Parmer Lane (FM 734) | Lyndhurst Blvd. | | Add two additional travel lanes and upgrade bicycle facilities and sidewalks | $ 23,725,572 | 2027 |
| 51-00227-00* | City of Austin | | Travis | Slaughter Lane | Mopac Expressway | Brodie Lane | | Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements | $ 20,505,809 | 2025 |
| 51-00222-00* | City of Austin | | Travis | WEST RUNDBERG LANE | BURNET ROAD | METRIC BLVD. | | Extend current roadway as a four-lane divided arterial with sidewalks, bikelanes, and new signalized intersection. | $ 26,502,401 | 2028 |
| 51-00046-00 | City of Austin | | Travis | AIRPORT BLVD (SL 111) | MANOR RD | LEVANDER LOOP | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 51,700,000 | 2030 |
| 61-00001-00 | City of Austin | | Williamson | ANDERSON MILL RD | US 183 | W PARMER LN | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 22,000,000 | 2040 |
| 51-00031-00 | City of Austin | | Travis | BRAKER LN | N LAMAR BLVD | DESSAU RD | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 43,200,000 | 2040 |
| 51-00006-01 | City of Austin | | Travis | BRODIE LN | Slaughter Ln | W FM 1626 RD | | Widen roadway to 2-lanes with a raised median or center turn lane and bicycle and pedestrian improvements. | $ 56,100,000 | 2030 |
| 51-00008-00 | City of Austin | | Travis | BURLESON RD | S HWY 183 | E BEN WHITE BLVD SVRD | | Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 38,800,000 | 2040 |
| 51-00010-00 | City of Austin | | Travis | BURNET RD | W KOENIG LN (RM 2222) | RESEARCH BLVD | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 26,900,000 | 2030 |
| 51-00009-00 | City of Austin | | Travis | BURNET RD | MOPAC SVRD | MCNEIL RD | | Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements. | $ 75,900,000 | 2030 |
| 51-00011-00 | City of Austin | | Travis | CAMERON RD | E US 290 HWY SVRD | E 51ST ST | | Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 394,000,000 | 2040 |

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| 51-00013-00 | City of Austin | | Travis | DESSAU RD | E PARMER LN (FM 734) | FISH LN | | Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements. | $ 82,800,000 | 2050 |
| 51-00014-00 | City of Austin | | Travis | E 7TH ST | CONGRESS AVE | LEVANDER LOOP | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 78,400,000 | 2050 |
| 51-00108-00 | City of Austin | | Travis | E BRAKER LN | SAMSUNG BLVD | HARRIS BRANCH PKWY | | Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements. | $ 71,100,000 | 2040 |
| 51-00015-00 | City of Austin | | Travis | E CESAR CHAVEZ ST | N PLEASANT VALLEY RD | E 5TH ST | | Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 38,000,000 | 2040 |
| 51-00015-01 | City of Austin | | Travis | E CESAR CHAVEZ ST (1) | SAN MARCOS ST | N PLESANT VALLEY RD | | Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements. | $ 42,100,000 | 2040 |
| 51-00016-00 | City of Austin | | Travis | E MARTIN LUTHER KING JR BLVD (FM 969) | AIRPORT BLVD | US 183 | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 27,400,000 | 2030 |
| 51-00112-00 | City of Austin | | Travis | E OLTORF ST | IH-35 SVRD | MONTOPOLIS DR | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 21,900,000 | 2040 |
| 51-00114-00 | City of Austin | | Travis | E RIVERSIDE DR | S CONGRESS AVE | BARTON SPRINGS RD EXTENSION | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 3,700,000 | 2050 |
| 51-00017-00 | City of Austin | | Travis | E RUNDBERG LN | CAMERON RD | FERGUSON LN | | Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements. | $ 7,400,000 | 2030 |
| 51-00018-00 | City of Austin | | Travis | E WILLIAM CANNON DR | RUNNING WATER DR | MCKINNEY FALLS PKWY | | Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements. | $ 49,200,000 | 2050 |
| 51-00019-01 | City of Austin | | Travis | E YAGER LN | TECH RIDGE BLVD | CANYON RIDGE DR | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 1,400,000 | 2040 |
| 51-00019-00 | City of Austin | | Travis | E YAGER LN | 350' W OF NATURES BEND | E PARMER LN (FM 734) | | Widen roadway to 2-lanes with a raised median and bicycle and pedestrian improvements. | $ 33,200,000 | 2040 |
| 51-00025-00 | City of Austin | | Travis | JOHNNY MORRIS RD | E US 290 HWY SVRD | FM 969 RD | | Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 163,000,000 | 2050 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 51-00212-00 | City of Austin | | Travis | JOLLYVILLE RD | BARRINGTON WAY | GREAT HILLS TRL | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 33,100,000 | 2040 |
| 51-00026-00 | City of Austin | | Travis | LAKE AUSTIN BLVD | REDBUD TRL | UPSON ST | | Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 65,900,000 | 2050 |
| 51-00224-00 | City of Austin | | Travis | MANOR RD | LOYOLA LN | ED BLUESTEIN BLVD SVRD | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 6,400,000 | 2040 |
| 51-00028-00 | City of Austin | | Travis | MC NEIL DR | N US 183 HWY SVRD | W PARMER LN (FM 734) | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 18,000,000 | 2040 |
| 51-00223-00 | City of Austin | | Travis | MENCHACA RD (FM 2304) | STASSNEY LN | RAVENSCROFT DR | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 108,100,000 | 2030 |
| 51-00236-00 | City of Austin | | Travis | N LAMAR BLVD | W GUADALUPE ST | W RIVERSIDE DR | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 41,700,000 | 2030 |
| 51-00250-00 | City of Austin | | Travis | PEARCE LN | FM 973 | KELLAM RD | | Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 84,900,000 | 2040 |
| 51-00040-00 | City of Austin | | Travis | S PLEASANT VALLEY RD | E OLTORF ST | CITY LIMIT | | Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements. | $ 100,000,000 | 2050 |
| 51-00033-00 | City of Austin | | Travis | S PLEASANT VALLEY RD | CANTERBURY ST | E RIVERSIDE DR | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 24,300,000 | 2050 |
| 51-00271-00 | City of Austin | | Travis | SPRINGDALE RD | SANSOM RD | E MARTIN LUTHER KING JR BLVD | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 13,800,000 | 2040 |
| 51-00084-00 | City of Austin | | Travis | Vision Zero Transportation System Safety & Mobility Improvements | Various | Various | | Vision Zero Transportation System Safety & Mobility Improvements | $ 109,900,000 | 2040 |
| 51-00077-00 | City of Austin | | Travis | W 35TH ST/W 38TH ST | JEFFERSON ST | SPEEDWAY | | Retrofit roadway to 2- to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 18,900,000 | 2040 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 51-00079-00 | City of Austin | | Travis | W ANDERSON LN | SHOAL CREEK BLVD | RESEARCH BLVD SVRD | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. | $ 16,600,000 | 2040 |
| 51-00045-00 | City of Austin | | Travis | W WILLIAM CANNON DR | BRODIE LN | MENCHACA RD | | Widen roadway to 6-lanes with a raised median and bicycle and pedestrian improvements. | $ 34,700,000 | 2050 |
| 51-00085-00 | City of Bee Cave | | Travis | Hamilton Pool Road Connector | FM 3238 (Hamilton Pool Road) approx. 2,300 ft. S of SH 71 | RM 2244 | SH 71 | New roadway connection between 3238 (HPR) and RM 2244 | $ 7,000,000 | 2030 |
| 41-00132-00 | City of Buda | | Hays | COLE SPRINGS ROAD | FM 1626 | DODGEN SOUTH EXTENSION | | NEW 2-LANE WITH BIKE LANES AND SIDEWALKS | $ 18,640,000 | 2035 |
| 41-00131-00 | City of Buda | | Hays | DODGEN SOUTH EXTENSION | RM 967 | COLE SPRINGS ROAD | | NEW 2-LANE WITH BIKE LANES AND SIDEWALKS | $ 37,840,000 | 2045 |
| 41-00137-00 | City of Buda | | Hays | FUTURE E-W ARTERIAL/ RANKIN AVE | MARATHON ROAD | GARISON ROAD | | NEW 2-LANE DIVIDED WITH BIKE LANES AND SIDEWALKS | $ 14,820,000 | 2030 |
| 41-00135-00 | City of Buda | | Hays | GARISON ROAD | MAIN STREET | FUTURE E-W ARTERIAL/ RANKIN AVE | | RECONSTRUCT 2-LANES WITH BIKE LANES AND SIDEWALKS | $ 22,230,000 | 2040 |
| 61-00202-00 | City of Cedar Park | | Williamson | Bagdad Road | RM1431/Whitestone Blvd | Heritage Park Drive | | Install TWLTL where missing | $ 14,310,000 | 2032 |
| 61-00020-00 | City of Cedar Park | | Williamson | Brushy Creek Road | Arrowhead Trail | East City Limits | | Widen from 2 to 4-lane divided at west end - transition to 3 lanes at City Limit | $ 14,480,000 | 2030 |
| 61-00015-00 | City of Cedar Park | | Williamson | Brushy Creek Road | | | Parmer Lane | Construct new 2-lane overpass | $ 20,000,000 | 2035 |
| 61-00021-00 | City of Cedar Park | | Williamson | Cypress Creek Road | | | US183 | Construct 2-lane overpass | $ 25,000,000 | 2035 |
| 61-00016-00 | City of Cedar Park | | Williamson | Lakeline Boulevard | | | Cypress Creek Rd | Construct partial continuous flow intersection | $ 25,000,000 | 2035 |
| 61-00013-00 | City of Cedar Park | | Williamson | Little Elm Trail | US183 | 183A Frontage Rd | | Construct new 2-lane divided with TWLTL with either an SUP on one side, or bike lanes on both sides | $ 8,000,000 | 2030 |
| 61-00012-00 | City of Cedar Park | | Williamson | New Hope Drive | RM1431 | Lakeline Blvd | | Widen from 2 to 4-lane divided | $ 12,000,000 | 2030 |
| 61-00201-00 | City of Cedar Park | | Williamson | New Hope Drive | Bagdad Road | Main Street | | Widen to MAD6 | $ 22,400,000 | 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 61-00014-00 | City of Cedar Park | | Williamson | Park Street | Anderson Mill Rd | Lakeline Blvd | | Construct new 2-lane divided minor arterial with SUP | $ 8,000,000 | 2030 |
| 61-00017-00 | City of Cedar Park | | Williamson | RM 1431 (Whitestone Blvd) | | | US 183 | Construct continuous flow intersection | $ 30,000,000 | 2031 |
| 61-00184-00 | City of Cedar Park | Williamson County | Williamson | RM 1431 (Whitestone Boulevard) | Bagdad Road | Williamson/Travis County line | | Widen 4-lane undivided with continuous left turn lane to 6-lane divided | $ 19,340,000 | 2030 |
| 61-00011-00 | City of Cedar Park | | Williamson | Ronald Reagan Boulevard | South of RM1431 | North Cedar Park City limit | | Widen from 4 to 6-lane arterial roadway divided with SUP | $ 30,000,000 | 2030 |
| 61-00019-00 | City of Cedar Park | | Williamson | US 183 (Bell Blvd) | | | Cypress Creek Rd | Construct dual left turn lanes | $ 5,000,000 | 2030 |
| 61-00018-00 | City of Cedar Park | | Williamson | US 183 (Bell Blvd) | | | New Hope Drive | Construct dual left turn lanes on Bell Blvd | $ 5,000,000 | 2030 |
| 61-00191-00* | City of Georgetown | | Williamson | RM 2243 | SW Bypass | Norwood Drive | | Upgrade from a two-lane to a four-lane divided with Center Turn Lane and new traffic signals and pedestrian improvements | $ 21,233,426 | 2026 |
| 61-00027-00 | City of Georgetown | | Williamson | Airport Road | SH-195 | Aviation Drive | | Widen from 2-lane undivided to 4-lane divided | $ 29,500,000 | 2030 |
| 61-00029-00 | City of Georgetown | | Williamson | DB Woods | Williams Drive | Oak Ridge Road | | Widen from 2-lane undivided 4-lane divided with pedestrian improvments | $ 17,300,000 | 2030 |
| 61-00024-00 | City of Georgetown | Williamson County | Williamson | FM 971 | Gann St. | SH 130 | | Widen from 2-lane undivided to 5-lane divided arterial with pedestrian improvements, signal and intersection improvements. | $ 34,000,000 | 2030 |
| 61-00035-00 | City of Georgetown | | Williamson | SE Inner Loop | FM 1460 | SH 29 | | Widen from 2-lanes to 4-lanes divided. Limited Access | $ 65,000,000 | 2030 |
| 61-00025-00 | City of Georgetown | TxDOT | Williamson | SH 29 | Haven Lane | Patriot Way | | Widen from 4 undivided to 5-lanes divided arterial with pedestrian improvements, signal and intersection improvements. | $ 45,500,000 | 2030 |
| 61-00031-00 | City of Georgetown | | Williamson | Southwest Bypass | SH 29 | Leander Road | | Widen from 2-lane undivided 4-lane divided | $ 56,000,000 | 2045 |
| 61-00033-00 | City of Georgetown | | Williamson | Westinghouse Road | IH 35 | FM 1460 | | Reconstruct from 4-lane undivided to 6-lane divided with pedestrian improvments | $ 12,500,000 | 2050 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 61-00023-00 | City of Georgetown | | Williamson | Williams Drive | IH 35 | Jim Hogg Drive | | Widen from 4 undivided to 5-lanes divided arterial with pedestrian improvements, signal and intersection improvements and safety lighting | $ 25,576,600 | 2030 |
| 41-00155-00 | City of Kyle | | Hays | FM 150 E | Lehman Rd | SH 21 | | Reconstruction and widening to 5 lane facility | $ 143,795,520 | 2035 |
| 41-00154-00 | City of Kyle | | Hays | FM 150 W Realignment | Center Street at Veterans Dr | Goforth Road | | Construct new 5 lane facility | $ 124,827,958 | 2035 |
| 41-00150-00 | City of Kyle | | Hays | FM 1626 | | | Kohlers Crossing | Construct roundabout | $ 9,500,000 | 2035 |
| 41-00152-00 | City of Kyle | | Hays | FM 1626 | | | Marketplace Ave | Construct roundabout | $ 9,500,000 | 2035 |
| 41-00153-00 | City of Kyle | | Hays | Goforth Road N | FM 150 | Bebee Rd | | Construct new 5 lane facility | $ 137,531,200 | 2035 |
| 41-00151-00 | City of Kyle | | Hays | Kohlers Crossing | | | IH 35 | Construct underpass between frontage roads | $ 42,000,000 | 2035 |
| 41-00015-00 | City of Kyle | | Hays | Kyle Parkway | IH 35 at FM 1626 | SH 21 | | Construct 4 lane facility & Reconstruction and widen to 4 lane facility | $ 102,800,000 | 2035 |
| 41-00014-00 | City of Kyle | | Hays | Marketplace Avenue | RM 967 (Kohlers Crossing) | IH 35 at Burleson Rd | | Construct 4 lane facility | $ 11,518,316 | 2024 |
| 61-00217-00 | City of Leander | | Williamson | Bagdad Road | Kettering Drive | CR 281 | | Section to widen existing four-lane divided with TWLTL to a six-lane divided facility with raised median and shared use paths and section to widen existing two-lane undivided facility to a six-lane divided facility with raised median and shared use paths. | $ 134,800,000 | 2030 |
| 61-00216-00 | City of Leander | | Williamson | Crystal Falls Parkway | Ronald Reagan Blvd | CR 175 | | New location six-lane divided facility with raised median and shared use paths. This includes approximately 1030 LF of a new bridge structure. | $ 49,832,836 | 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 61-00215-00 | City of Leander | | Williamson | San Gabriel Parkway East | 183A | Ronald Reagan Blvd | | Section of new location four-lane divided facility with raised median and shared use paths and section to widen existing two-lane undivided facility to a four-lane divided facility with raised median and shared use paths. | $ 41,790,000 | 2030 |
| 61-00222-00 | City of Leander | | Williamson | US 183 | 183A | Osage Dr | | This corridor project includes improvements at intersections, in terms of turn lane capacity, crossing improvements, and ADA updates | $ 30,030,000 | 2030 |
| 51-00154-00 | City of Pflugerville | | Travis | Cameron Rd | SH 130 | Weiss Lane bridge | | Widen 2-lane divided roadway to 4-lane divided roadway with bike and pedestrian accommodations, | $ 16,875,000 | 2030 |
| 61-00042-00 | City of Pflugerville | | Travis | Central Commerce Dr | Picadilly Dr | Royston Lane | | Widen to 3-lane (full depth reconstruction) with pedestrian, bike, and low speed mode facilities | $ 4,238,400 | 2030 |
| 61-00036-00 | City of Pflugerville | | Travis | Colorado Sand Drive | Copper Mine | Weiss Lane | | Construct new 2-lane undivided with CTL with pedestrian, bike, and low speed mode facilities | $ 13,378,800 | 2030 |
| 51-00550-00 | City of Pflugerville | | Travis | FM685/Dessau Road | Wells Branch Parkway | SH130 | | Reconstruct to a 4-6 lane divided roadway with multi modal facilities | $ 53,382,454 | 2030 |
| 61-00037-00 | City of Pflugerville | | Travis | Immanuel/Old Austin Hutto/Timmerman | Wells Branch | Pflugerville Parkway | | Reconstruct to 2-lane undivided with CTL with pedestrian, bike, and low speed mode facilities | $ 19,393,200 | 2030 |
| 61-00038-00 | City of Pflugerville | | Travis | Pecan Street | SH130 | Weiss Lane | | Widen from a 2-lane undivided to a 4-lane divided roadway with multi modal facilities | $ 19,736,400 | 2030 |
| 51-00092-00 | City of Pflugerville | | Travis | Pecan Street / FM 1825 | Wells Branch Pkwy | Pfennig Lane (future) | | Reconstruct to 4-lane undivided with CTL and pedestrian, bike, and low speed mode facilities | $ 78,648,000 | 2030 |
| 61-00039-00 | City of Pflugerville | | Travis | Pfennig Lane (East) | FM685 | Pecan Street | | Construct new 4-lane divided with pedestrian, bike, and low speed mode facilities | $ 32,502,000 | 2030 |
| 61-00040-00 | City of Pflugerville | | Travis | Pflugerville Parkway | SH130 | Weiss Lane | | Widen from a 2-lane undivided to a 4-lane divided roadway with multi modal facilities | $ 58,058,400 | 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 61-00044-00 | City of Pflugerville | | Travis | Picadilly Dr | 100' East of IH 35 | Central Commerce Dr | | Widen to 3-lane (full depth reconstruction) with pedestrian, bike, and low speed mode facilities | $ 6,981,600 | 2030 |
| 51-00549-00 | City of Pflugerville | | Travis | Rowe Lane | Heatherwilde Blvd | SH130 | | Build 3-lane divided roadway with multi modal facilities | $ 43,662,845 | 2030 |
| 61-00043-00 | City of Pflugerville | | Travis | Royston Lane | Central Commerce | Grand Avenue | | Widen to 3-lane (full depth reconstruction) with pedestrian, bike, and low speed mode facilities | $ 8,836,800 | 2030 |
| 71-00016-00 | City of Pflugerville | | Travis | SH 130 Frontage Road/FM685 | Rowe Lane | Southern City Limits | | Widen frontage roads from 2 to 3 lanes each direction and ramp reversals | $ 33,103,200 | 2026 |
| 61-00041-00 | City of Pflugerville | | Travis | Weiss Lane | Pleasanton | Pecan | | Widen to 4-Lane divided & bridge widening and include pedestrian, bike and low speed mode facilities | $ 11,947,200 | 2030 |
| 61-00049-00 | City of Round Rock | | Williamson | Gattis School Rd | Lawnmont Dr. | Windy Park Dr. | | Upgrade existing 4-lane urban divided to a 6-lane urban divided | $ 18,750,000 | 2030 |
| 61-00050-00 | City of Round Rock | | Williamson | Gattis School Rd | Double Creek Dr. | Kenney Fort Blvd. | | Upgrade existing 4-lane urban divided to a 6-lane urban divided | $ 15,950,000 | 2030 |
| 61-00051-00 | City of Round Rock | | Williamson | Gattis School Rd | Rusk Rd. | Via Sonoma Trail | | Upgrade existing 4-lane urban divided to a 6-lane urban divided | $ 8,350,000 | 2030 |
| 61-00053-00 | City of Round Rock | | Williamson | Kenney Fort Blvd | Old Settlers Blvd. | CR 112 | | Construct new location 4-lane divided urban | $ 35,400,000 | 2030 |
| 61-00054-00 | City of Round Rock | | Williamson | Kenney Fort Blvd | CR 112 | University Blvd. | | Construct new location 4-lane divided urban | $ 22,600,000 | 2030 |
| 61-00055-00 | City of Round Rock | | Williamson | Kenney Fort Blvd | University Blvd. | Westinghouse Rd. | | Construct new location 4-lane divided urban | $ 24,800,000 | 2030 |
| 61-00064-00 | City of Round Rock | | Williamson | University Blvd | Sunrise Rd | Teravista Club Dr | | Upgrade existing 4-lane urban divided to a 6-lane urban divided | $ 19,750,000 | 2030 |
| 61-00065-00 | City of Round Rock | | Williamson | University Blvd | Teravista Club Dr | FM 1460 (AW Grimes) | | Upgrade existing 4-lane urban divided to a 6-lane urban divided | $ 26,500,000 | 2030 |
| 41-00050-00* | City of San Marcos | | Hays | Various | IH 35 Northbound Frontage Road | SH 123 | | Drainage and street improvements within the Sunset Acres Subdivision. | $ 36,819,780 | 2026 |
| 41-00046-00 | City of San Marcos | | Hays | E River Ridge Pkwy | IH 35 | SH 21 | | Construct new 4-lane divided boulevard with pedestrian/bicycle facilities. | $ 40,700,000 | 2035 |
| 41-00037-00 | City of San Marcos | | Hays | LBJ Drive | University Drive | E Grove St | | Retrofit 2-lane/3-lane one-way street with on-street parking including pedestrian/bicycle | $ 17,800,000 | 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 41-00045-00 | City of San Marcos | | Hays | Old RR 12 (Moore St) | North Street/Hopkins Street | Holland St | | Reconstruct 2-lane with interminent left turn lane to 2-lane with continuous turn lane and pedestrian/bicycle improvements | $ 13,000,000 | 2035 |
| 41-00048-00 | City of San Marcos | | Hays | Old RR 12 Bike/Ped & Widening | RM 12 | Craddock Ave | | Reconstruct 2-lane with interminent left turn lane to 2-lane with continuous turn lane and pedestrian/bicycle improvements | $ 54,000,000 | 2035 |
| 41-00025-00 | City of San Marcos | | Hays | Proposed Boulevard 14 | SH 80/SH 21 | Staples Road | | Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities. | $ 98,200,000 | 2040 |
| 41-00034-00 | City of San Marcos | | Hays | Proposed Parkway Loop (PH-0) | La Cima Tract Boundary | Proposed Blvd 1 | | Construct new 4-lane divided with off-street shared paths | $ 84,000,000 | 2035 |
| 41-00047-00 | City of San Marcos | | Hays | River Ridge Pkwy | Lime Kiln Rd | I-35 | | Construct new 4-lane divided boulevard with pedestrian/bicycle facilities | $ 73,700,000 | 2035 |
| 41-00022-00 | City of San Marcos | | Hays | SH 123 | Broadway Street | Wonder World Drive/RM 12 | | Reconstruct 4-lane undivided with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements | $ 56,100,000 | 2030 |
| 41-00021-00 | City of San Marcos | | Hays | SH 123 | IH 35 | Broadway Street | | Reconstruct from 4-lane undivided to 4-lane boulevard with pedestrian/bicycle improvements | $ 35,900,000 | 2030 |
| 41-00039-00 | City of San Marcos | | Hays | SH 80 | Old Bastrop Highway | East of FM 110 | | Reconstruct 4-lane with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements | $ 79,000,000 | 2030 |
| 41-00038-00 | City of San Marcos | | Hays | SH 80 (Hopkins Street) | Guadalupe Street | CM Allen | | Retrofit 4-lane to 4-lane with on-street parking and pedestrian/bicycle improvements | $ 17,000,000 | 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 41-00036-00 | City of San Marcos | | Hays | SL 82 (Guadalupe Street) | University Drive | IH 35 | | For University to Grove Street segment, retrofit to 2-lane one-way street with on-street parking including pedestrian/bicycle improvements. For section from Grove Street to IH 35 segment, reconstruct 4-lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements | $ 11,600,000 | 2030 |
| 41-00044-00 | City of San Marcos | | Hays | West Hopkins Street | Moore St | SL 82 | | Reconstruct 2-lane with interminent left turn lane to 4-lane divided with pedestrian/bicycle improvements | $ 12,000,000 | 2030 |
| 61-00073-00 | CTRMA | | Williamson | 183A | SH 45 | Hero Way | | Widen from 3 to 4 toll lanes northbound and southbound into the existing center median. | $ 250,000,000 | 2026 |
| 61-00072-00 | CTRMA | | Williamson | 183A | Hero Way | North of SH 29 | | Construct 6-lane tolled expressway; Phase 1 to include 4-lane tolled expressway | $ 367,800,000 | 2031 |
| 51-00548-00 | CTRMA | | Travis, Bastrop | 290E | SH 130 | SH 95 | | Extend the 290E tollway from SH 130 to Elgin (SH 95) | $ 1,500,000,000 | 2031 |
| 51-00096-00 | CTRMA | | Travis | MoPac (SL 1) | Cesar Chavez | Slaughter Lane | | Up to 2 express lanes in each direction | $ 825,000,000 | 2030 |
| 41-00196-00* | Hays County | | Hays | FM 150 | Burleson Street | Kohlers Crossing | | Relocation of the UP Rail-Siding in downtown Kyle where it crosses FM 150 to north of FM 1626. | $ 27,976,809 | 2026 |
| 41-00077-00 | Hays County | City of Kyle | Hays | Bebee / High Road | IH 35 | SH 21 | | Add shoulders, median and turn lanes to 2-lane divided | $ 44,700,000 | 2040 |
| 41-00078-00 | Hays County | City of San Marcos | Hays | Centerpoint Rd (CR 234) | IH 35 | Old Bastrop Hwy (CR 266) | | Widen 4-lane divided to 4-lane divided with bike lanes and sidewalks | $ 3,500,000 | 2040 |
| 41-00079-00 | Hays County | | Hays | Centerpoint Road | FM 2439 (Hunter Road) | I-35 | | Widen 4-lane divided to 4-lane divided with bike lanes and sidewalks and grade separation with Union Pacific Railroad | $ 59,924,000 | 2033 |
| 41-00087-00 | Hays County | | Hays | Cotton Gin Road | Bonanza Street | SH 21 | | Construct two lanes and shoulders | $ 17,860,000 | 2026 |
| 41-00081-00 | Hays County | | Hays | Darden Hill Rd | Sawyer Ranch Rd (CR 164) | RM 1826 | | Widen from 2 to 4-lane divided | $ 15,000,000 | 2029 |
| 41-00081-01 | Hays County | | Hays | Darden Hill Rd (CR 162) | RM 150 W | Sawyer Ranch Rd (CR 164) | | Widen from 2 to 4-lane divided | $ 15,000,000 | 2032 |

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| 41-00119-00 | Hays County | | Hays | Dripping Springs SW Connection | RM 12 | US 290 | | Construct four lane divided on new alignment | $ 251,126,000 | 2032 |
| 41-00058-00 | Hays County | TxDOT | Hays | FM 150 W | RM 12 | RM 1826 | | Widen from 2-lane divided to 4-lane divided | $ 5,700,000 | 2030 |
| 41-00059-00 | Hays County | TxDOT | Hays | FM 150 W | RM 1826 | FM 3237 | | Widen from 2-lane divided to 4-lane divided | $ 19,000,000 | 2030 |
| 41-00112-00 | Hays County | | Hays | FM 165 | US 290 W | Blanco County line | | Add shoulders and safety improvements to 2-lane undivided | $ 28,200,000 | 2030 |
| 41-00093-00 | Hays County | | Hays | FM 2001 East Interim | Graef Road | Southeast of SH 21 | | Construct one lane in each direction with shoulders and turn lanes on new alignment | $ 41,671,000 | 2030 |
| 41-00110-00 | Hays County | | Hays | FM 2001 Gap Interim | 2001 West | Quail Run | | Construct one lane in each direction, shoulders, turn lanes on (partial) new alignment | $ 45,616,000 | 2033 |
| 41-00113-00 | Hays County | | Hays | FM 621 (Staples) | Old Bastrop (CR 266) | Caldwell County line | | Add shoulders and safety improvements to 2-lane undivided | $ 4,000,000 | 2030 |
| 41-00115-00 | Hays County | City of Kyle | Hays | Goforth Road | Bunton Lane | Bebee Road / High Road | | Construct new five lane roadway with two roundabouts | $ 24,742,000 | 2027 |
| 41-00116-00 | Hays County | City of Kyle | Hays | Goforth Road | CR 158 | FM 150 | | Construct new four lane divided roadway with three roundabouts | $ 15,350,000 | 2027 |
| 41-00106-00 | Hays County | | Hays | High Road | East of Goforth Road | SH 21 | | Reconstruct four lane divided with two-way left turn lane | $ 85,496,000 | 2030 |
| 41-00085-00 | Hays County | | Hays | Hillside Terrace | Old Goforth Rd | FM 2001 | | Widen from 2 to 4-lane divided | $ 22,500,000 | 2026 |
| 41-00084-00 | Hays County | | Hays | Hillside Terrace | IH 35 | Old Goforth Rd | | Widen from 2 to 4-lane divided | $ 25,000,000 | 2034 |
| 41-00086-00 | Hays County | City of Kyle | Hays | Kohlers Crossing | .1 mil east of FM 1626 | .6mi east of FM 1626 | | Construct grade separation with Union Pacific Railroad | $ 28,633,000 | 2027 |
| 41-00090-00 | Hays County | City of Kyle | Hays | Kyle Loop W | Old Stagecoach Rd | IH 35 | | Construct new 4-lane divided | $ 4,100,000 | 2040 |
| 41-00089-00 | Hays County | City of Kyle | Hays | Kyle Loop W (Robert S Light) | NF 17 | Old Stagecoach Rd | | Construct new 4-lane divided | $ 15,500,000 | 2029 |
| 41-00088-00 | Hays County | City of Kyle | Hays | Kyle Loop W (Robert S Light) | FM 1626 | NF 17 | | Construct new 4-lane with a continuous turn lane | $ 10,000,000 | 2030 |
| 41-00091-00 | Hays County | City of Kyle | Hays | Kyle Parkway | IH 35 at FM 1626 | SH 21 | | Construct new 4-lane divided | $ 15,800,000 | 2030 |
| 41-00080-00 | Hays County | | Hays | McCarty Lane | FM 2439 (Hunter Road) | I-35 | | Add safety improvements to 4-lane divided with grade separation with Union Pacific Railroad | $ 32,300,000 | 2036 |
| 41-00095-00 | Hays County | | Hays | NF 10 (Dripping Springs) | RM 12 | US 290 Bypass | | Construct new 4-lane divided | $ 3,700,000 | 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 41-00096-00 | Hays County | | Hays | NF 18 (Dripping Springs) | RM 12 | US 290 W at Holder | | Construct new 2-lane divided | $ 29,300,000 | 2030 |
| 41-00097-00 | Hays County | | Hays | Nutty Brown Rd (CR 163) | US 290 W | RM 1826 | | Add shoulders and safety improvements to 4-lane divided | $ 10,500,000 | 2035 |
| 41-00117-00 | Hays County | | Hays | Old Kyle Road | RM 12 | RM 3237 | | Construct multimodal improvements (bicycle lane, shared use path, boardwalk), roundabout | $ 4,833,000 | 2026 |
| 41-00099-00 | Hays County | | Hays | Posey Rd (CR 235) | IH 35 | Old Bastrop Hwy (CR 266) | | Widen from 2 to 4-lane divided | $ 2,500,000 | 2039 |
| 41-00100-00 | Hays County | City of San Marcos | Hays | Post Rd (CR 140) | IH 35 | Aquarena Springs Rd | | Widen from 2 to 4-lane undivided | $ 17,400,000 | 2035 |
| 41-00065-00 | Hays County | | Hays | RM 12 | Fitzhugh Rd | FM 150 W | | Widen from 2-lane divided to 4-lane divided | $ 7,100,000 | 2030 |
| 41-00064-00 | Hays County | | Hays | RM 12 | FM 2439 (Hunter Rd) | SH 123 | | Widen from 4-lane divided to 6-lane divided with median and shoulders | $ 4,500,000 | 2030 |
| 41-00126-00 | Hays County | | Hays | RM 150 | N/A | N/A | RM 12 | Construct new roundabout | $ 8,264,000 | 2026 |
| 41-00083-00 | Hays County | TxDOT | Hays | RM 3237 | Lone Man Mountain Road | Rolling Oaks Drive | | Construct shoulders and turn lanes to 2-lane divided | $ 3,089,000 | 2026 |
| 41-00114-00 | Hays County | TxDOT | Hays | RM 967 | RM 1826 | 1.5 mile west of Oak Forrest | | Widen from 2 to 4-lane undivided | $ 7,800,000 | 2025 |
| 41-00101-00 | Hays County | City of Buda | Hays | Robert S Light Blvd | RM 967 | FM 1626 | | Widen from 2 to 4-lane divided | $ 23,000,000 | 2025 |
| 41-00102-00 | Hays County | | Hays | Sawyer Ranch Rd (CR 164) | US 290 W | Darden Hill Rd (CR 162) | | Widen from 2 to 4-lane divided | $ 11,500,000 | 2029 |
| 41-00111-00 | Hays County | TxDOT | Hays | SH 80 | SH 21 | Caldwell County line | | Widen from 4 to 6-lane divided | $ 2,600,000 | 2040 |
| 41-00094-00 | Hays County | | Hays | William Pettus Road/CR 238 | FM 110 | SH 21 | | Construct one lane in each direction | $ 12,232,000 | 2030 |
| 41-00070-00 | Hays County | | Hays | Windy Hill Road Interim | Purple Martin Avenue | FM 2001 | | Construction one lane in each direction with a two-way left turn lane, shoulders and turn lanes | $ 36,874,000 | 2025 |
| 41-00074-00 | Hays County | | Hays | Windy Hill Road Roundabout | N/A | N/A | Shadow Creek Boulevard | Construct new roundabout | $ 3,236,000 | 2026 |
| 41-00075-00 | Hays County | | Hays | Windy Hill Road Ultimate | Purple Martin Avenue | FM 2001 | | Construct additional one lane in each direction | $ 41,614,000 | 2030 |
| 41-00107-00 | Hays County | | Hays | Winters Mill Pkwy | RM 12 | RM 3237 | | Widen from 2 to 4-lane undivided | $ 3,900,000 | 2030 |
| 41-00076-00 | Hays County | | Hays | Yarrington Road Extension | West of Arroyo Ranch | Old Stagecoach Road at RC 16 | | Construct one lane in each direction on new alignment | $ 48,825,000 | 2031 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 41-00118-00 | Hays County | | Hays | Yarrington Road Extension | I-35 | Old Stagecoach Road | | Construct one lane in each direction on new alignment | $ 47,236,000 | 2032 |
| 51-00230-01* | Travis County | | Bastrop | FM 535 | Travis County | E of Stoney Point Dr | | Widen existing two-lane facility to a four-lane divided arterial with 5' bike lanes and 6' sidewalks on both sides. | $ 1,328,942 | 2028 |
| 51-00230-00* | Travis County | | Travis, Bastrop | Pearce Ln | Kellam Rd | East of Wolf Lane | | Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks. | $ 70,515,000 | 2028 |
| 51-00492-00 | Travis County | | Travis | Blake Manor Rd | Burleson Manor Rd | FM 969 | | Widen existing 2-lane undivided to 2-lane divided roadway with bike and pedestrian accommodations | $ 120,540,000 | 2045 |
| 51-00120-00 | Travis County | | Travis | Burleson-Manor Rd | FM 969 | SH 71 E | | Construct new 4-lane divided roadway with bike and pedestrian accommodations | $ 143,850,000 | 2038 |
| 51-00119-00 | Travis County | | Travis | Burleson-Manor Rd | Blake Manor Rd | FM 969 | | Upgrade existing 2-lane to a 4-lane divided roadway with bike and pedestrian accommodations | $ 60,730,000 | 2038 |
| 51-00495-00 | Travis County | | Travis | Cele Rd | Weiss Ln | FM 973 | | Construct new and widen existing 2-lane undivided to a 4-lane divided roadway with bike and pedestrian accommodations | $ 111,820,000 | 2038 |
| 51-00155-00 | Travis County | | Travis | Decker Lake Rd | FM 3177 | FM 973 | | Widen 2-lane undivided to 4-lane divided Upgrade existing 2-lane divided and construct new to a 4-lane divided with bike and pedestrian accommodations | $ 41,670,000 | 2033 |
| 51-00141-00 | Travis County | | Travis | Decker Ln | Rowe Ln | Gregg Manor Rd | | Widen 2-lane undivided to a 4-lane divided with bike and pedestrian accommodations | $ 179,222,000 | 2043 |
| 51-00121-00 | Travis County | | Travis | Dessau Rd | Wells Branch Pkwy | Howard Ln | | Widen 4-lane divided to a 6-lane divided with bike and pedestrian accommodation | $ 17,260,000 | 2034 |
| 51-00101-00 | Travis County | | Travis | Elroy Rd | Circuit of the Americas Blvd | Fagerquist Rd | | Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks | $ 14,670,000 | 2041 |
| 51-00144-00 | Travis County | | Travis | Fagerquist Rd | Elroy Rd | Four Daughters Rd | | Upgrade existing 2-lane to a 2-lane divided with bike lanes and sidewalks | $ 24,110,000 | 2041 |
| 51-00165-00 | Travis County | | Travis | Fitzhugh Rd (Ph. 1) | US 290 W | Barton Creek Bridge | | Upgrade existing 2-lane to a 2-lane divided with bike and pedestrian accommodations | $ 59,730,000 | 2040 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 51-00122-00 | Travis County | | Travis | Four Daughters Rd | SH 71 E | Pearce Ln | | Construct new roadway to a 2-lane divided with bike and pedestrian accommodations | $ 75,320,000 | 2038 |
| 51-00157-00 | Travis County | | Travis | Gregg Manor Rd | SH 130 | US 290 E | | Widen 2-lane undivided and construct new 4-lane divided with bike lanes and sidewalks | $ 52,230,000 | 2031 |
| 51-00124-00 | Travis County | | Travis | Harold Green Rd / Tesla Rd | Austin Colony Blvd | Burleson Manor Rd | | Construct new 2-lane divided with bike lanes and sidewalks | $ 70,560,000 | 2033 |
| 51-00167-00 | Travis County | | Travis | Immanuel Rd (Ph. 1) | Killingsworth Ln | Crystal Bend Dr | | Upgrade existing 2-lane to a 2-lane divided with bike lanes and sidewalks | $ 12,160,000 | 2031 |
| 51-00126-00 | Travis County | City of Pflugerville | Travis | Jesse Bohls Rd (FM 1100 Connector) | Weiss Ln | FM 973 | | Upgrade existing 2-lane to a 4-lane divided with bike and pedestrian accommodation | $ 106,080,000 | 2036 |
| 51-00127-00 | Travis County | | Travis | Jesse Bohls Rd (FM 1100 Connector) | FM 973 | FM 1100 | | Upgrade existing 2-lane and construct new to a 2-lane divided with bike and pedestrian accommodation | $ 105,830,000 | 2046 |
| 51-00169-00 | Travis County | | Travis | Lohmans Ford Rd | Boggy Ford Rd | Sylvester Ford Rd | | Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks | $ 33,960,000 | 2041 |
| 51-00148-00 | Travis County | | Travis | Maha Loop Rd | Kellam Rd | FM 812 | | Upgrade existing 2-lane and construct 2-lane divided with bike lanes and sidewalks | $ 58,720,000 | 2038 |
| 51-00159-00 | Travis County | | Travis | McNeil Dr/Howard Ln | Parmer Ln (FM 734) | MoPac North | | Widen 4-lane undivided to 6-lane divided with bike and pedestrian accommodations | $ 30,290,000 | 2032 |
| 51-00151-00 | Travis County | | Travis | Melber Ln | Pecan St | Cele Rd | | Construct new 4-lane divided with bike and pedestrian | $ 123,140,000 | 2046 |
| 51-00142-00 | Travis County | | Travis | Old Hwy 20/Littig Rd | FM 973 | County Line Rd | | Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks | $ 138,540,000 | 2033 |
| 71-00021-00 | Travis County | | Travis, Williamson | Rowe Ln | Hodde Ln | FM 973 | | Construct new and widen existing 2-lane undivided to 2-lane divided roadway with bike and pedestrian accommodations | $ 87,290,000 | 2035 |
| 51-00132-00 | Travis County | | Travis | Slaughter Ln | McKinney Falls Pkwy | US 183 | | Construct new 4-lane divided with bike and pedestrian | $ 56,620,000 | 2032 |
| 51-00143-00 | Travis County | | Travis | Taylor Ln | Braker Ln | FM 969 | | Widen 2-lane undivided to a 4-lane divided with bike and pedestrian accommodations | $ 135,560,000 | 2048 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 51-00134-00 | Travis County | | Travis | Thaxton Rd | Sassman Rd | FM 1327 | | Widen 2-lane undivided to 4-lane divided with bike lanes and | $ 67,860,000 | 2033 |
| 51-00161-00 | Travis County | | Travis | Turnersville Rd | SH 45 | Main Street | | Upgrade existing 2-lane divided roadway to a 4-lane divided roadway with bike lanes and sidewalks | $ 19,720,000 | 2036 |
| 51-00496-00 | Travis County | | Travis, Bastrop | Union Lee Church Rd | Blake Manor Rd | Flint Rock at Dry Creek Rd | | Widen existing 2-lane undivided to a 2 lane with center turn lane roadway with bike and pedestrian accommodations | $ 20,020,000 | 2045 |
| 51-00493-00 | Travis County | | Travis | Wells Branch Pkwy | SH 130 | FM 973 | | Construct new and widen existing 2-lane undivided to 4-lane divided roadway with bike and pedestrian accommodations | $ 73,420,000 | 2032 |
| 51-00136-00 | Travis County | | Travis | Wells Branch Pkwy | Cameron Rd | SH 130 | | Construct new roadway 4-lane divided roadway with bike and pedestrian accommodations | $ 24,570,000 | 2031 |
| 51-00189-03*^ | TxDOT | | Travis | Cesar Chavez | IH 35 | Colorado River | | Construct Capital Express Central Drainage Tunnel along Cesar Chavez | $ 332,249,428 | 2025 |
| 51-00509-00*^ | TxDOT | | Travis | FM 812 | 0.02 Miles West of SH 130 Southbound Frontage Road | 0.32 Miles East of Elroy Rd | | Upgrade from a 2-Lane roadway to a 4-Lane divided roadway with a continious left turn lane, curb and gutter, signals, striping and bicycle and pedestrian facilities. | $ 75,395,137 | 2028 |
| 51-00189-04*^ | TxDOT | | Travis | IH 35 | Martin Luther King Jr. Blvd. | Holly Street. | | Construct Capital Express Central East Drainage Tunnel along IH-35 | $ 274,159,454 | 2025 |
| 51-00189-06*^ | TxDOT | | Travis | IH 35 | Airport Blvd. | 9th Street | | Construct Capital Express Central West Drainage Tunnel along IH-35 | $ 190,392,257 | 2025 |
| 51-00189-08*^ | TxDOT | | Travis | IH 35 | | | 4th street | Construct CapMetro railroad and pedestrian bridges. | $ 60,063,638 | 2025 |
| 51-00189-05*^ | TxDOT | | Travis | IH 35 | Airport Blvd. | Martin Luther King Jr. Blvd. | | Construct IH-35 SB Upper Deck structural retrofit and IH-35 NB Upper Deck Demolition. | $ 66,749,348 | 2025 |
| 51-00189-02*^ | TxDOT | | Travis | IH 35 | Holly Street | US 290W / SH 71 | | Reconstruct IH-35 to add 2 northbound and 2 southbound non-tolled managed lanes, construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps and general-purpose lanes and frontage roads. | $ 927,910,935 | 2025 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 51-00189-00*^ | TxDOT | | Travis | IH 35 | US 290E | US 290W / SH 71 | | Reconstruct IH-35 from US 290E to US 290W/SH 71, add 2 northbound (NB) and 2 southbound (SB) non-tolled managed lanes from 51st to US290W/SH71, add 1 NB and 1 SB non-tolled managed lanes from US 290E to 51st St., add 1 NB and SB frontage road (FR) lane between 32nd St. and 15th St., add 1 SB FR Lane between 8th St. and 5th St., construct bypass lanes, rail/ped bridges and structural retrofit, drainage, SUP, and reconstruct intersections, ramps, general purpose lanes and frontage roads. | $ 218,673,017 | 2026 |
| 51-00189-01*^ | TxDOT | | Travis | IH 35 | 51st St. | Martin Luther King Jr. Blvd. | | Reconstruct IH-35 to add 2 northbound (NB) and 2 soutbbound (SB) non-tolled managed lanes, add 1 NB frontage road lane between 32nd St. and MLK Bvd., construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads. | $ 2,231,349,200 | 2026 |
| 51-00189-09*^ | TxDOT | | Travis | IH 35 | US 290E | 51st St. | | Reconstruct IH-35, add 1 northbound and 1 southbound non-tolled managed lanes, construct bypass lanes, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads. | $ 338,918,815 | 2026 |



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|---|---|---|---|---|---|---|---|---|---|---|
| 51-00189-10*^ | TxDOT | | Travis | IH 35 | Martin Luther King Jr. Blvd. | Holly Street. | | Reconstruct IH-35, add 2 northbound and 2 southbound non-toll managed lanes, add 1 northbound frontage road and 1 southbound frontage road between MLK Blvd and 15th St, add 1 southbound frontage road between 8th St. and 5th St., construct bypass lane, structures, drainage, shared use paths, and reconstruct intersection, ramps, general purpose lanes and frontage roads. | $ 1,904,635,775 | 2026 |
| 51-00189-11*^ | TxDOT | | Travis | IH 35 | US 290E | Holly Street. | | Relocate Austin Water facilities that are in conflict with IH 35 Cap Ex Central project including water and waste water lines. | $ 25,000,000 | 2026 |
| 51-00233-01*^ | TxDOT | | Travis | RM 2222 | | | SL 360 | Construct diverging diamond intersection. | $ 5,954,919 | 2026 |
| 51-00207-00*^ | TxDOT | | Bastrop | SH 71 | .85 Miles West of Tucker Hill Lane | Travis/Bastrop County Line | | Construct overpass and add 2-lane one-way eastbound and westbound frontage roads. | $ 29,590,121 | 2025 |
| 51-00207-01*^ | TxDOT | | Bastrop | SH 71 | Travis/Bastrop County Line | .65 Miles East of Tucker Hill Lane | | Construct overpass and add 2-lane one-way eastbound and westbound frontage roads. | $ 61,648,654 | 2025 |
| 11-00010-00*^ | TxDOT | | Bastrop | SH 71 | | | Pope Bend Rd | Construct 4-lane overpass with 2-lane eastbound and westbound frontage roads. | $ 80,544,724 | 2027 |
| 51-00191-00*^ | TxDOT | | Travis | SH 71 | SH 71/US 183 Interchange | Presidential Blvd. | | Construct 3-lane eastbound frontage road, 1-lane direct connector from 183S to 71E, and 1-lane direct connector from 183N to 71E | $ 78,079,892 | 2028 |
| 51-00186-00*^ | TxDOT | | Travis | SH 71 | East of Riverside Dr | US 183 | | Construct new 3-lane eastbound frontage road. | $ 19,841,209 | 2028 |
| 11-00036-00*^ | TxDOT | | Bastrop | SH 95 | LP 230 | South of FM 535 | | Upgrade from a 2-lane rural to 3-lane urban roadway with continuous left-turn lane. | $ 16,817,819 | 2025 |
| 51-00231-00*^ | TxDOT | | Travis | SL 360 | | | Courtyard Drive | Grade separate intersection | $ 77,525,950 | 2026 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 61-00135-00* | TxDOT | City of Cedar Park | Williamson | US 183 | RM 1431 | Avery Ranch Blvd. | | Construct 2-lane grade separated northbound and southbound frontage roads with shared use path. | $ 133,589,634 | 2025 |
| 51-00190-00*^ | TxDOT | | Travis, Hays, Williamson | Various | Various | Various | | Hero Program continuation in Hays, Williamson, and Travis Counties. Facilities include IH35, US 183, US 290, SH 71 & SL 1. | $ 18,000,000 | 2025 |
| 21-00001-00* | TxDOT | | Burnet | Wirtz Dam Road | RM 1431 | RM 2147 | | Construct bridge over Lake LBJ and add 2-lane roadway in each | $ 47,437,123 | 2028 |
| 71-00023-00 | TxDOT | | Bastrop, Travis | FM 1100 | US 290 | SH 95 North | | RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED ROADWAY WITH CLTL | $ 149,860,000 | 2035 |
| 41-00147-00 | TxDOT | | Hays | FM 2001 | Sun Bright Blvd | SH 21 | | REALIGN AND WIDEN TO 4-LANE DIVIDED ROADWAY BY ADDING TWO LANES AND SHOULDERS | $ 156,610,000 | 2040 |
| 31-02001-00^ | TxDOT | | Caldwell | FM 2001 | SH 21 | US 183 | | Widen from 2?lane undivided to 4?lane divided | $ 229,070,000 | 2040 |
| 31-02004-00 | TxDOT | | Caldwell | FM 2720 | | | SH 130 | CONSTRUCT INTERCHANGE | $ 78,000,000 | 2029 |
| 31-00200-00^ | TxDOT | | Caldwell | FM 2720 | Old Spanish trail | SH 142 | | widen from 2-lane undivided to 4-lane undivided with shoulders, add cable barrier | $ 44,931,658 | 2029 |
| 31-00200-01 | TxDOT | | Caldwell | FM 2720 | SH 21 | Old Spanish trail | | widen from 2-lane undivided to 4-lane undivided with shoulders, add cable barrier | $ 1,868,342 | 2029 |
| 51-00178-00 | TxDOT | | Travis | FM 734 (Parmer Lane) | IH 35 | US 290 | | Widen 4-lane divided to 6-lane divided | $ 284,800,000 | 2030 |
| 51-00179-00^ | TxDOT | | Bastrop | FM 812 | Travis County Line | SH 21 | | Realign and widen 2-lane unvided to 4-lane divided | $ 36,736,000 | 2029 |
| 51-00509-01^ | TxDOT | | Travis | FM 812 | US 183 | Bastrop County Line | | Realign and widen 2-lane unvided to 4-lane divided | $ 11,456,180 | 2030 |
| 11-00008-00 | TxDOT | | Bastrop | FM 969 | SH 71 | FM 1209 | | Widen 2-lane undivided to 6-lane | $ 207,440,000 | 2035 |
| 51-00181-00 | TxDOT | | Travis | FM 973 | FM 969 | US 290 | | Realign and widen 2-lane undivided to 6-lane divided | $ 539,480,000 | 2035 |
| 71-00024-00^ | TxDOT | | Travis, Williamson | FM 973 | US 290 | US 79 | | Widen existing 2-lane roadway to a 4-lane freeway with 2-lane frontage roads | $ 816,078,703 | 2033 |
| 61-00136-00 | TxDOT | | Williamson | IH 35 | | | Inner Loop | Bridge Replacement and Intersection Improvement | $ 106,430,000 | 2028 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 41-00120-00 | TxDOT | | Hays | IH 35 | N SH 123 | S of Posey Rd | | Operational, intersection, main lane and frontage road improvements | $ 385,030,000 | 2034 |
| 61-00220-00^ | TxDOT | | Williamson | IH 35 | SH 45N | RM 1431 | | ADD NB & SB NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE RD & FREIGHT MOVEMENTS, AND ADD AUX LANES | $ 2,325,140,000 | 2035 |
| 61-00221-00^ | TxDOT | | Williamson | IH 35 | RM 1431 | SH 29 | | ADD NB & SB NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE RD & FREIGHT MOVEMENTS, AND ADD AUX LANES | $ 1,694,290,000 | 2035 |
| 41-00051-00 | TxDOT | | Hays | RM 12 | Fitzhugh Rd | RM 150 W | | WIDEN FROM 2-LANE DIVIDED TO 4-LANE Divided | $ 99,480,000 | 2030 |
| 51-00193-00 | TxDOT | | Travis | RM 1431 | Lohman Ford Rd/Lago Vista | Trails End | | Reconstruct 4-lane undivided to 4-lane divided | $ 151,080,000 | 2045 |
| 61-00083-00 | TxDOT | | Williamson | RM 1431 | Anderson Mill Rd | Bagdad Rd | | Widen 4-lane to 6-lane divided with raised median | $ 59,560,000 | 2045 |
| 51-00194-00^ | TxDOT | | Travis | RM 1826 | US 290 | SH 45 | | RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED ROADWAY WITH BIKE AND PEDESTRIAN PATH | $ 70,000,000 | 2033 |
| 61-00084-00^ | TxDOT | | Williamson | RM 2243 | E of SW Bypass | Norwood Dr | | Widen 2-lane with center turn lane to 4-lane divided with pedestrian improvements | $ 18,183,160 | 2026 |
| 51-00196-00 | TxDOT | | Travis | RM 2244 | Walsh Tarlton | Montebello | | Widen 4-lane undivided to 4-lane with continuous left turn lane and shoulders | $ 20,000,000 | 2040 |
| 51-00530-00^ | TxDOT | | Travis | RM 620 | N of Foundation Rd | N of Hatch Rd | | Reconstruct intersection to add overpass at Anderson Mill Road | $ 87,360,000 | 2029 |
| 51-00199-00^ | TxDOT | | Travis | RM 620 | SH 71 | Aria Dr/Cavalier Dr | | Widen from 4 to 6-lane divided | $ 73,024,000 | 2029 |
| 51-00200-00^ | TxDOT | | Travis | RM 620 | Aria Dr/Cavalier Dr | Hudson Bend Rd | | Widen from 4 to 6-lane divided | $ 126,560,000 | 2029 |
| 51-00204-00 | TxDOT | | Travis | RM 620 | RM 2222 | Hudson Bend Rd | | Widen 4-lane undivided to 6-lane divided | $ 200,130,000 | 2035 |
| 41-00052-00 | TxDOT | | Hays | Robert S. Light | FM 1626 | IH 35 | | Widen a 2 ln roadway to a four-lane roadway | $ 22,380,000 | 2035 |
| 41-00123-00 | TxDOT | | Hays | SH 123 | IH 35 | De Zavalla Dr | | Construct Sidewalks | $ 875,000 | 2027 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 51-00205-01 | TxDOT | | Travis | SH 130 | Gattis School Rd | RM 685 | | Widen from 4 to 6 lanes (3 lanes in each direction) | $ 48,076,923 | 2026 |
| 61-00086-00 | TxDOT | | Williamson | SH 130 | IH 35 | Gattis School Rd | | Widen from 4 to 6 lanes (3 lanes in each direction) | $ 231,481,481 | 2026 |
| 61-00224-00 | TxDOT | | Williamson | SH 130 | | | CR 138/GATTIS SCHOOL RD | INTERSECTION IMPROVEMENTS | $ 25,000,000 | 2028 |
| 51-00205-00 | TxDOT | | Travis | SH 130 | SH 71 | SH 45 SE | | Widen from 4 to 6-lanes (3 lanes in each direction) | $ 137,500,000 | 2030 |
| 21-00012-00 | TxDOT | | Burnet | SH 29 | Summit Ridge Rd | CR 252 | | Widen from 4-lane undivided to 4-lane with continuous left turn lane | $ 88,940,000 | 2030 |
| 11-00011-00^ | TxDOT | | Bastrop | SH 71 | CR 206 (Colorado Circle) | SH 21 | | Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads | $ 69,965,910 | 2030 |
| 71-00012-00 | TxDOT | | Burnet | SH 71 | FM 2147 | US 281 | | Widen 2-lane undivided to 4-lane with continuous left turn lane | $ 154,360,000 | 2030 |
| 51-00006-00 | TxDOT | | Travis | SH 71 | SH 130 | Ross Rd | | Complete Frontage Rds, Bridges over Onion Creek | $ 36,020,000 | 2035 |
| 51-00211-00 | TxDOT | | Travis | SH 71 | Patton Ave | Spirit of Texas Dr. | | Construct westbound frontage road | $ 82,890,000 | 2035 |
| 51-00209-00 | TxDOT | | Travis | SH 71 | Blanco CL | Silvermine | | Widen from 4-lane undivided to 6-lane divided | $ 942,530,000 | 2035 |
| 51-00540-00 | TxDOT | | Travis | SL 1 | Williamson Creek | Davis Rd | | EXTEND SB AUX LANE | $ 5,000,000 | 2030 |
| 51-00213-00^ | TxDOT | | Travis | SL 360 | | | Spicewood Springs Road | Grade separate intersection | $ 69,440,000 | 2029 |
| 51-00217-00^ | TxDOT | | Travis | SL 360 | | | Lakewood Drive | Grade Separate Intersection | $ 67,872,000 | 2029 |
| 51-00216-00 | TxDOT | | Travis | SL 360 | RM 2244 | MoPac Expressway | | Add continuous frontage roads and grade separations | $ 305,560,000 | 2035 |
| 51-00220-00 | TxDOT | | Travis | US 183 | SH 71 | SH 130 | | Reconstruct existing 4-lane roadway to a 6-lane divided roadway with 3-lane urban frontage roads | $ 171,000,000 | 2031 |
| 51-00192-00 | TxDOT | | Travis | US 183 | 0.46 Miles South of Thompson Ln | 0.07 Miles SW of Airport Commerce Dr | | Construct 1-Lane southbound frontage road along US 183 that merges with US 183S-71W Direct Connector | $ 9,550,000 | 2033 |
| 71-00028-00 | TxDOT | | Burnet, Williamson | US 183 | Lampasas County Line | SH 29 | | Reconstruct existing 4-lane to 4-lane divided-rural depressed median | $ 641,690,000 | 2035 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 21-00014-00^ | TxDOT | | Burnet | US 281 | 1.5 MI N of SH 71 | 2.00 MI S of SH 71 | | Reconstruct interchange, Modified Cloverleaf w/DC | $ 226,240,000 | 2030 |
| 21-00016-00 | TxDOT | | Burnet | US 281 | Park Rd 4 | RM 1855 | | Widen 4-lane undivided to 4-lane with continuous left turn lane | $ 20,000,000 | 2034 |
| 71-00015-00 | TxDOT | | Hays, Travis | US 290 | RM 1826 | RM 12 | | Widen from 4-lane to 6-lane divided, add frontage road 4 to 6 | $ 600,000,000 | 2040 |
| 61-00092-00^ | TxDOT | | Williamson | US 79 | IH 35 | East of FM 1460 | | ADD ONE LANE IN EACH DIRECTION | $ 61,308,799 | 2030 |
| 61-00109-00* | Williamson County | | Williamson | HERO WAY | 183A | RM 2243 | | Reconstruct 2-Lane undivided roadway to 2 travel lanes with continuous left-turn lane, and extend existing Hero Way to RM 2243. | $ 44,781,508 | 2026 |
| 61-00100-00 | Williamson County | | Williamson | ANDERSON MILL ROAD EXTENSION | PARMER LN(FM 734)/END OF ANDERSON MILL RD | ROBINSON RANCH RD | | CONSTRUCT 3 LANES OF A FUTURE 6 LANES | $ 21,900,000 | 2032 |
| 61-00010-00 | Williamson County | | Williamson | ANDERSON MILL ROAD EXTENSION | ROBINSON RANCH RD | MC NEIL ROAD | | CONSTRUCT 3 LANES OF A FUTURE 6 LANES | $ 48,900,000 | 2034 |
| 61-00246-00 | Williamson County | | Williamson | BAGDAD ROAD / CR 279 | LOOP 332 | CR 281 / LEANDER CITY LIMITS | | Construct 3 lanes of future 6 lanes | $ 35,700,000 | 2025 |
| 61-00096-00 | Williamson County | | Williamson | CHANDLER ROAD (CORRIDOR B) | EAST WILCO HIGHWAY (CORRIDOR E) | SH 95 | | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | $ 106,900,000 | 2036 |
| 61-00097-00 | Williamson County | | Williamson | CHANDLER ROAD (CORRIDOR B) | SH 95 | FM 619 | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 41,500,000 | 2035 |
| 61-00095-00 | Williamson County | | Williamson | CHANDLER ROAD (CORRIDOR B) | SH 130 | EAST WILCO HIGHWAY (CORRIDOR E) | | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | $ 112,500,000 | 2035 |
| 61-00097-01 | Williamson County | | Williamson | CHANDLER ROAD (FM 1660 OVERPASS) | | | AT FM 1660 | CONSTRUCT OVERPASS WITH RAMPS TO FM 1660 | $ 15,100,000 | 2026 |
| 61-00146-00 | Williamson County | | Williamson | CORRIDOR I | WILCO / BURNET COUNTY LINE | CR 214 | | CONSTRUCT NEW 2-LANE ROAD | $ 180,000,000 | 2037 |
| 61-00179-00 | Williamson County | | Williamson | CORRIDOR I | WILCO / BURNET COUNTY LINE | US 183 | | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED | $ 173,700,000 | 2047 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 61-00147-00 | Williamson County | | Williamson | CORRIDOR I / FM 3405 | US 183 | RONALD REAGAN BOULEVARD | | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED | $ 33,900,000 | 2035 |
| 61-00164-00 | Williamson County | | Williamson | CORRIDOR J | SH 195 | IH 35 | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 200,400,000 | 2035 |
| 61-00163-00 | Williamson County | | Williamson | CORRIDOR J | US 183 | SH 195 | | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | $ 108,700,000 | 2040 |
| 51-00185-00 | Williamson County | | Williamson | CORRIDOR J | SH 195 | IH 35 | | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | $ 224,400,000 | 2045 |
| 61-00206-00 | Williamson County | | Williamson | CR 175 | SOUTH OF CREEK MEADOW COVE | RM 2243 | | RECONSTRUCT EXISTING 2 LANE ROADWAY TO A 4 LANE ROADWAY W/MEDIAN | $ 22,900,000 | 2027 |
| 61-00063-00 | Williamson County | | Williamson | CR 200 | BOLD SUNDOWN | CR 236 | | CONSTRUCT FIRST 3 LANES OF ULTIMATE 6 LANE | $ 71,400,000 | 2035 |
| 61-00161-00 | Williamson County | | Williamson | CR 200 | CR 201 | BOLD SUNDOWN | | CONSTRUCT FIRST 3 LANES OF ULTIMATE 6 LANE | $ 33,600,000 | 2035 |
| 61-00172-00 | Williamson County | | Williamson | CR 214 | END OF CR 214 | US 183 | | NEW 2 LANE ROADWAY INCLUDING BRIDGE AT NORTH FORK SAN GABRIEL RIVER | $ 19,500,000 | 2026 |
| 61-00273-00 | Williamson County | | Williamson | CR 233 | SH 195 | FM 487 | | Reconstruct and realign 2-lane roadway | $ 55,000,000 | 2030 |
| 51-00183-00 | Williamson County | | Williamson | CR 305 | CR 307 | IH 35 | | CONSTRUCT 3 LANE OF FUTURE 6 LANE | $ 18,600,000 | 2026 |
| 61-00247-00 | Williamson County | | Williamson | CR 314 SAFETY IMPROVEMENTS | IH 35 | EAST OF CR 3001 | | Construct 3 lanes of future 6 lanes | $ 21,200,000 | 2025 |
| 61-00190-00 | Williamson County | | Williamson | CR 460 | | | AT FUTURE SCHOOL | RECONSTRUCT EXISTING 2-LANE ROADWAY AND DRAINAGE IMPROVEMENTS | $ 2,400,000 | 2025 |
| 61-00166-00 | Williamson County | | Williamson | EAST WILCO HIGH (CORRIDOR E) | FM 971 | SH 29 | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 86,200,000 | 2028 |
| 61-00165-00 | Williamson County | | Williamson | EAST WILCO HIGH (CORRIDOR E) | IH 35 | FM971 | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 272,100,000 | 2030 |
| 61-00270-00 | Williamson County | | Williamson | EAST WILCO HIGH (CORRIDOR E) | IH 35 | FM971 | | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | $ 311,700,000 | 2040 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 61-00099-00 | Williamson County | | Williamson | EAST WILCO HIGHWAY (CORRIDOR E) | CR 138 | CR 404 | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 76,000,000 | 2024 |
| 61-00169-00 | Williamson County | | Williamson | EAST WILCO HIGHWAY (CORRIDOR E) | SH 29 | CHANDLER ROAD (CORRIDOR B2) | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 86,700,000 | 2027 |
| 61-00266-00 | Williamson County | | Williamson | EAST WILCO HIGHWAY (CORRIDOR E) | SH 130 | US 79 | | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | $ 138,400,000 | 2034 |
| 61-00170-00 | Williamson County | | Williamson | EAST WILCO HIGHWAY (CORRIDOR E) | SH 29 | CHANDLER ROAD (CORRIDOR B2) | | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | $ 124,000,000 | 2040 |
| 61-00167-00 | Williamson County | | Williamson | EAST WILCO HIGHWAY (CORRIDOR E) | FM 971 | SH29 | | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | $ 118,100,000 | 2042 |
| 61-00267-00 | Williamson County | | Williamson | EAST WILCO HIGHWAY / CR 101 (CORRIDOR E) | CHANDLER ROAD (CORRIDOR B) | US 79 | | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | $ 70,500,000 | 2035 |
| 61-00121-00 | Williamson County | | Williamson | FM 971 (GRANGER) | | | FM 971 AT FUTURE HIGH SCHOOL | CONSTRUCT TURN LANE AND TWO RIGHT TURN LANES | $ 1,300,000 | 2025 |
| 61-00109-02 | Williamson County | | Williamson | HERO WAY | 183A | GAREY PARK | | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | $ 60,890,000 | 2030 |
| 61-00108-00 | Williamson County | | Williamson | HERO WAY | 183A | GAREY PARK | | WIDEN 4-LANE DIVIDED TO 6-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION | $ 208,010,000 | 2040 |
| 61-00119-00 | Williamson County | | Williamson | LIBERTY HILL BYPASS | CR 279 / BAGDAD ROAD | 183A | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 35,400,000 | 2025 |
| 61-00112-00 | Williamson County | | Williamson | LIBERTY HILL BYPASS | SH 29 | RM 1869 | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 46,000,000 | 2026 |
| 61-00103-00 | Williamson County | | Williamson | PARMER LANE (FM 734) AT SH 45 | PARMER LANE (FM 734) | SH 45 | | OPERATIONAL IMPROVEMENTS | $ 5,600,000 | 2026 |
| 61-00093-00 | Williamson County | City of Cedar Park | Williamson | RM 1431 (WHITESTONE BOULEVARD) | / RONALD REAGAN BOULEVARD | IH 35 | | WIDEN 4 LANE UNDIVIDED TO 6-LANE DIVIDED | $ 207,000,000 | 2040 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 61-00110-00 | Williamson County | | Williamson | RM 2243 | GAREY PARK | SOUTHWEST BYPASS | | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | $ 136,000,000 | 2027 |
| 61-00109-01 | Williamson County | | Williamson | RM 2243 | WEST OF HERO WAY | 0.199 MILES WEST OF ESCALERA PARKWAY | | REALIGN AND RECONSTRUCT 2-LANE UNDIVIDED ROADWAY TO 2 TRAVEL LANES AND CONTINUOUS LEFT TURN LANE | $ 7,783,077 | 2030 |
| 61-00155-00 | Williamson County | | Williamson | ROBINSON RANCH ROAD | SH 45/RM 620 | McNeil RD | | CONSTRUCT 3 NEW LANES OF FUTURE 6 LANE ROADWAY | $ 64,500,000 | 2028 |
| 61-00268-00 | Williamson County | | Williamson | RONALD REAGAN BOULEVARD | FM 3405 | SUN CITY BLVD. | | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED | $ 92,600,000 | 2026 |
| 61-00154-00 | Williamson County | | Williamson | RONALD REAGAN BOULEVARD | SUN CITY BLVD. | IH 35 | | WIDEN 2-LANE UNDIVIDED TO 4-LANE DIVIDED | $ 89,000,000 | 2030 |
| 61-00245-00 | Williamson County | | Williamson | RONALD REAGAN BOULEVARD | WHITESTONE BOULEVARD / RM 1431 | SH29 | | WIDEN 4-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 2-LANE FRONTAGE ROADS IN EACH DIRECTION | $ 974,000,000 | 2040 |
| 61-00272-00 | Williamson County | | Williamson | RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D) | IH 35 | EAST WILCO HIGHWAY (CORRIDOR E) | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 76,000,000 | 2030 |
| 61-00156-00 | Williamson County | | Williamson | RONALD REAGAN BOULEVARD EXTENSION (CORRIDOR D) | IH 35 | SH 95 | | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | $ 487,000,000 | 2043 |
| 61-00233-00 | Williamson County | | Williamson | SAM BASS (ARTERIAL H) | RM 1431 | WYOMING SPRINGS DRIVE | | CONSTRUCT NEW ADDITIONAL 3-LANES | $ 52,000,000 | 2037 |
| 61-00234-00 | Williamson County | | Williamson | SAMSUNG HIGHWAY (CORRIDOR A) | FM 973 | CR 406 | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 39,000,000 | 2026 |
| 61-00235-00 | Williamson County | | Williamson | SAMSUNG HIGHWAY (CORRIDOR A) | CR 406 | SH 95 | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 30,200,000 | 2030 |
| 61-00105-00 | Williamson County | | Williamson | SAMSUNG HIGHWAY (CORRIDOR A) | SH 95 | US 79 | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 83,000,000 | 2035 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 61-00236-00 | Williamson County | | Williamson | SAMSUNG HIGHWAY (CORRIDOR A) | US 79 | CHANDLER ROAD (CORRIDOR B) | | CONSTRUCT NEW 2-LANE WITH A CONTINUOUS LEFT TURN LANE | $ 54,000,000 | 2035 |
| 61-00271-00 | Williamson County | | Williamson | SAMSUNG HIGHWAY (CORRIDOR A) | FM 3349 (CORRIDOR E) | FM 973 | | WIDEN 4-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | $ 48,000,000 | 2040 |
| 61-00237-00 | Williamson County | | Williamson | SAMSUNG HIGHWAY (CORRIDOR A) | FM 973 | CHANDLER ROAD (CORRDIOR B) | | WIDEN 2-LANE WITH A CONTINUOUS LEFT TURN LANE TO 6-LANE DIVIDED | $ 270,000,000 | 2045 |
| 61-00175-00 | Williamson County | | Williamson | SH 130 | US 79 | LIMMER LOOP | | CONSTRUCT NEW 2-LANE FRONTAGE ROAD IN EACH DIRECTION | $ 22,700,000 | 2030 |
| 61-00244-00 | Williamson County | | Williamson | SH 195 | | | SUN CITY BOULEVARD | ADD OVERPASS | $ 23,000,000 | 2030 |
| 61-00238-00 | Williamson County | | Williamson | SH 195 AT RONALD REAGAN BLVD - REMAINING 3 RAMPS | | | SH 195 AND RONALD REAGAN BLVD | CONTSTRUCTION REMAINING 3 RAMPS | $ 11,600,000 | 2026 |
| 61-00248-00 | Williamson County | | Williamson | SH 45 - MERRILTOWN DRIVE CONNECTOR | SH 45 | WILLIAMSON COUNTY LINE | | CONSTRUCT A NEW 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS | $ 30,029,563 | 2030 |
| 61-00139-00 | Williamson County | City of Georgetown | Williamson | SOUTHWEST BYPASS | SH 29 | IH 35 | | WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED | $ 120,000,000 | 2035 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 41-00082-00 | Hays County | | Hays | Fitzhugh Road | RM 12 | Hays/Travis County Line | | Conduct roadway study | Study | 2025 |
| 41-00127-00 | Hays County | | Hays | Old San Antonio Road | Main Street | Travis County Line | | Conduct roadway study | Study | 2025 |
| 41-00109-00 | Hays County | | Hays | RM 150 East | Lehman Road | SH 21 | | Conduct roadway study | Study | 2025 |
| 75-00111-00 | Travis County | | Travis, Hays, Comal, Bexar | Conventional Passenger Rail Service Feasibility Study (Austin to San Antonio) | Austin | San Antonio | | The Feasibility Study will provide recommendations on the best approach for implementing an efficient passenger rail system between Austin and San Antonio. | Study | 2025 |
| 51-00001-00 | TxDOT | | Travis | FM 685 (Dessau Rd) | Wells branch | CR 138 | | Conduct corridor study | Study | 2025 |
| 61-00074-00 | TxDOT | | Williamson | FM 734 (Parmer Lane) | RM 1431 | SH 45 | | Conduct feasibility study | Study | 2035 |
| 21-00023-00 | TxDOT | | Burnet | SH 29 | CR 258 | Williamson County Line | | Conduct feasibility study | Study | 2026 |
| 61-00264-00 | TxDOT | | Williamson | US 79 | FM 1460 | FM 619 | | Conduct feasibility study | Study | 2026 |



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|---|---|---|---|---|---|---|---|---|---|---|---|
| 71-00010-00* | CAMPO | | Bastrop, Burnet, Caldwell, Hays, Travis, Williamson | Various | N/A | N/A | | Implementation of the Regional Transportation Demand Management (TDM) Program. | $ | 4,000,000 | 2025 |
| 55-00001-00 | City of Austin | | Travis | TDM Climate Pollution Reduction Grant | Various | Various | | The TDM program will implement solutions that move trips to off-peak hours or shift drive-alone trips to other forms such as public transit, walking, biking, teleworking, carpooling, and vanpooling. | $ | 47,850,000 | 2030 |



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|---|---|---|---|---|---|---|---|---|---|---|
| 53-00040-00 | Austin Transit Partnership | | Travis | Austin Light Rail Phase I (Guadalupe / 3rd St. / Trinity / S. Congress / Riverside Dr.) | Guadalupe @ 38th St. | Riverside Dr. @ Yellow Jacket and S. Congress @ Oltorf | | 9.8 mile Light Rail system with 15 stations | $ 7,100,000,000 | 2027 |
| 73-00091-00* | CapMetro | | Travis | Various | Various | Various | | Eligible capital program items including purchase of buses and bus equipment for replacement or expansion, ADA complementary paratransit service, preventive maintenance, capital cost of contracting, crime prevention and security projects, and project administration. | $ 61,215,060 | 2025 |
| 73-00093-00* | CapMetro | | Travis | Various | Various | Various | | MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan. | $ 2,073,654 | 2025 |
| 73-00094-00* | CapMetro | | Travis | Various | Various | Various | | REVENUE ROLLING STOCK | $ 4,116,022 | 2025 |
| 73-00095-02* | CapMetro | | Travis | Various | Various | Various | | Traditional capital projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration | $ 539,674 | 2025 |
| 73-00095-01* | CapMetro | | Travis | Various | Various | Various | | Traditional Capital, other capital and operating projects to enahance mobility for seniors and individuals with disabilities. Includes subwards and program administration | $ 2,417,429 | 2025 |
| 73-00098-00* | CapMetro | | Travis | Various | Various | Various | | METRORAIL CAPITAL REPAIR, REHABILITATION AND REPLACEMENT PROJECTS INCLUDING ANY ELIGIBLE ACTIVITIES IN THE CAPITAL METRO APPROVED BUDGET AND CAPITAL IMPROVEMENT PLAN. | $ 6,443,379 | 2026 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 73-00096-00* | CapMetro | | Travis | Various | Various | Various | | OTHER CAPITAL PROGRAM ITEMS INCLUDING ADA COMPLEMENTARY PARATRANSIT SERVICE, PREVENTIVE MAINTENANCE, CAPITAL COST OF CONTRACTING, CRIME PREVENTION AND SECURITY PROJECTS, AND PROJECT ADMINISTRATION. | $ | 51,669,877 | 2026 |
| 73-00097-00* | CapMetro | | Travis | Various | Various | Various | | REVENUE ROLLING STOCK | $ | 8,153,313 | 2026 |
| 73-00099-00* | CapMetro | | Travis | Various | Various | Various | | REVENUE ROLLING STOCK | $ | 4,220,659 | 2026 |
| 73-00100-00* | CapMetro | | Travis | Various | Various | Various | | TRADITIONAL CAPITAL, OTHER CAPITAL AND OPERATING PROJECTS TO ENHANCE MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES. INCLUDES SUBAWARDS AND PROGRAM ADMINISTRATION | $ | 2,437,687 | 2026 |
| 73-00103-00* | CapMetro | | Travis | Various | Various | Various | | METRORAIL CAPITAL REPAIR, REHABILITATION AND REPLACEMENT PROJECTS INCLUDING ANY ELIGIBLE ACTIVITIES IN THE CAPITAL METRO APPROVED BUDGET AND CAPITAL IMPROVEMENT PLAN | $ | 6,443,379 | 2027 |
| 73-00101-00* | CapMetro | | Travis | Various | Various | Various | | OTHER CAPITAL PROGRAM ITEMS INCLUDING ADA COMPLEMENTARY PARATRANSIT SERVICE, PREVENTIVE MAINTENANCE, CAPITAL COST OF CONTRACTING, CRIME PREVENTION AND SECURITY PROJECTS, AND PROJECT ADMINISTRATION. | $ | 51,669,877 | 2027 |
| 73-00102-00* | CapMetro | | Travis | Various | Various | Various | | REVENUE ROLLING STOCK | $ | 8,153,313 | 2027 |
| 73-00104-00* | CapMetro | | Travis | Various | Various | Various | | REVENUE ROLLING STOCK | $ | 4,220,659 | 2027 |
| 73-00108-00* | CapMetro | | Travis | Various | Various | Various | | TRADITIONAL CAPITAL, OTHER CAPITAL AND OPERATING PROJECTS TO ENHANCE MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES. INCLUDES SUBAWARDS AND PROGRAM ADMINISTRATION | $ | 2,437,687 | 2027 |

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| MPO ID | Sponsor | Co Sponsor | County | Roadway/ Facility | Limits From | Limits To | Limits At | Description | Total Cost | Let Year |
|---|---|---|---|---|---|---|---|---|---|---|
| 73-00109-00* | CapMetro | | Travis | Various | Various | Various | | METRORAIL CAPITAL REPAIR, REHABILITATION AND REPLACEMENT PROJECTS INCLUDING ANY ELIGIBLE ACTIVITIES IN THE CAPITAL METRO APPROVED BUDGET AND CAPITAL IMPROVEMENT PLAN. | $ 6,443,379 | 2028 |
| 73-00106-00* | CapMetro | | Travis | Various | Various | Various | | OTHER CAPITAL PROGRAM ITEMS INCLUDING ADA COMPLEMENTARY PARATRANSIT SERVICE, PREVENTIVE MAINTENANCE, CAPITAL COST OF CONTRACTING, CRIME PREVENTION AND SECURITY PROJECTS, AND PROJECT ADMINISTRATION. | $ 51,669,877 | 2028 |
| 73-00107-00* | CapMetro | | Travis | Various | Various | Various | | REVENUE ROLLING STOCK | $ 8,153,313 | 2028 |
| 73-00110-00* | CapMetro | | Travis | Various | Various | Various | | REVENUE ROLLING STOCK | $ 4,220,659 | 2028 |
| 73-00111-00* | CapMetro | | Travis | Various | Various | Various | | TRADITIONAL CAPITAL, OTHER CAPITAL AND OPERATING PROJECTS TO ENHANCE MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES. INCLUDES SUBAWARDS AND PROGRAM ADMINISTRATION | $ 2,437,687 | 2028 |
| 53-00024-00 | CapMetro | | Travis | Additional Park & Ride facilities | | | | Additional Park & Ride facilities to either expand existing facilities or new facilities to serve new routes or new areas that do not currently have a Park & Ride | $ 45,000,000 | 2025 |
| 53-00011-00 | CapMetro | | Travis | Capital Metro Track | Downtown Station | Leander Station | | The first phase of Red Line improvements provides additional track to help improve operational flexibility. Includes 1 additional station added along the line. | $ 61,000,000 | 2025 |
| 53-00033-00 | CapMetro | | Travis | Capital Metro Track | | | Airport Blvd/S Lamar Blvd | Airport Blvd. and North Lamar Blvd. Red Line/Freight Rail Grade Separation. Project includes double-tracking between Guadalupe Street and Morrow Street, station platforms under North Lamar Blvd. and utility improvements. | $ 300,000,000 | 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 53-00013-00 | CapMetro | | Travis | Capital Metro Track | Downtown Station | Leander Station | | The second phase of the Red Line improvements adds double-tracking as necessary to support expanded operations and increased frequency. Station platforms are extended to increase passenger carrying capacity. 4 new trains are added to the fleet and a maintenance facility. | $ 369,000,000 | 2031 |
| 53-00035-00 | CapMetro | | Travis, Bastrop | Capital Metro Track | Colony Park | Manor | | Extension of new commuter rail line (Green Line) from Colony Park to Manor. Approximately 5 miles of existing freight track would be upgraded to passenger service with 2-3 additional stations (total of 8-10 including existing Downtown, Plaza Saltillo and initial Colony Park segment). There is potential for park & rides along the line. 2 new vehicles are purchased for service. | $ 330,000,000 | 2034 |
| 53-00034-00 | CapMetro | | Travis | Capital Metro Track | Downtown Station | Colony Park | | New commuter rail line (Green Line) from Downtown Austin to Colony Park. Approximately 8 miles of existing freight track would be upgraded to passenger service with 4-5 additional stations (total of 6-7 including existing Downtown and Plaza Saltillo). There is potential for park & rides along the line. 5 new vehicles are purchased for service and a facility to support rail operations. | $ 555,000,000 | 2034 |
| 73-00005-00 | CapMetro | | Travis | Exposition center bus rapid Transit | Republic Square | Expo Center | | Capital support for Express route from Lockhart and Easton Park to downtown Austin | $ 1,000,000 | 2045 |
| 53-00025-00 | CapMetro | | Travis | Fare Collection Upgrades | | | | Upgrades and installation of improved fare collection infrastructure and database to manage fare collection for Capital | $ 30,000,000 | 2030 |

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| MPO ID | Sponsor | Co Sponsor | County | Roadway/ Facility | Limits From | Limits To | Limits At | Description | | Total Cost | Let Year |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 73-00006-00 | CapMetro | | Travis, Hays | IH 35 | San Marcos CARTS facility | Downtown Austin | | Capital for Express route from San Marcos and Buda to Southpark Meadows and downtown Austin | $ | 1,000,000 | 2035 |
| 73-00001-00 | CapMetro | | Travis, Williamson | IH 35, SH 45, MoPac | CARTS Georgetown | Downtown Austin | | Capital for Express route from Georgetown and Round Rock to Howard Station and downtown | $ | 1,000,000 | 2038 |
| 53-00007-00 | CapMetro | | Travis | Menchaca Rd, Ben White Blvd, S Lamar Blvd, 5th/6th St | Slaughter Ln | Guadalupe St | | Manchaca BRT Light (Rapid) line from south Austin to Republic Square. This line would mainly follow Manchaca Road and S. Lamar Blvd and have 11 stops along the line including the activity centers of Westgate, S Lamar, Seaholm, & Downtown Austin. There would be 2 park & rides along the line at Slaughter and Westgate Transit | $ | 15,400,000 | 2030 |
| 53-00014-00 | CapMetro | | Travis | MoPac | Circle C | Downtown Austin | | Capital support for Express route from South Mopac to downtown Austin | $ | 1,000,000 | 2040 |
| 53-00023-00 | CapMetro | | Travis | Neighborhood Circulators | | | | A fleet of neighborhood circulators to expand access to Capital Metro services in order enhance the coverage of our system into areas that are more difficult to reach with existing fleet. | $ | 2,300,000 | 2025 |
| 53-00019-00 | CapMetro | | Travis | New Bus Yard | | | | New bus yard for storage and maintenance of fleet to handle expanded fleet and provide additional electrification | $ | 230,000,000 | 2030 |
| 53-00030-00 | CapMetro | | Travis | North Base Demand Respsonse | | | 10805 Cameron Road, Austin, TX 78754 | North Base Demand Response: Development of 25 acres for new Demand Reponse operations and maintenance facility; includes administration, storage and maintenance for ~220 transit vehicles, service island, and a new central parts warehouse for the agency. Project includes a community room for public use. | $ | 120,000,000 | 2025 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 53-00016-00 | CapMetro | | Travis | RM 2222 | RM 620 | Downtown Austin | | Capital support for Express route from Four Points and downtown Austin | $ | 1,000,000 | 2045 |
| 73-00002-00 | CapMetro | | Travis, Williamson | SH 130, SH 45, MoPac | Hutto | Downtown Austin | | Capital support for Express route from Hutto and Pflugerville to downtown Austin | $ | 1,000,000 | 2040 |
| 73-00004-00 | CapMetro | | Travis, Bastrop | SH 71 | Bastrop | Downtown Austin | | Capital support for Express route from Bastrop and Del Valle to Downtown Austin | $ | 1,000,000 | 2045 |
| 53-00031-00 | CapMetro | | Travis | South Base Demand Response | | | 5315 Ben White Blvd., Austin, TX 78741 | South Base Demand Response: Redevelopment of ~11.5 acres for new Demand Reponse operations and maintenance facility; includes administration, storage and maintenance for ~165 transit vehicles, and service island. May also include facilities for CapMetro's expanding MetroBike transit service. | $ | 111,000,000 | 2027 |
| 53-00022-00 | CapMetro | | Travis | Upgrade of Stations and bus Stops | | | | Upgrade of stations and bus stops into mobility hubs with improved amenities such as (but not limited to): bike share program, ADA improvements, real time display, etc. | $ | 35,000,000 | 2025 |
| 53-00008-00 | CapMetro | | Travis | US 290 Service Rd, S Lamar Blvd, 5th/6th St | Convict Hill Rd | Guadalupe St | | Oak Hill BRT Light (Rapid) line from Oak Hill to Republic Square. This line would mainly follow US 290 service road and S. Lamar Blvd and have 12 stops along the line including the activity centers of Oak Hill, Sunset Valley, S Lamar, Seaholm & Downtown Austin. There would be 1 park & ride on the line at Oak Hill (shared with Oak Hill Express route). | $ | 12,100,000 | 2030 |
| 73-00003-00 | CapMetro | | Travis, Bastrop | US 290, IH 35 | Elgin | Downtown Austin | | Capital support for Express route from Elgin and Manor to downtown | $ | 1,000,000 | 2040 |
| 53-00015-00 | CapMetro | | Travis | US 290, MoPac | Oak Hill | Downtown Austin | | Capital support for Express route from Oak Hill to downtown Austin | $ | 1,000,000 | 2040 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 53-00036-00 | CapMetro | | Travis | Various | | | | Equitable Transit Oriented Development at CapMetro owned properties to include transit facilities as well as mixed-use development. | $ 30,000,000 | 2030 |
| 53-00032-00 | CapMetro | | Travis | Various | | | | Upgrades and rehabilitation to existing maintenance facilities to provide for Zero and Low emissions infrastructure, such as microgrid, meters and other power infrastructure. | $ 50,000,000 | 2035 |
| 43-00009-00 | CARTS | | Hays | Belterra Microtransit Service | | | Belterra | Belterra Microtransit Service | $ 250,000 | 2030 |
| 53-00027-00 | CARTS | | Travis | Briarcliff/Spicewood Microtransit Service | | | Briarcliff/Spicewood | Briarcliff/Spicewood Microtransit Service | $ 250,000 | 2030 |
| 33-00005-00 | CARTS | | Caldwell, Hays | Burnet-Marble Falls-Scott & White Hospital Connector Service | City of Burnet | Baylor Scott & White Hospital | | Burnet-Marble Falls-Scott & White Hospital Connector Service | $ 250,000 | 2030 |
| 13-00005-00 | CARTS | | Bastrop | CARTS Bastrop Transit Station Relocation | | | City of Bastrop | Construction of new Bastrop Intermodal Facility with park-and-ride facility | $ 3,000,000 | 2040 |
| 23-00005-00 | CARTS | | Burnet | CARTS Burnet Intermodal Station | | | City of Burnet | Construction of new Burnet Intermodal Station with park-and-ride facility | $ 3,000,000 | 2030 |
| 43-00005-00 | CARTS | | Hays | CARTS Dripping Springs Intermodal Station | | | City of Dripping Springs | Construction of new Dripping Springs Intermodal Station with park-and-ride facility | $ 3,000,000 | 2035 |
| 63-00002-00 | CARTS | | Williamson | CARTS Jarrell Intermodal Station | | | City of Jarrell | Construction of new Jarrell Intermodal Station with park-and-ride facility | $ 3,000,000 | 2040 |
| 33-00003-00 | CARTS | | Caldwell | CARTS Lockhart Intermodal Station | | | City of Lockhart | Construction of new Lockhart Intermodal Station with park-and-ride facility | $ 3,000,000 | 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 33-00004-00 | CARTS | | Caldwell | CARTS Luling Intermodal Station | | | City of Luling | Construction of new Luling Intermodal Station with park-and-ride facility | $ | 3,000,000 | 2035 |
| 23-00004-00 | CARTS | | Burnet | CARTS Marble Falls Transit Station Relocation | | | City of Marble Falls | Construction of new Marble Falls Intermodal Facility with park-and-ride facility | $ | 3,000,000 | 2035 |
| 43-00010-00 | CARTS | | Hays | CARTS San Marcos Station Rehabilitation | | | City of San Marcos | CARTS San Marcos Station Rehabilitation | $ | 2,000,000 | 2030 |
| 73-00017-00 | CARTS | | Williamson, Hays, Bastrop | CARTS System | Various | Various | Various | Increased Interurban Coach service | $ | 1,500,000 | 2025 |
| 73-00021-00 | CARTS | | Bastrop, Burnet, Caldwell, Hays, Travis, Williamson | CARTS System | Various | Various | Various | Rural Vanpool Program | $ | 500,000 | 2025 |
| 73-00020-00 | CARTS | | Bastrop, Burnet, Caldwell, Hays, Travis, Williamson | CARTS System | Various | Various | Various | Electric Vehicles for Rural Fleet | $ | 5,000,000 | 2030 |
| 74-00001-00 | CARTS | | Bastrop, Burnet, Caldwell, Hays, Travis, Williamson | CARTS System | Various | Various | Various | Upgrade digital network for data and voice system-wide and Smart Bus Transit Technology | $ | 2,000,000 | 2030 |
| 63-00003-00 | CARTS | | Williamson | CARTS Taylor Transit Station | | | City of Taylor | CARTS Taylor Transit Station improvements. Construction of new Amtrak rail platform. | $ | 500,000 | 2030 |
| 43-00006-00 | CARTS | | Hays | CARTS Wimberley/Woodcreek Intermodal Station | | | Woodcreek / Wimberley | Construction of new Wimberley Intermodal Station with park-and-ride facility | $ | 3,000,000 | 2035 |
| 13-00002-00 | CARTS | | Bastrop | City of Bastrop Microtransit Service | | | City of Bastrop | City of Bastrop Microtransit Service (Expanded) | $ | 500,000 | 2025 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 23-00001-00 | CARTS | | Burnet | City of Burnet Microtransit Service | | | City of Burnet | City of Burnet Microtransit Service | $ 250,000 | 2030 |
| 43-00003-00 | CARTS | | Hays | City of Dripping Springs Microtransit Service | | | City of Dripping Springs | City of Dripping Springs Microtransit Service | $ 250,000 | 2030 |
| 73-00015-00 | CARTS | | Bastrop, Travis | City of Elgin Microtransit Service | | | City of Elgin | City of Elgin Microtransit Service | $ 500,000 | 2025 |
| 33-00001-00 | CARTS | | Caldwell | City of Lockhart Microtransit Service | | | City of Lockhart | City of Lockhart Microtransit Service (Expanded) | $ 500,000 | 2025 |
| 33-00002-00 | CARTS | | Caldwell | City of Luling Microtransit Service | | | City of Luling | City of Luling Microtransit Service | $ 250,000 | 2030 |
| 23-00003-00 | CARTS | | Burnet | City of Marble Falls Microtransit Service | | | City of Marble Falls | City of Marble Falls Microtransit Service | $ 500,000 | 2025 |
| 23-00014-00 | CARTS | | Burnet | City of Marble Falls/Cottonwood Shores Expanded Microtransit Service | | | City of Marble Falls/Cottonwood Shores | City of Marble Falls/Cottonwood Shores Expanded Microtransit Service | $ 125,000 | 2030 |
| 23-00013-00 | CARTS | | Burnet | City of Marble Falls/Granite Shoals Expanded Microtransit Service | | | City of Marble Falls/Granite Shoals | City of Marble Falls/Granite Shoals Expanded Microtransit Service | $ 125,000 | 2030 |
| 13-00003-00 | CARTS | | Bastrop | City of Smithville Microtransit Service | | | City of Smithville | City of Smithville Microtransit Service | $ 250,000 | 2030 |
| 63-00001-00 | CARTS | | Williamson | City of Taylor Microtransit Service | | | City of Taylor | City of Taylor Microtransit Service (Expanded to Samsung) | $ 500,000 | 2025 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 53-00039-00 | CARTS | | Travis | Del Valle Microtransit Service | | | Del Valle | Del Valle Microtransit Service | $ | 250,000 | 2030 |
| 73-00019-00 | CARTS | | Hays, Travis | Dripping Springs-Belterra-Austin Connector Service | Dripping Springs | Austin | | Dripping Springs-Belterra-Austin Connector Service | $ | 250,000 | 2030 |
| 43-00008-00 | CARTS | | Hays | Drippings Springs-Driftwood Connector Service | Dripping Springs | Driftwood | | Drippings Springs-Driftwood Connector Service | $ | 125,000 | 2030 |
| 13-00011-00 | CARTS | | Bastrop | Elgin-Bastrop Connector Bus Service | Elgin | Bastrop | | Elgin-Bastrop Connector Bus Service | $ | 100,000 | 2030 |
| 63-00006-00 | CARTS | | Williamson | Florence-Jarrell Connector Service | Florence | Jarrrell | | Florence-Jarrell Connector Service | $ | 125,000 | 2030 |
| 53-00038-00 | CARTS | | Travis | Hornsby Bend Microtransit Service | | | Hornsby Bend | Hornsby Bend Microtransit Service | $ | 250,000 | 2030 |
| 63-00007-00 | CARTS | | Williamson | Jarrell-Georgetown Connector Service | Jarrrell | Georgetown | | Jarrell-Georgetown Connector Service | $ | 125,000 | 2030 |
| 73-00014-00 | CARTS | | Williamson, Travis | Jarrell-Tech Ridge Express Bus Service | Downtown Jarrell | Capital Metro Tech Ridge Transit Center | | Jarrell-Tech Ridge Express Bus Service | $ | 1,400,000 | 2025 |
| 33-00006-00 | CARTS | | Caldwell | Lockhart-Luling Connector Service | Lockhart | Luling | | Lockhart-Luling Connector Service | $ | 125,000 | 2030 |
| 23-00012-00 | CARTS | | Burnet | North Bastrop Microtransit Service | | | North Bastrop County | North Bastrop Microtransit Service | $ | 250,000 | 2025 |
| 73-00016-00 | CARTS | | Williamson, Travis, Hays, Comal,Guadalupe, Bexar | Super Regional Intercity Bus Service | Jarrell | San Antonio | | Super Regional Intercity Bus Service | $ | 5,000,000 | 2025 |

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|---|---|---|---|---|---|---|---|---|---|---|
| 73-00013-00 | CARTS | | Williamson, Travis | Taylor-Hutto-Round Rock-Tech Ridge Express Bus Service | CARTS Taylor Transit Center | Capital Metro Tech Ridge Transit Center | | Taylor-Hutto-Round Rock-Tech Ridge Express Bus Service | $ 1,400,000 | 2025 |
| 13-00004-00 | CARTS | | Bastrop | Tucker Hill Lane Park-and-Ride expansion | | | Tucker Hill Lane Park-and-Ride facility | Expansion of existing park-and-ride facility | $ 1,500,000 | 2030 |
| 43-00004-00 | CARTS | | Hays | Woodcreek/Wimberley Microtransit Service | | | Woodcreek / Wimberley | Woodcreek/Wimberley Microtransit Service | $ 250,000 | 2025 |
| 53-00028-00 | City of Austin | | Travis | Transit Enhancement Program | Various | Various | Various | The Transit Enhancement Program will design and construct transit infrastructure improvements at high-priority locations throughout the city. | $ 80,100,000 | 2040 |
| 73-00112-01* | City of Round Rock | | Williamson | | Various | Various | | Public transit operations - Job Access Reverse Commute | $ 1,167,356 | 2025 |
| 73-00112-00* | City of Round Rock | | Williamson | | Various | Various | | Public Transit Operations - On Demand | $ 682,647 | 2025 |
| 73-00113-01* | City of Round Rock | | Williamson | | Various | Various | | Public transit operations - Job Access Reverse Commute | $ 1,200,000 | 2026 |
| 73-00113-00* | City of Round Rock | | Williamson | | Various | Various | | Public Transit Operations - On Demand | $ 719,250 | 2026 |
| 73-00114-01* | City of Round Rock | | Williamson | | Various | Various | | Public transit operations - Job Access Reverse Commute | $ 1,210,000 | 2027 |
| 73-00114-00* | City of Round Rock | | Williamson | | Various | Various | | Public Transit Operations - On Demand | $ 743,750 | 2027 |
| 73-00115-01* | City of Round Rock | | Williamson | | Various | Various | | Public transit operations - Job Access Reverse Commute | $ 1,314,000 | 2028 |
| 73-00115-00* | City of Round Rock | | Williamson | | Various | Various | | Public Transit Operations - On Demand | $ 752,500 | 2028 |
| 73-00116-00* | City of San Marcos | | Hays | | Various | Various | | CITY OF SAN MARCOS PUBLIC TRANSIT OPERATIONS | $ 9,366,218 | 2025 |
| 73-00120-00* | City of San Marcos | | Hays | | Various | Various | | City of San Marcos Revenue Rolling Stock | $ 149,046 | 2025 |
| 73-00105-00* | City of San Marcos | | Hays | | Various | Various | | Purchase of 5 Transit Vehicles (Vehicle Replacement) | $ 140,430 | 2025 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 73-00105-01* | City of San Marcos | | Hays | | Various | Various | | Purchase of 5 Transit Vehicles (Vehicle Replacement) | $ | 144,682 | 2025 |
| 73-00105-02* | City of San Marcos | | Hays | | Various | Various | | Purchase of 5 Transit Vehicles (Vehicle Replacement) | $ | 739,137 | 2025 |
| 73-00117-00* | City of San Marcos | | Hays | | Various | Various | | CITY OF SAN MARCOS PUBLIC TRANSIT OPERATIONS | $ | 9,647,204 | 2026 |
| 73-00121-00* | City of San Marcos | | Hays | | Various | Various | | City of San Marcos Revenue Rolling Stock | $ | 153,518 | 2026 |
| 73-00118-00* | City of San Marcos | | Hays | | Various | Various | | CITY OF SAN MARCOS PUBLIC TRANSIT OPERATIONS | $ | 9,936,620 | 2027 |
| 73-00122-00* | City of San Marcos | | Hays | | Various | Various | | City of San Marcos Revenue Rolling Stock | $ | 158,123 | 2027 |
| 73-00119-00* | City of San Marcos | | Hays | | Various | Various | | CITY OF SAN MARCOS PUBLIC TRANSIT OPERATIONS | $ | 10,234,719 | 2028 |
| 73-00123-00* | City of San Marcos | | Hays | | Various | Various | | City of San Marcos Revenue Rolling Stock | $ | 162,867 | 2028 |



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

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|---|---|---|---|---|---|---|---|---|
| 52-00225-00 | City of Austin | | Travis | CHAPARRAL RD | CIRCLE S RD | S IH-35 SVRD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 51-00050-00 | City of Austin | | Travis | CITY PARK RD | PEARCE RD | FM 2222 RD | | Reconstruct a 2-lane divided roadway with bicycle and pedestrian improvements. |
| 52-00227-00 | City of Austin | | Travis | CLAWSON RD | LIGHTSEY RD | FORT VIEW RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00228-00 | City of Austin | | Travis | COLTON BLUFF SPRINGS RD | SPRINGTIME TRL | MC KINNEY FALLS PKWY | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00231-00 | City of Austin | | Travis | CORRAL LN | CIRCLE S RD | S IH-35 SVRD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 51-00051-00 | City of Austin | | Travis | CROSS PARK DR | CAMERON RD | FORBES DR | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. |
| 52-00232-00 | City of Austin | | Travis | CROZIER LN | THORNBERRY RD | CROZIER LN | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00233-00 | City of Austin | | Travis | CULLEN LN | RALPH ABLANEDO DR | E SLAUGHTER LN | | Reconstruct a 2-lane divided roadway with bicycle and pedestrian improvements. |
| 52-00234-00 | City of Austin | | Travis | DALTON LN | CITY LIMIT | BASTROP HWY SVRD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00235-00 | City of Austin | | Travis | DAVID MOORE DR | W SLAUGHTER LN | DAVID MOORE DR | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00236-00 | City of Austin | | Travis | DEL CURTO RD | BLUEBONNET LN | LIGHTSEY RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00237-00 | City of Austin | | Travis | DUNGAN LN | DESSAU RD | BROWN LN | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00238-00 | City of Austin | | Travis | E 41ST ST | PECK AVE | RED RIVER STREET | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |

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

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|---|---|---|---|---|---|---|---|---|
| 52-00253-00 | City of Austin | | Travis | INDUSTRIAL BLVD | S CONGRESS AVE | E ST ELMO RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00254-00 | City of Austin | | Travis | LAKEWOOD DR | CAPITAL OF TEXAS HWY | FM 2222 RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00136-00 | City of Austin | | Travis | Lamplight Village Dr | Parmer Ln | Metric Blvd | | Construct Complete Street improvements |
| 52-00255-00 | City of Austin | | Travis | LIGHTSEY RD | DEL CURTO RD | CLAWSON RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00256-00 | City of Austin | | Travis | LONGVIEW RD | HARPERS FERRY LN | CAMERON LOOP | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00257-00 | City of Austin | | Travis | MC CARTY LN | W US 290 HWY | W WILLIAM CANNON DR | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00258-00 | City of Austin | | Travis | MC KALLA PL | MC KALLA PL | RUTLAND DR | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00259-00 | City of Austin | | Travis | MC NEIL RD | W RUNDBERG LN | BURNET RD (FM 1325) | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00261-00 | City of Austin | | Travis | OLD FREDERICKSBURG RD | W US-290 HWY | 350' ft EAST OF SMITH OAK TRL | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00262-00 | City of Austin | | Travis | OLD LAMPASAS TRL/SPICEWOOD SPRINGS RD | TALLEYRAN DR | RESEARCH BLVD | | Reconstruct roadway to 2- to 4-lanes with a raised median and bicycle and pedestrian improvements. |
| 52-00263-00 | City of Austin | | Travis | OLD MANCHACA RD | RIDDLE RD | DREW LN | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00264-00 | City of Austin | | Travis | OLD MANOR RD | SPRINGDALE RD | JOHNNY MORRIS RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00265-00 | City of Austin | | Travis | OLD SAN ANTONIO RD | IH-35 SB | PURYEAR RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |

| MPO ID | Sponsor | Co Sponsor | County | Roadway/ Facility | Limits From | Limits To | Limits At | Description |
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| 52-00266-00 | City of Austin | | Travis | OLD WALSH TARLTON | BEE CAVE RD (RM 2244) | EANES CROSSING | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00267-00 | City of Austin | | Travis | PEACEFUL HILL LN | W DITTMAR RD | RALPH ABLANEDO DR | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00268-00 | City of Austin | | Travis | POWELL LN | N LAMAR BLVD | IH-35 SB | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00269-00 | City of Austin | | Travis | RALPH ABLANEDO DR | S 1ST ST | S CONGRESS AVE (SL 275) | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 51-00350-00 | City of Austin | | Travis | REDBUD TRL | WESTLAKE DR | STRATFORD DR | | Reconstruct a 2-lane divided roadway with bicycle and pedestrian improvements. |
| 52-00270-00 | City of Austin | | Travis | REID DR | LONGHORN BLVD | INDUSTRIAL TERRACE | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00271-00 | City of Austin | | Travis | RIDDLE RD | W SLAUGHTER LN | W SLAUGHTER LANE | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00272-00 | City of Austin | | Travis | ROGGE LN | MANOR RD | SPRINGDALE RD | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00157-00 | City of Austin | | Travis | Rundberg Lane | Metric Blvd | Cameron Rd | | Construct Complete Street improvements |
| 52-00273-00 | City of Austin | | Williamson | RUTLEDGE SPUR | LAKELINE MALL DR | N FM 620 | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 52-00028-00 | City of Austin | | Travis | Safe Routes to School- District 1 | Various | Various | | Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails. |

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| 52-00028-09 | City of Austin | | Travis | Safe Routes to School- District 10 | Various | Various | | Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails. |
| 52-00028-01 | City of Austin | | Travis | Safe Routes to School- District 2 | Various | Various | | Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails. |
| 52-00028-02 | City of Austin | | Travis | Safe Routes to School- District 3 | Various | Various | | Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails. |
| 52-00028-03 | City of Austin | | Travis | Safe Routes to School- District 4 | Various | Various | | Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails. |
| 52-00028-04 | City of Austin | | Travis | Safe Routes to School- District 5 | Various | Various | | Design and construct mobility enhancements around schools to allow students and their families to safely walk or bike to campus, with upgrades including sidewalks, curb ramps, shared-use paths, bike facilities, and trails. |

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

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

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

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

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

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

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

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

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| 51-00145-00 | City of Austin | | Travis | FARO DR | E OLTORF ST | FARO DR | | Construct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 51-00149-00 | City of Austin | | Travis | FARO DR-MONTOPOLIS DR CONNECTOR | FARO DR | MONTOPOLIS DR | | Construct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 51-00021-00 | City of Austin | | Travis | FOUR POINTS DR-MC NEIL DR CONNECTOR | RIVER PLACE BLVD | MC NEIL DR | | Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements. |
| 51-00187-00 | City of Austin | | Travis | FRATE BARKER RD | BUCKINGHAM GATE RD | MENCHACA RD (FM 2304) | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. |
| 51-00188-00 | City of Austin | | Travis | FRONTIER VALLEY DR-BASTROP HWY CONNECTOR | FRONTIER VALLEY DR | BASTROP HWY SB | | Construct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 51-00060-00 | City of Austin | | Travis | GRACY FARMS LN | BURNET RD | METRIC BLVD | | Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. |
| 51-00195-00 | City of Austin | | Travis | GRACY FARMS LN-KRAMER LN CONNECTOR | ESPERANZA XING-STONEHOLLOW DR CONNECTOR | GRACY FARMS LN | | Construct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 51-00201-00 | City of Austin | | Travis | HAROLD CT | DELANO ST | HAROLD CT | | Construct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 51-00062-00 | City of Austin | | Travis | HARRIS RIDGE BLVD | E PARMER LN (FM 734) | E HOWARD LN | | Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. |
| 51-00023-00 | City of Austin | | Travis | INDUSTRIAL OAKS BLVD | SH 71 SVRD WB | SOUTHWEST PKWY | | Construct a 4-lane roadway with a raised median and bicycle and pedestrian improvements. |
| 51-00210-00 | City of Austin | | Travis | INDUSTRIAL TERR | NEILS THOMPSON DR | REID DR | | Reconstruct a 2-lane undivided roadway with bicycle and pedestrian improvements. |
| 51-00063-00 | City of Austin | | Travis | JOLLYVILLE RD | JOLLYVILLE RD | BUSINESS PARK DR | | Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. |
| 61-00004-00 | City of Austin | | Williamson | LAKELINE BLVD | STAKED PLAINS DR | S CANOA HILLS TRL-LAKELINE BLVD CONNECTOR | | Widen roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. |
| 51-00064-00 | City of Austin | | Travis | LONGHORN BLVD | YORK BLVD | BURNET RD (FM 1325) | | Construct a 4-lane roadway with bicycle and pedestrian improvements. |
| 51-00066-00 | City of Austin | | Travis | METROPOLIS DR | BURLESON RD | US 183 HWY | | Retrofit roadway to 4-lanes with a raised median and bicycle and pedestrian improvements. |
| 51-00234-00 | City of Austin | | Travis | METROPOLITAN DR | STONEHOLLOW DR | METROPOLITAN DR | | Construct a 2-lane undivided roadway with bicycle and pedestrian improvements. |

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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| 61-00134-00 | Williamson County | | Williamson | SH 29 | RONALD REAGAN BOULEVARD | SOUTHWEST BYPASS | | WIDEN 6-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION |
| 61-00122-01 | Williamson County | | Williamson | SH 29 | 183A | RONALD REAGAN BOULEVARD | | WIDEN 6-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION |
| 61-00254-00 | Williamson County | | Williamson | SH 29 / GEORGETOWN BYPASS | IH 35 | SH 29 EAST OF GEORGETOWN | | CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS |
| 61-00251-00 | Williamson County | | Williamson | SH 95 / TAYLOR BYPASS | SH 95 SOUTH | US 79 | | CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS |
| 61-00252-00 | Williamson County | | Williamson | SH 95 / TAYLOR BYPASS | US 79 | SH 95 NORTH | | CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS |
| 61-00250-00 | Williamson County | | Williamson | TAYLOR BYPASS | FM 973 | SH 95 | | CONSTRUCT 4-LANE CONTROL ACCESS WITH RAMPS |
| 61-00255-00 | Williamson County | | Williamson | US 183 | SH 29 | WILCO COUNTY LINE | | CONSTRUCT CONTROLLED ACCESS LANES WITH RAMPS |

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

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

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

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

# Appendix B

# 2050 RTP Project Call Submittal Instructions and Evaluation Criteria

# Capital Area Metropolitan Planning Organization

# 2050 Regional Transportation Plan Project Call

*(there is no funding available for this call)*

Project Submittal Instructions

and

Evaluation Criteria

Spring/Summer 2024

# Table of Contents

## Overview

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

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

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

## Schedule

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

Note: This schedule is subject to change.

## Application and Submittal Process

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

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

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

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

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

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

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

[1] CAMPO will accept static maps in lieu of shapefiles only from small entities without GIS capabilities. All other entities should submit a GIS map package with individual project shapefiles with their application.

## Application Workbook

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

Application Workbook Information

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

## Workbook Instructions

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

## Project Information

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

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

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

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

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

## Regionally Significant Projects

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

**Roadway Regional Significance definition:**

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

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

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

**Transit Regionally Significance definition:**

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

Active Transportation Regionally Significance definition:

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

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

## Roadway Project Selection Criteria

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

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

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

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

[1]See Appendix B for a table describing the 2050 RTP goals and objectives

## Transit Project Selection Criteria

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

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

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

[1]See Appendix B for a table describing the 2050 RTP goals and objectives

## ITS/Operations Project Selection Criteria

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

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

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

[1]See Appendix B for a table describing the 2050 RTP goals and objectives

## Active Transportation Project Selection Criteria

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

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

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

[1] See Appendix B for a table describing the 2050 RTP goals and objectives

## Transportation Demand Management Selection Criteria

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

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

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

[1] See Appendix B for a table describing the 2050 RTP goals and objectives

## Other Projects Selection Criteria

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

# Appendix A: Additional Planning Factor Information

## Roadway Projects

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Other Projects

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

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

### Example Criteria

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

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

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

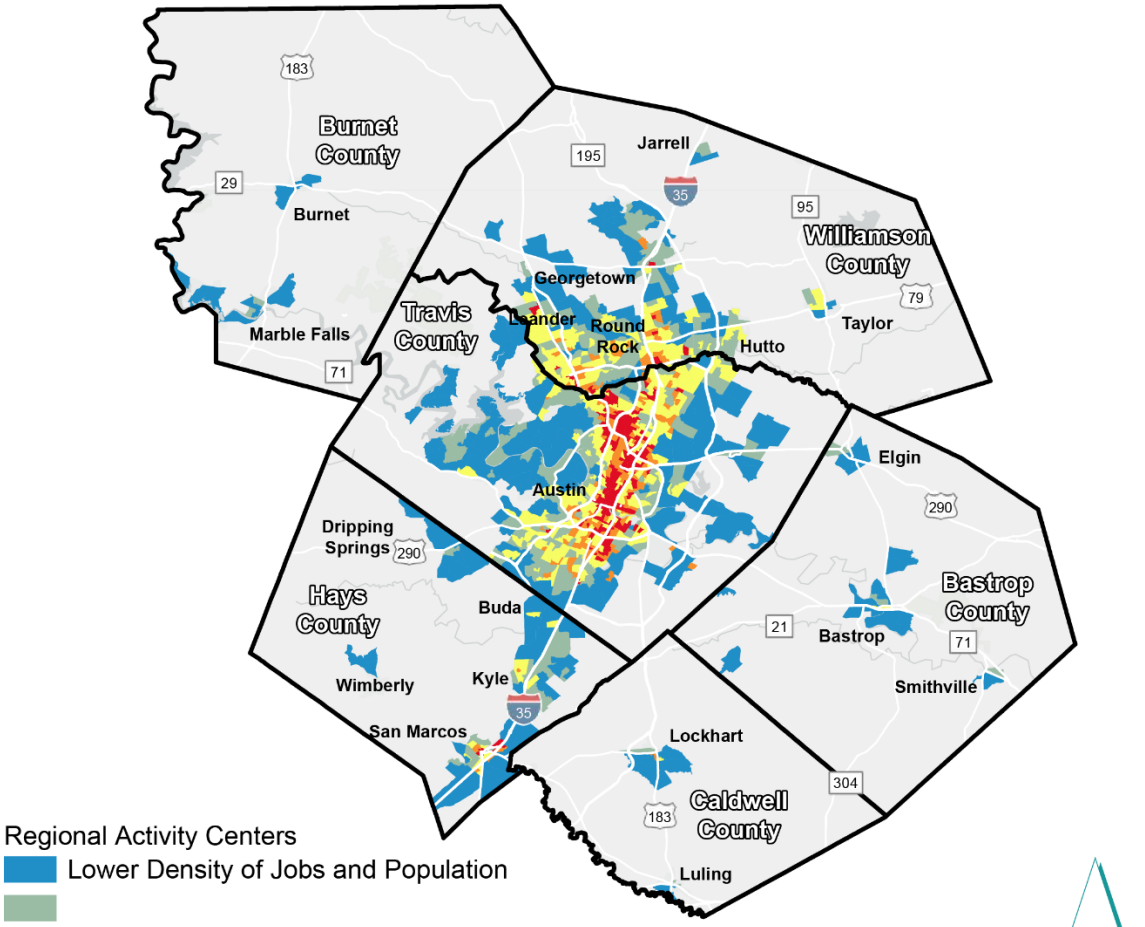
# Appendix B: 2050 Regional Transportation Plan Goals and Objectives

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

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

## Appendix C: Major Regional Activity Centers

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




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

# Appendix D: Project Selection Criteria Guidance Tables

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

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

| Roadway Project Selection Criteria | | | | | | |
|---|---|---|---|---|---|---|
| **Goal Area** | **Objectives** | **Value** | **Performance Measure** | **Data Location** | **CAMPO Static Map/Figure Location** | **Data Type Requested** |
| **Safety** | C. G. J. | 10 | The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route. | CAMPO Map Package/Viewer – TxDOT Hurricane Evacuation Routes | N/A | Shapefile and Narrative |
| | A. B. | 10 | The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others. | TxDOT Crash Query Tool<br><br>CAMPO CRIS Regional Dashboard | P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous Corridors Map<br><br>P. 55 (Regional Arterials Concept Inventory): Average Emergency Response Time Service Goal<br><br>P. 56(Regional Arterials Concept Inventory): Redundancy/Emergency Management Policy Summary Table | Shapefile and Narrative |
| | A. B. H. P. | 10 | The project includes access management features such as raised medians, turning movement improvements, driveway consolidations, and other operational/safety features. | Local Plans and Polices | P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies<br><br>P. 43 (Regional Arterials Concept Inventory): Intersection Density Map<br><br>P. 54 (Regional Arterials Concept Inventory): Traffic Generators Map<br><br>P.164 (Regional Arterials Concept Inventory): Arterials Concept List Glossary<br><br>P. 165-207 (Regional Arterials Concept Inventory): Arterials Concept List | Narrative |
| **Mobility** | C. E. | 10 | The corridor fills in a gap by creating a new continuously connected or improved facility. | Local Plans and Polices<br><br>CAMPO Origin-Destination Dashboard 2020 | P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies<br><br>P. 100 (Regional Arterials Concept Inventory): Existing and Planned Network with Locally-Identified Needs Map<br><br>P. 101 (Regional Arterials Concept Inventory) Gaps Analysis Example<br><br>P. 102 (Regional Arterials Concept Inventory) Regional Corridors | Shapefile and Narrative |
| | C. E. | 5 | The project provides parallel capacity on corridors with higher-than-average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways. | CAMPO Map Package/Viewer – *AM and PM V/C from 2020 and 2050 CAMPO Travel Model* | P. 105 (Regional Arterials Concept Inventory) V/C Ratio Ranges<br><br>P.164 (Regional Arterials Concept Inventory): Arterials Concept List Glossary<br><br>P. 165-207 (Regional Arterials Concept Inventory): Arterials Concept List<br><br>P. 208 (Regional Arterials Concept Inventory): Interchange Map<br><br>P. 209-212 (Regional Arterials Concept Inventory): Regional Corridor Inventory Interchange Concept Summary | Shapefile |
| | C. E. | 10 | The project crosses physical barriers and enhances network connectivity. One (1) point will be awarded for each barrier traversed. Types of barriers include (up to 10 points):<br>- Railroads (including grade separations)<br>- Limited Access Roads<br>- Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers) | CAMPO Map Package/Viewer – *TxDOT Roadway Functional Classifications, Railroads,* and *Major Waterways* | P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map<br><br>P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map<br><br>P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map<br><br>P. 63 (Regional Arterials Concept Inventory): Preserved Land Map | Shapefile |
| | C. E. M. | 5 | The project connects to one or more roadways of a high functional class (principal arterial or limited access). | CAMPO Map Package/Viewer – *TxDOT Roadway Functional Classifications*<br><br>FHWA Highway Functional Classification | N/A | Shapefile |
| | B. E. J. N. P. I. | 10 | The project improves person throughput by including transit elements, service routes, or other multimodal improvements identified as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, Regional Transit Coordinating Committee, or another local or regional transportation plan. | Regional Transit Coordinating Committee Mapping Resource – *Mobility and Access – Transit Desert Analysis*<br><br>Local Plans and Polices | P. 28 (Regional Transit Study): Transit Service Areas and Service Gaps<br><br>P. 33 (Regional Transit Study): CARTS 2045 Planned Express Routes and Facilities Upgrade<br><br>P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers | Shapefile and Narrative |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Stewardship** | K. P. | 5 | The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of environmental factors and cultural resources. | CAMPO Map Package/Viewer – *Land Suitability* | P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map<br><br>P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map<br><br>P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map<br><br>P. 63 (Regional Arterials Concept Inventory): Preserved Land Map | Narrative |
| **Economy** | M. | 5 | The project is located along a major freight or hazardous materials route. | CAMPO Map Package/Viewer – *National Highway Freight Network* and *Texas Highway Freight Network* | P. 11 (DRAFT Freight Plan Existing Conditions Report) Figure 3: National Highway Freight Network (NHFN)<br><br>P. 12 (DRAFT Freight Plan Existing Conditions Report) Figure 4: Texas Highway Freight Network (THFN)<br><br>P. 2 (DRAFT Freight Plan Recommendations Report) Figure 1: Capital Area Multimodal Freight Network<br><br>P. 6 (DRAFT Freight Plan Recommendations Report) Figure 2: Key Freight Corridors on the Texas Highway Freight Network<br><br>P. 9 (DRAFT Freight Plan Recommendations Report) Figure 3: Project Gap Analysis | Shapefile |
| | L. | 5 | The project supports local, regional, or state development plans and strategies. | Local Plans and Polices | N/A | Narrative |
| | L. M. | 5 | The project connects to or serves a regional activity center(s) or corridors. | CAMPO Map Package/Viewer – *Regional Activity Centers*<br><br>Local Plans and Polices | Appendix C (2050 RTP Project Call – Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers<br><br>P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers<br><br>P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees | Shapefile |
| **Equity** | N. O. | 5 | The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A. | CAMPO Map Package/Viewer – *Environmental Justice and Vulnerability*<br><br>Justice40 – USDOT Equitable Transportation Community Explorer | N/A | Shapefile and Narrative |
| **Innovation** | Q. R. | 5 | The project is adaptable to operational improvements (including TDM strategies) and new technologies such as connected/autonomous vehicles. | Local Plans and Polices | P. 2 (Regional Transportation Demand Management Plan): Figure 1.1<br><br>P. 20 (Regional Incident Management Study): Figure 11 – Summary of Regional Incident Management Recommendations | Narrative |

| Transit Project Selection Criteria | | | | | | |
|---|---|---|---|---|---|---|
| **Goal Area** | **Objectives** | **Value** | **Performance Measure** | **Data Location** | **CAMPO Static Map/Figure Location** | **Data Type Requested** |
| **Safety** | E. A. O. | 20 | The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities. | Cap Metro Plans and Data<br><br>CARTS Plans and Data<br><br>Local Plans and Polices | N/A | Narrative |
| **Mobility** | F. | 10 | The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan. | Cap Metro Plans<br><br>CARTS Plans<br><br>Local Plans and Polices | N/A | Shapefile and Narrative |
| | E. D. J. M. N. O. R. | 10 | The project provides connections to other transit services and/or modes of transportation. | Cap Metro Plans and Data<br><br>CARTS Plans and Data<br><br>Local Plans and Polices<br><br>CAMPO Origin-Destination Dashboard 2020 | P. 2-6 (Regional Active Transportation Plan) Demand for Bicycling and Walking Across the Region<br><br>P. 2-11 (Regional Active Transportation Plan) Tier 1, 2, and 3 Vision Connectors | Shapefile |
| | C. D. E. M. N. O. P. | 15 | The project fills a service gap, expands coverage, or increases the frequency of a route. | Cap Metro Plans and Data<br><br>CARTS Plans and Data<br><br>Local Plans and Polices<br><br>Regional Transit Coordinating Committee Mapping Resource – *Mobility and Access – Transit Desert Analysis*<br><br>CAMPO Origin-Destination Dashboard 2020 | P. 23 (Regional Transit Study): 2010 Traffic Flows<br><br>P. 24 (Regional Transit Study): 2040 Traffic Flows<br><br>P. 28 (Regional Transit Study): Transit Service Areas and Service Gaps<br><br>P. 33 (Regional Transit Study): CARTS 2045 Planned Express Routes and Facilities Upgrade<br><br>P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers | Shapefile |
| | D. E. H. J. M. N. O. P. R. | 5 | The project has documentation showing potential ridership. This can be a planning level estimate. | Cap Metro Plans and Data<br><br>CARTS Plans and Data<br><br>Local Plans and Polices | N/A | Narrative |
| **Stewardship** | D. E. H. I. | 10 | The project addresses maintenance needs to maintain state of good repair. | Cap Metro Plans and Data<br><br>CARTS Plans and Data<br><br>Local Plans and Polices | N/A | Narrative |
| **Economy** | E. N. O. P. | 5 | The project integrates with existing or planned transit-supportive land uses and infrastructures. | Cap Metro Plans and Data<br><br>CARTS Plans and Data<br><br>Local Plans and Policies | N/A | Narrative |
| | L. | 5 | The project supports local, regional, or state development plans and strategies. | Local Plans and Policies | N/A | Shapefile and Narrative |
| **Equity** | N. O. P. | 10 | The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A. | CAMPO Map Package/Viewer – *Environmental Justice and Vulnerability*<br><br>Justice40 – USDOT Equitable Transportation Community Explorer | N/A | Shapefile and Narrative |
| **Innovation** | E. Q. R. | 10 | The project demonstrates innovative design, technology, or service | Cap Metro Plans and Data<br><br>CARTS Plans and Data<br><br>Local Plans and Polices | N/A | Narrative |

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

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

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

# Appendix C

# Regional Transportation Demand Management Plan

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

# Appendix D

# Regional Active Transportation Plan

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

# Appendix E

# Regional Incident Management Study

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

# Appendix F

# Regional Transit Study

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

# Appendix G

# Regionally Coordinated Transportation Plan

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

# Appendix H

# Congestion Management Process Update

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CENTRAL TEXAS

# CONGESTION MANAGEMENT PROCESS UPDATE

Texas A&M Transportation Institute

**AUGUST 2023**

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

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# INTRODUCTION

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

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

The Congestion Management Process includes the following key components:

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

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

# REGIONAL CMP GOALS AND OBJECTIVES

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

[1] US Department of Transportation, Federal Highway Administration, *Congestion Management Process: A Guidebook*, Page 1, April 2011

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

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

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

**Objectives**

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

## 2021 UPDATE – A CMP BASELINE DATA RESET

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

*Changes in INRIX Data Collection*

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

*COVID-19 Impacts on Traffic*

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

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

## CMP DATA AND NETWORK DEVELOPMENT

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

The CMP's performance measures serve several key purposes. These measures help quantify the improvement or degradation of the transportation system as a whole over time. They also help MPOs and localities in identifying poorly performing roadways in need of improvement. Finally, and one of the most important reasons, these performance measures help MPOs

measure the benefits of instituted transportation improvements to identify approaches proven to reduce congestion and improve overall network performance.

## Data Sources

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

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

## Network Development

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

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

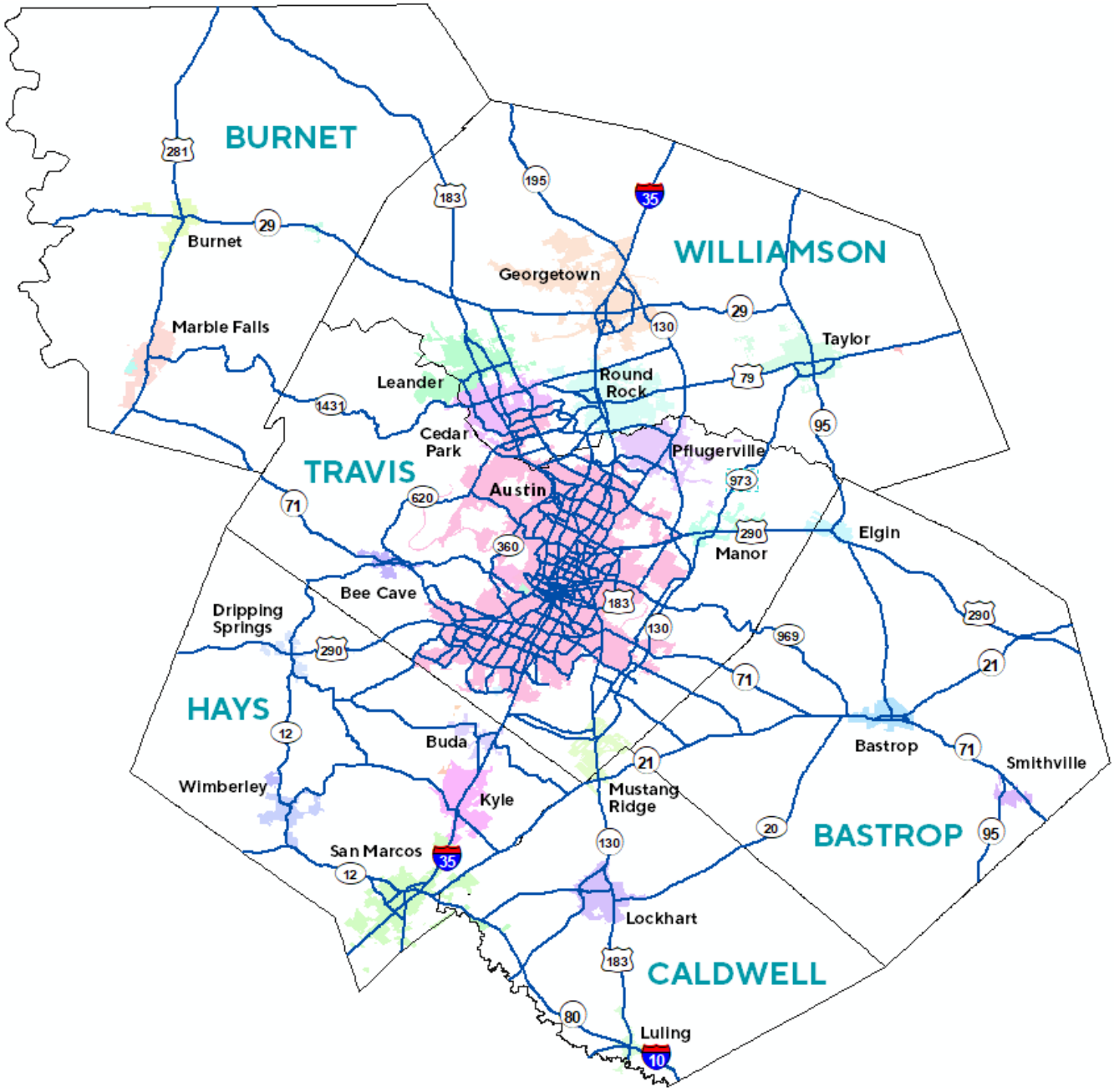
*Functional Classification* – Within the confines of INRIX data availability, the CMP network utilizes TxDOT's 2021 Roadway inventory, which contains volume information on regional roadways. The CMP network includes urban and rural interstates, freeways, expressways, toll roads, and arterials (both principal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

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

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

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

**Figure 1: CAMPO CMP Network**



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

## CMP PERFORMANCE MEASUREMENT

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

### *Segment Speeds*

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

### *Congestion Index (TCI)*

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

### *Planning Time Index (PTI95)*

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

### *Delay and Delay per Mile*

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

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

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

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

### *Congestion Costs*

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

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

### *Transit Availability and Usage*

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

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

### *Safety Performance*

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

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

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

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

## CMP NETWORK PERFORMANCE

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

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

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

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

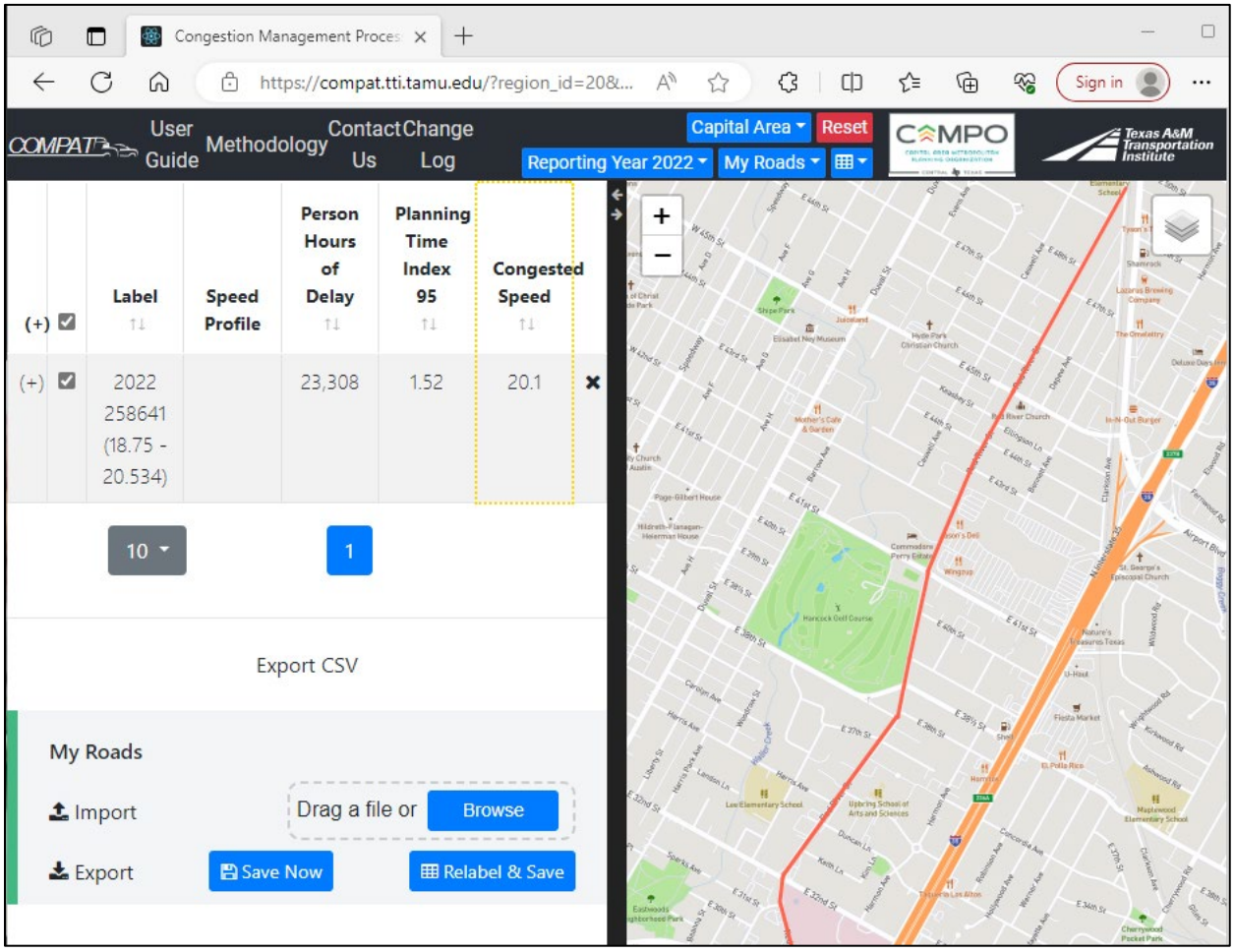
## COMPAT TOOL

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

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

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

**Figure 2: COMPAT Website**



## CONGESTION MANAGEMENT STRATEGIES

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

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

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

*Roadway Improvements*

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

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

*Transit and Other Multi-Passenger Transportation*

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

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

*Active Transportation*

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

*Operational and Technology-Based Solutions*

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

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

*Other Strategies*

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

## EVALUATION OF CMP STRATEGIES

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

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

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

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

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

# Appendix I

# Regional Freight Study

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

# Appendix J

# Capital-Alamo Connections Study

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

# Appendix K
# Regional Traffic Safety Plan

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CENTRAL TEXAS

# REGIONAL TRAFFIC SAFETY PLAN



Texas A&M Transportation Institute

JANUARY 2023

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

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## INTRODUCTION

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

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

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

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

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

## SAFETY PLAN DEVELOPMENT

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

Figure 1: Map of the CAMPO Region


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

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

## VISION

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

## GOAL

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

## OBJECTIVES

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

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

- Philadelphia, PA/NJ
- Kansas City, MO/KS
- Indianapolis, IN
- Houston, TX
- Eugene, OR
- Denver, CO

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

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

Patrick Oborski, Austin PD
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Joel Meyer, Austin Transportation Dept.
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Denise Geleitsmann, Austin Public Health
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Ashley Carter, TX SFST
Joan Hudson, TTI
Boya Dai, TTI
Kristen Hullum, St. David's Round Rock
Michael Strawn, TX Dept. of Licensing & Regulation
Don Rios, Travis County Sheriff's Office
James Bailey, TxDOT-Austin District
Ben Ettelman, TTI

## THE STATE OF SAFETY IN THE REGION

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

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

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

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

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

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

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

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

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

**Table 4: Regional Fatality Rate (Per 100 million VMT), 2012-2021**

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

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

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

**Table 5: Suspected Serious Injuries by County, 2012-2021**

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

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

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

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

**Table 7: Bicyclist/Pedestrian Fatalities by County, 2012-2021**

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

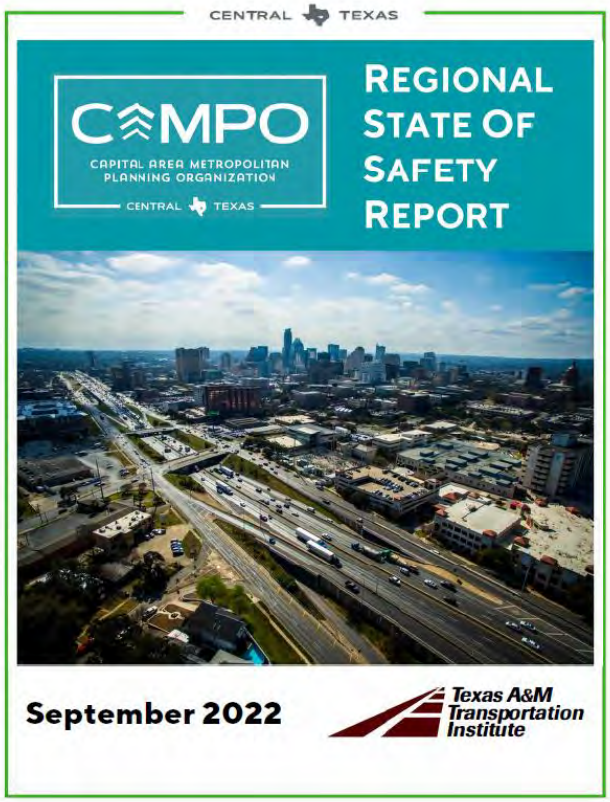
**Table 8: Bicyclist/Pedestrian Serious Injuries by County, 2012-2021**

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

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

- Alcohol
- Bicycles
- Bus Crashes
- Distracted Driving
- Large Trucks
- Motorcycles
- Older Drivers
- Pedestrians
- Railroad-Grade Crossings
- Road Departures
- Signalized Intersections
- Speeding
- Unrestrained Passengers
- Unsignalized Intersections
- Work Zones
- Young Drivers

Figure 2: Regional State of Safety Report




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

**Chart 1: Regional Fatalities by Focus Area, 2012-2021**

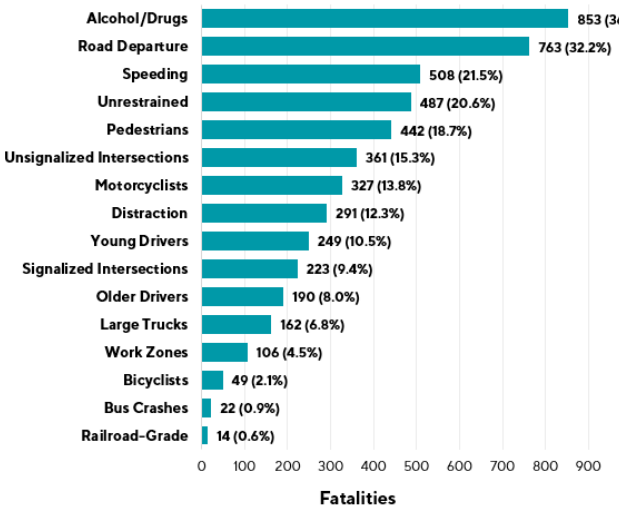
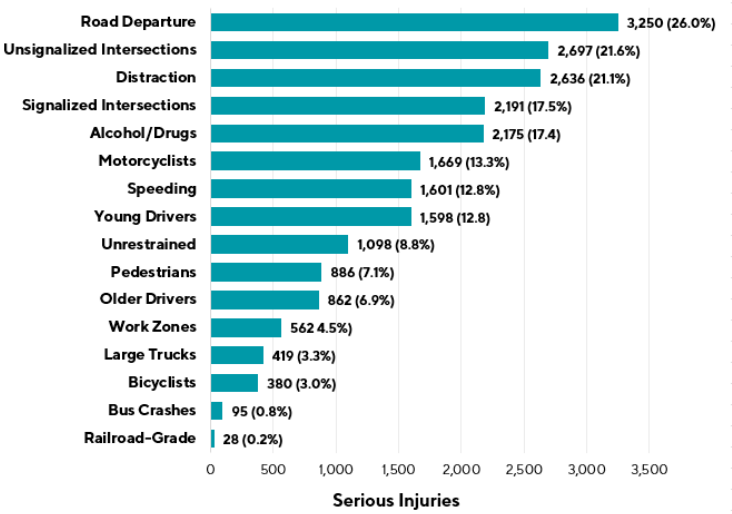



**Chart 2: Regional Serious Injuries by Focus Area, 2012-2021**



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

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

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

## FEDERAL REQUIREMENTS OF MPOs FOR IMPROVING SAFETY

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

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

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

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

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

MPOs have two options for establishing safety targets:

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

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

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

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

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

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

## CAMPO's ROLE IN TRAFFIC SAFETY

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

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

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

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

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

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

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

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

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

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

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

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

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

- **Regular Engagement with Safety Practitioners**: CAMPO staff should regularly engage with regional safety partners to better understand regional traffic safety efforts and to receive guidance and feedback on implementing its own efforts. CAMPO should ensure its participation in the Crossroads Coalition, which serves as a forum for regional traffic safety efforts. Not only should CAMPO provide input as a funding source for safety improvements, CAMPO should also work with the Coalition as a whole or appropriate representatives from the Coalition to help design its programs.

- **Coordinated Education Efforts**: CAMPO can bring together organizations to co-develop safety education campaigns, not just in terms of subject matter expertise but also funding. CAMPO can leverage funding from involved groups to access its federal funds to create larger-scale campaigns that individual organizations could not do on their own. This coordination also ensures unified language among the various organizations to engage the traveling public with the same message.

- **Call for Projects for Safety Initiatives**: While the TIP serves as the funding mechanism for most construction and engineering-related safety improvements, CAMPO can set aside funding specifically for other initiatives to improve traffic safety. Traditionally, organizations that address traffic safety have applied for funding through TxDOT's Section 402 Program. Funding is provided through a statewide call for projects, which can reduce funding for local organizations or leave some organizations out completely. CAMPO, through a separate Call for Projects, can use its set-aside to either enhance funding to Section 402 recipients to increase the local

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

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

- **Identification of a High-Injury Network** – To help identify where best to implement safety improvements, some municipalities and regions have developed High-Injury Networks, which identify roadways with a high level of fatalities and serious injuries. A High-Injury Network can help MPO policy makers prioritize where funding for safety efforts should be spent.

- **Road Safety Audits** – A Road Safety Audit is a formal safety review of a road or intersection to identify potential safety issues and recommend opportunities for safety improvements. Audits are usually conducted by an independent, multidisciplinary team to address all modes of transportation.

- **In-Depth Safety Studies** – While Road Safety Audits are extremely useful for identifying safety issues on dangerous roadways, more in-depth safety studies may be needed to provide more detailed approaches and recommendations for addressing safety problems. These studies would include additional data collection (traffic volumes, turning counts, signal timing analysis, speed assessments, etc) and provide detailed recommendations for mitigation. Access Management Studies are an example of a safety study, where the key focus is the reduction of conflict points on roadways through the reduction of driveway access points for businesses and the modification of roadways to prevent certain turning movements (e.g. median implementation).

- **Technical Assistance for Local Safety Planning** – Local governments may choose to engage in a comprehensive effort to address traffic safety issues within their communities, similar to the City of Austin's Vision Zero Plan. CAMPO can provide technical assistance to its member governments to develop local safety plans, which would identify high injury locations, major contributing factors, potential solutions, and internal and external organizations that can play a role in implementing those solutions.

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

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

## THE E'S OF TRAFFIC SAFETY

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

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

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

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

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

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

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

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

## REGIONAL TRAFFIC SAFETY EFFORTS

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

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

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

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

**Teens in the Driver Seat® (TDS)**: Teens in the Driver Seat, created by the Texas A&M Transportation Institute, is the first peer-to-peer program for teens that focuses solely on traffic safety and addresses all major risks for this age group. The program recognizes that teenagers are more likely to listen to their peers than to adults. Working with a core group of interested students, TDS works through high schools and middle schools to provide information about the most common causes of crashes by teen drivers (distraction, driving at night, speeding, seat belt usage, and alcohol). With the information provided, the students involved in the Program create and actively promote the messaging to their fellow students. For more information, visit the TDS website at https://www.t-driver.com/.

**Mothers Against Drunk Driving (MADD)**: Mothers Against Drunk Driving (MADD) is a nonprofit organization engaged in reducing and preventing drunk driving while providing support to those whose relatives and friends were killed by drunk drivers. While predominantly an advocacy group, MADD has implemented the Take the Wheel Initiative, which provides educational resources regarding DWI to law enforcement, prosecutors, judges, parents, children, and the community. In addition, Take the Wheel engages in monitoring court proceedings to provide information about DWI case prosecution and law enforcement. For more information, visit the MADD-Texas Chapter website at https://www.madd.org/texas/.

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

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

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

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

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

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

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

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

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

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

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

## PROPOSED SAFETY-RELATED ACTIVITIES FOR FUNDING

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

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

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

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

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

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

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

**Road Safety Audits (ENG, EVL):** To identify safety deficiencies on high-incident roadways, CAMPO may conduct up to three road safety audits a year. These multidisciplinary audits provide a comprehensive, impartial review of a road's safety condition and propose potential solutions for consideration ranging from low-cost implementations to redesigns (not including engineering). ***ESTIMATED COST: $125,000 per audit/three per year***

**Environmental Justice (EJ) Zone Safety Assessments (ENG, EQT):** CAMPO may conduct targeted safety assessments within Environmental Justice (EJ) Zones identified in the 2045 Regional Transportation Plan (RTP). EJ zones are areas consisting of predominant minority and lower-income populations, which have traditionally received less attention in terms of infrastructure improvements. Residents of EJ zones tend to be more reliant on other modes of transportation than a personal vehicle, including transit, bicycles, and walking. These assessments will be similar to, but more comprehensive than a standard road safety audit, and will review safety conditions for all transportation modes. ***ESTIMATED COST: $250,000 per assessment***

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

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

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

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

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

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

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

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

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

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**REFERENCES**

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

[2] Texas A&M Transportation Institute, Center for Transportation Safety, "Analysis of Motorcycle Crashes in Texas, 2010–2017," Page 29, September 2018: https://www.looklearnlive.org/wp-content/uploads/2018/09/MotorcycleAnalysisReportFinal_Final.pdf

[3] 2012-2021 data from Texas Department of Transportation Crash Records Information System (CRIS) downloads

[4] National Safety Council, "Guide to Calculating Costs of Motor Vehicle Injuries": https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/

[5] CAMPO, *Regional State of Safety Report*, Updated September 2022

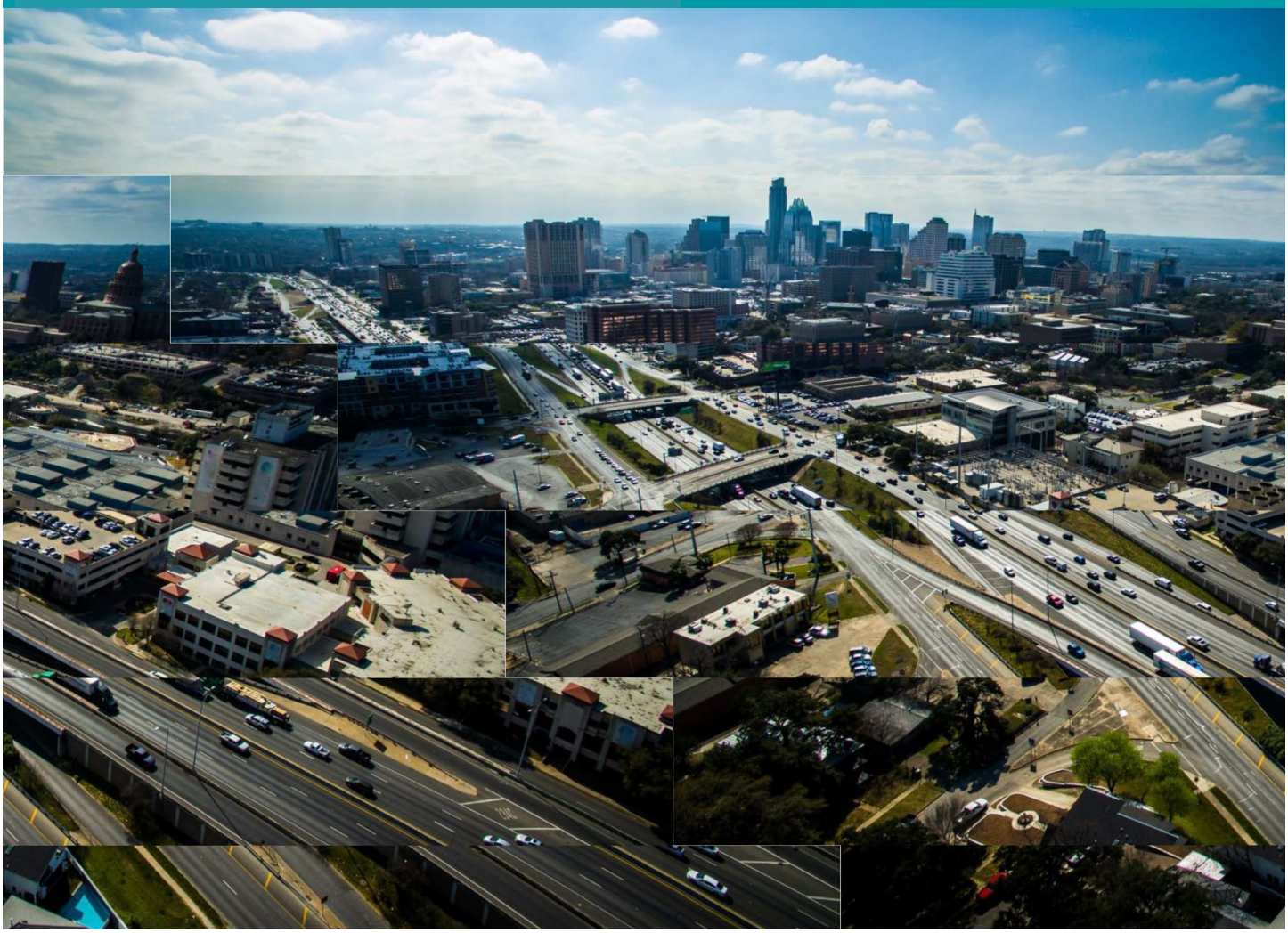
# Appendix L
# State of Safety Update

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CENTRAL TEXAS

# STATE OF SAFETY UPDATE 2014-2023



Texas A&M Transportation Institute

OCTOBER 2024

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

# STATE OF SAFETY UPDATE: 2014-2023

# STATE OF SAFETY IN THE CAMPO REGION

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

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

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

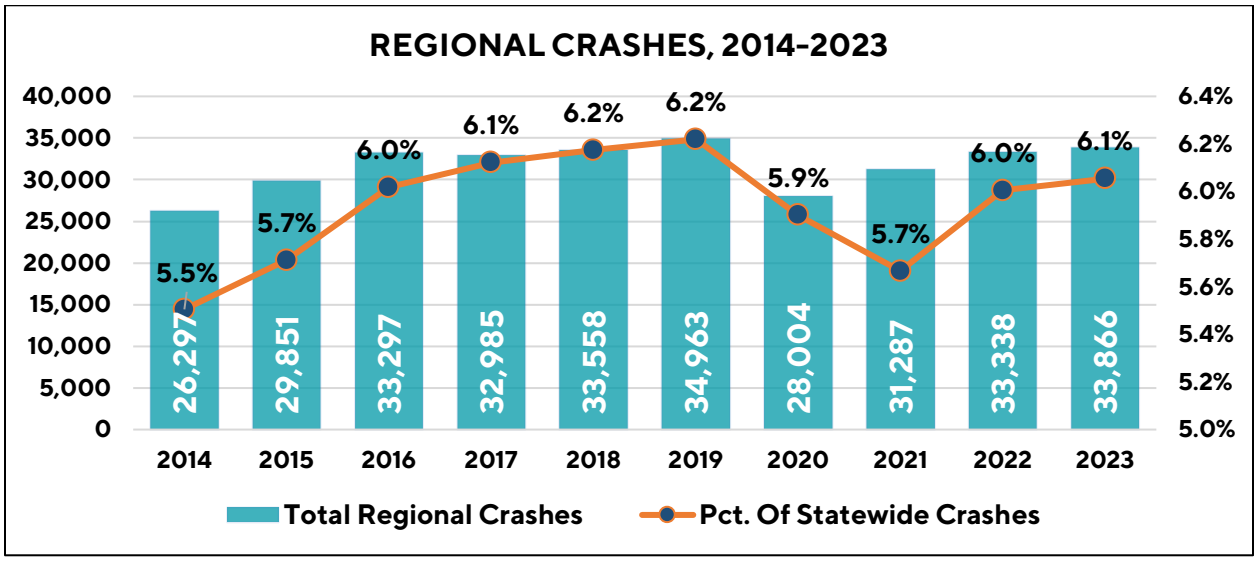
| Crash Focus Area* | Crashes | Pct. of all crashes | Fatalities | Pct. of Fatalities | Serious Injuries | Pct. of Injuries |
|---|---|---|---|---|---|---|
| Unsignalized Intersections | **9,416** | **27.8%** | 52 | 17.5% | **348** | **24.4%** |
| Distracted Driving | 8,682 | 25.6% | 36 | 12.1% | 283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

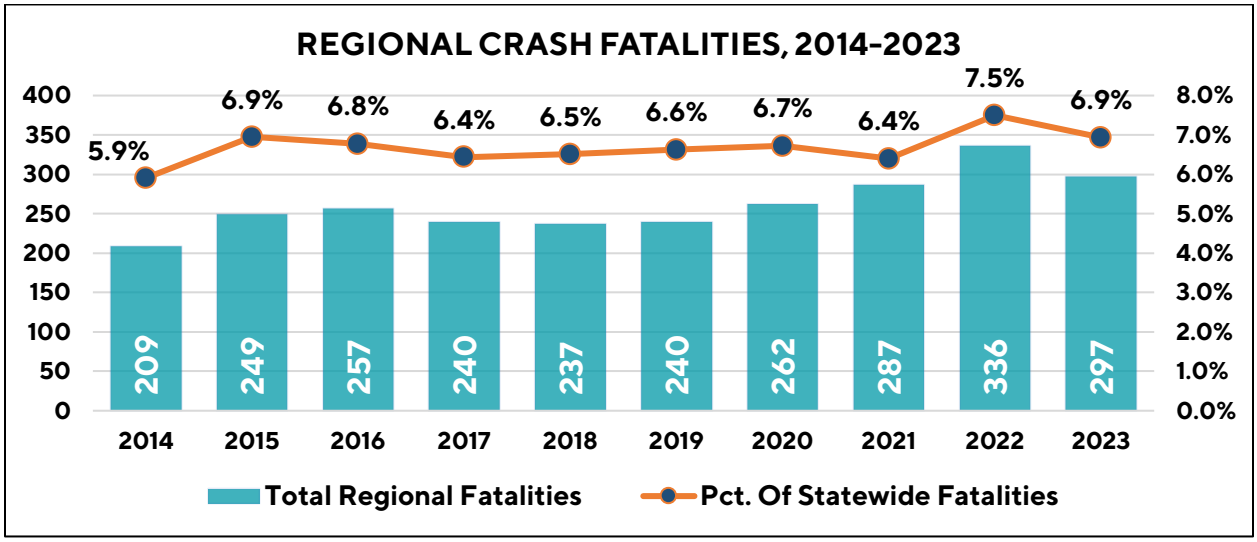
*Crash focus areas reflect crashes where the focus area is a factor, but not necessarily the sole factor in the crash. Data should not be added together for a cumulative result.

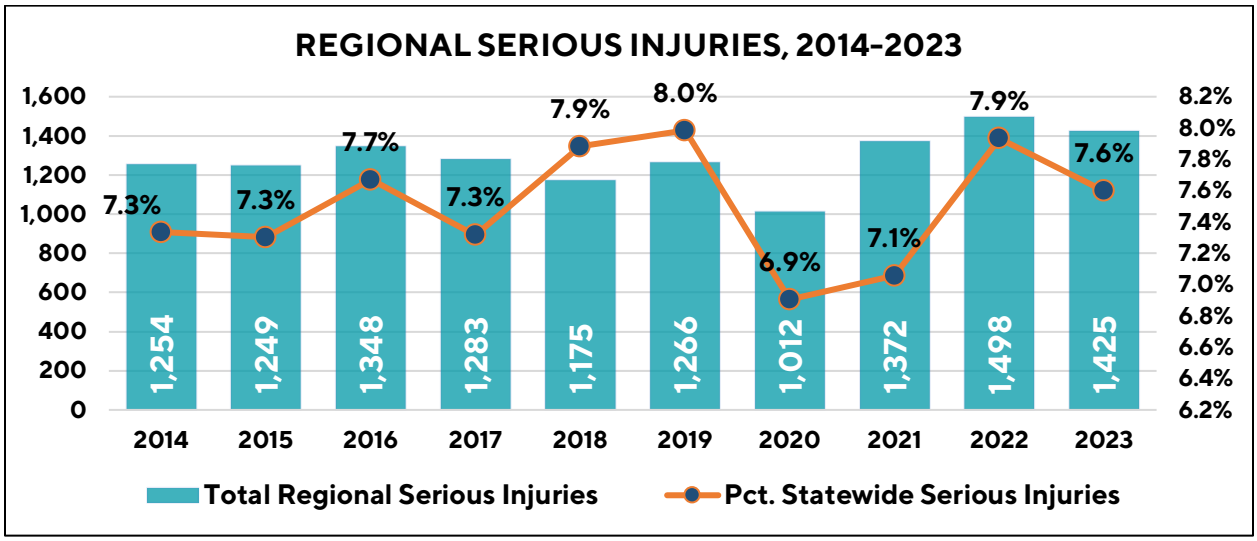
Five focus areas - alcohol, speeding, unrestrained occupants, motorcycles, and pedestrians – continue to register considerably disproportionate fatality and serious injury levels compared to the number of crashes experienced.

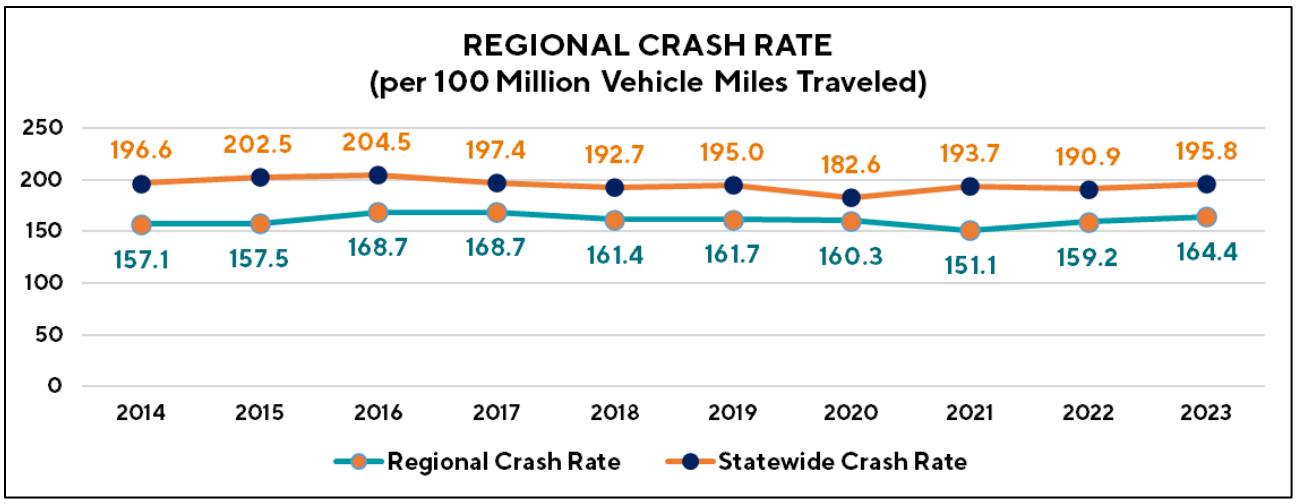
The following set of charts provides a synopsis of regional crashes based on the 16 identified focus areas addressed in the Regional State of Safety Report.

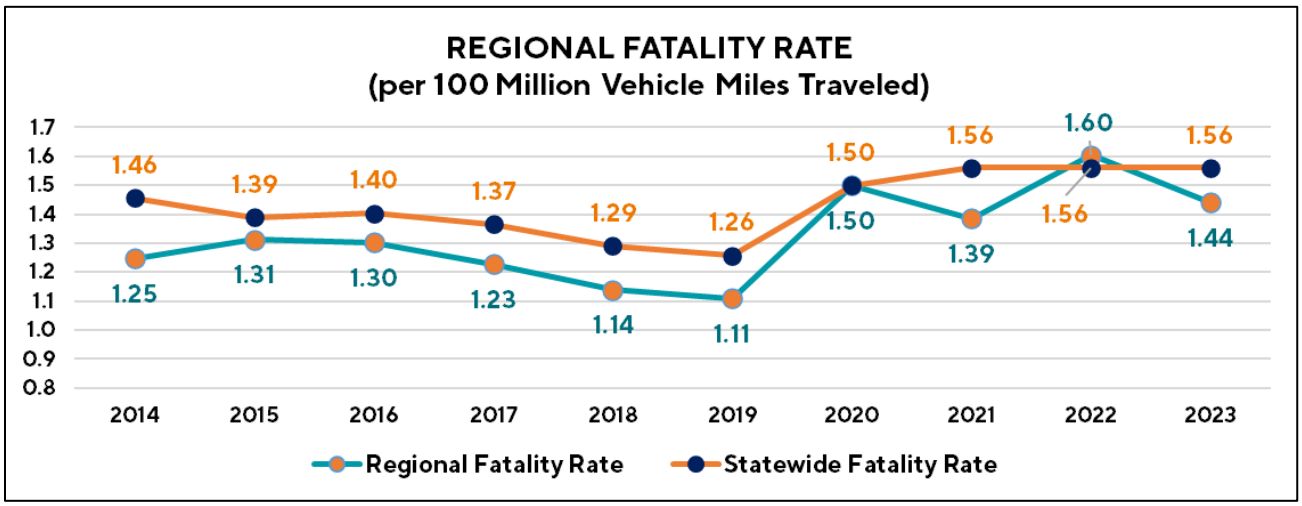
# REGIONAL OVERVIEW

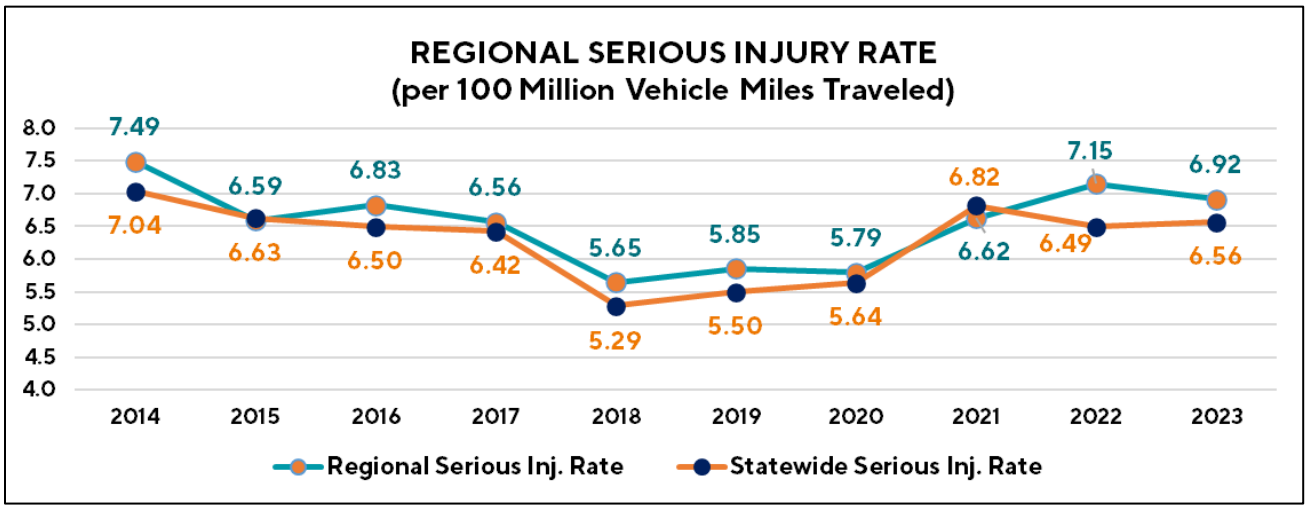



REGIONAL CRASH RATE
(per 100 Million Vehicle Miles Traveled)
250
200
150
100
50
0
196.6
202.5
204.5
197.4
192.7
195.0
182.6
193.7
190.9
195.8
157.1
157.5
168.7
168.7
161.4
161.7
160.3
151.1
159.2
164.4
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Regional Crash Rate
Statewide Crash Rate


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


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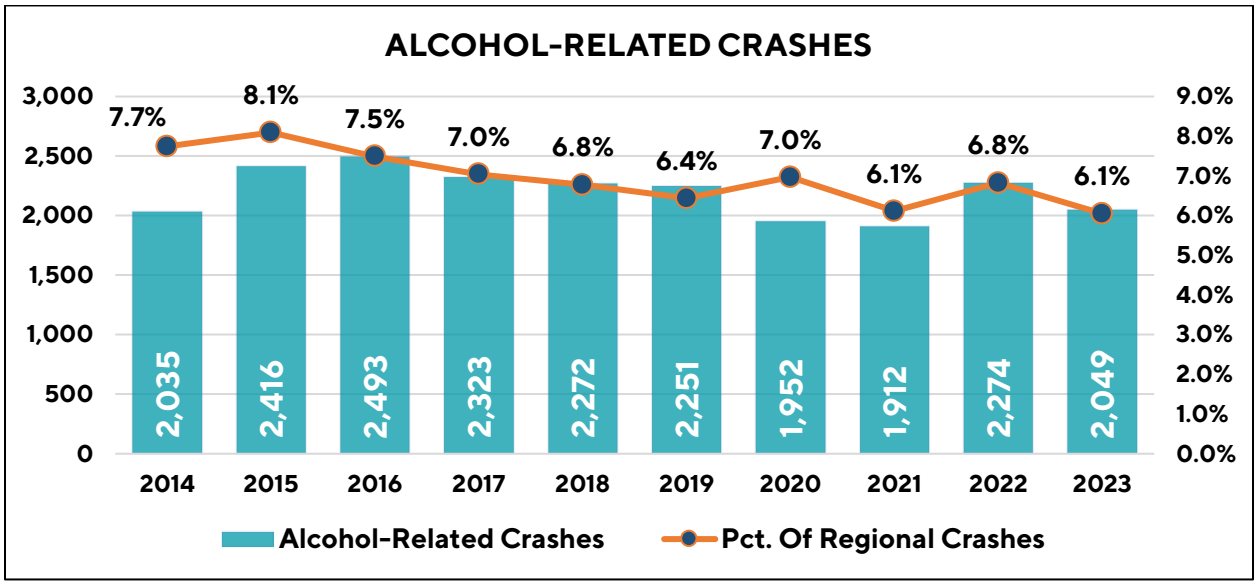
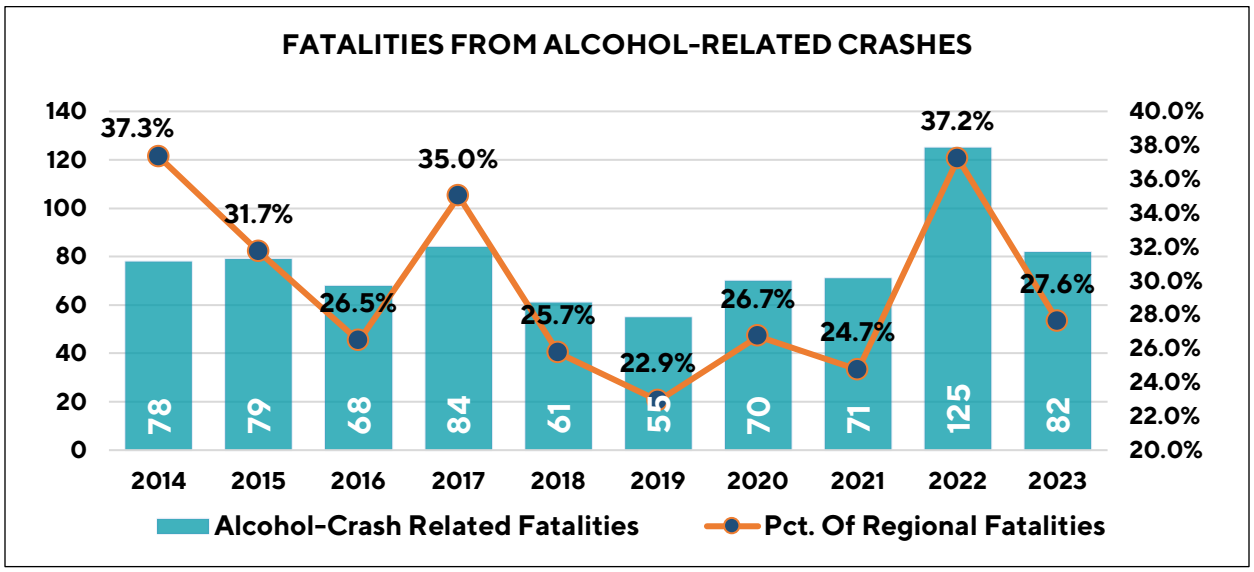
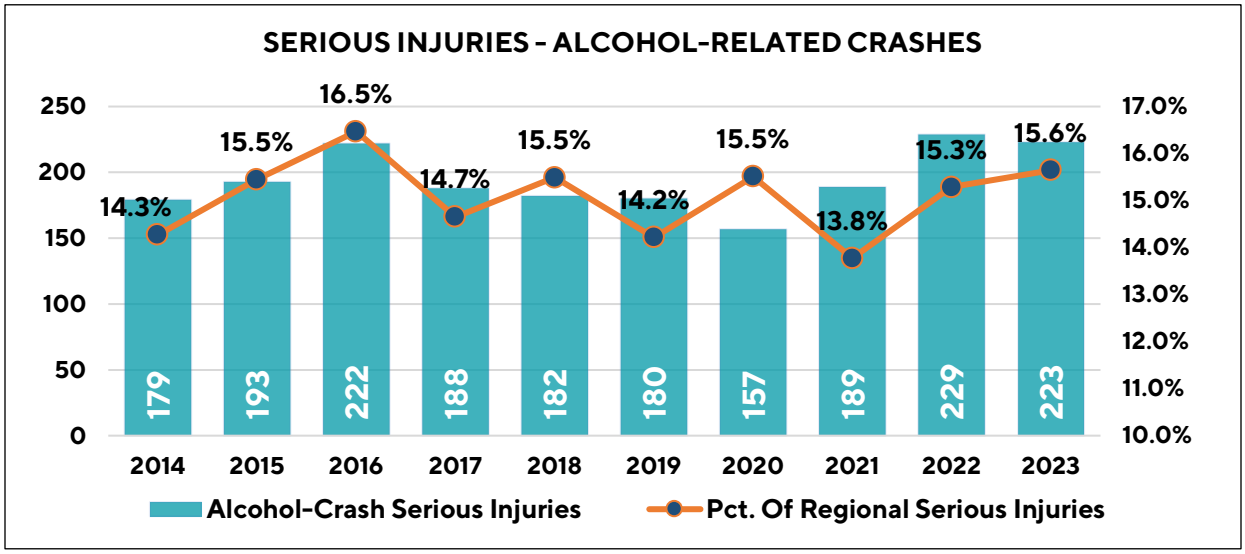
2022
2023
Regional Serious Inj. Rate
Statewide Serious Inj. Rate

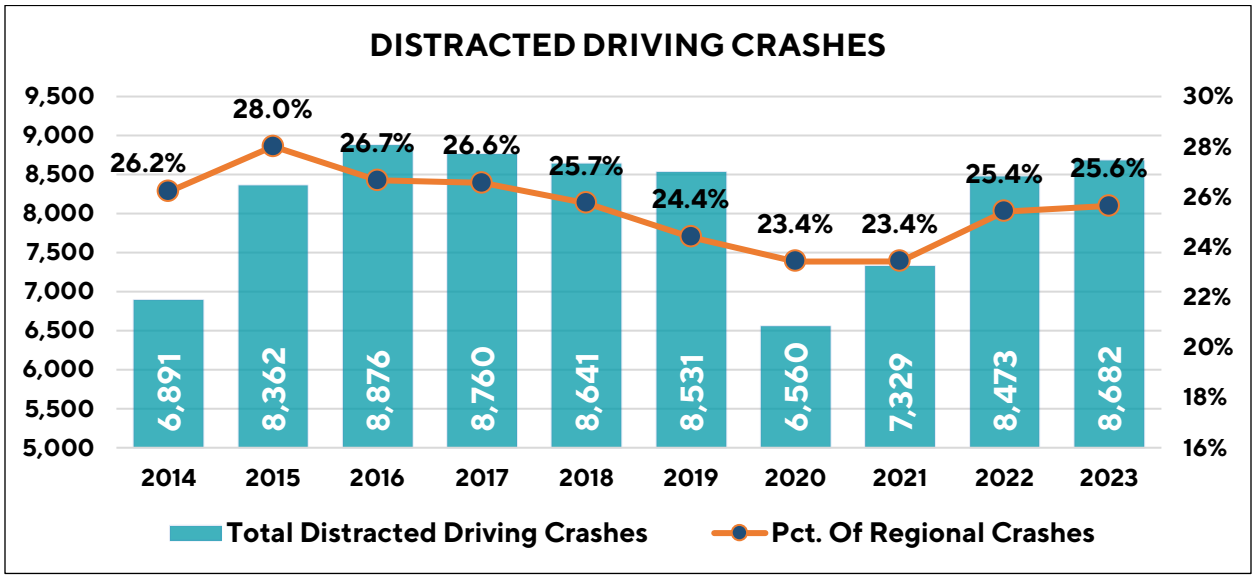
# ALCOHOL-RELATED

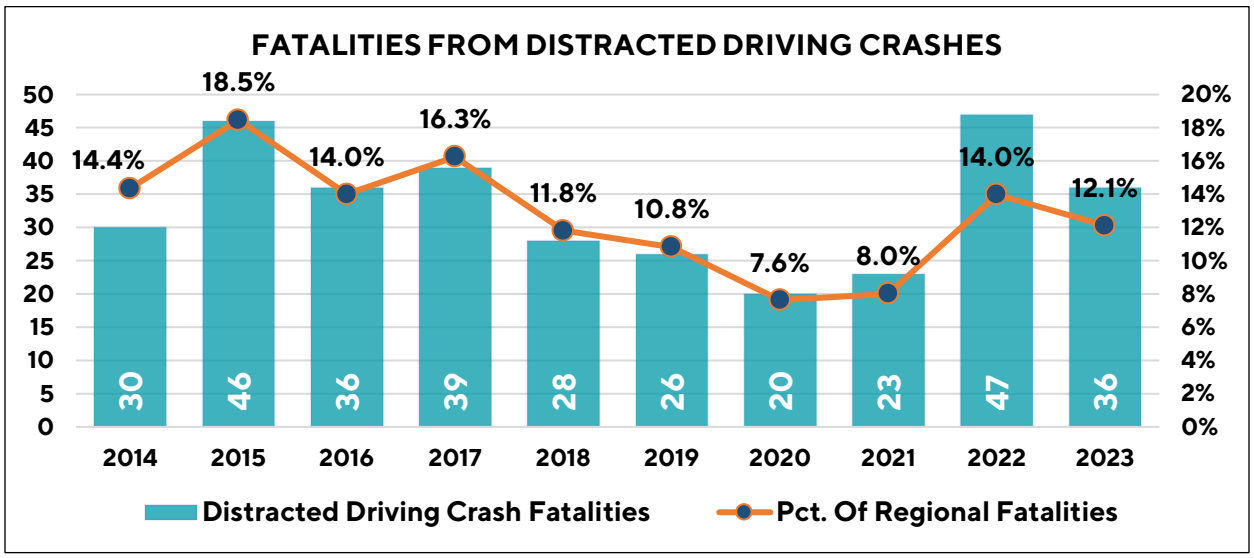


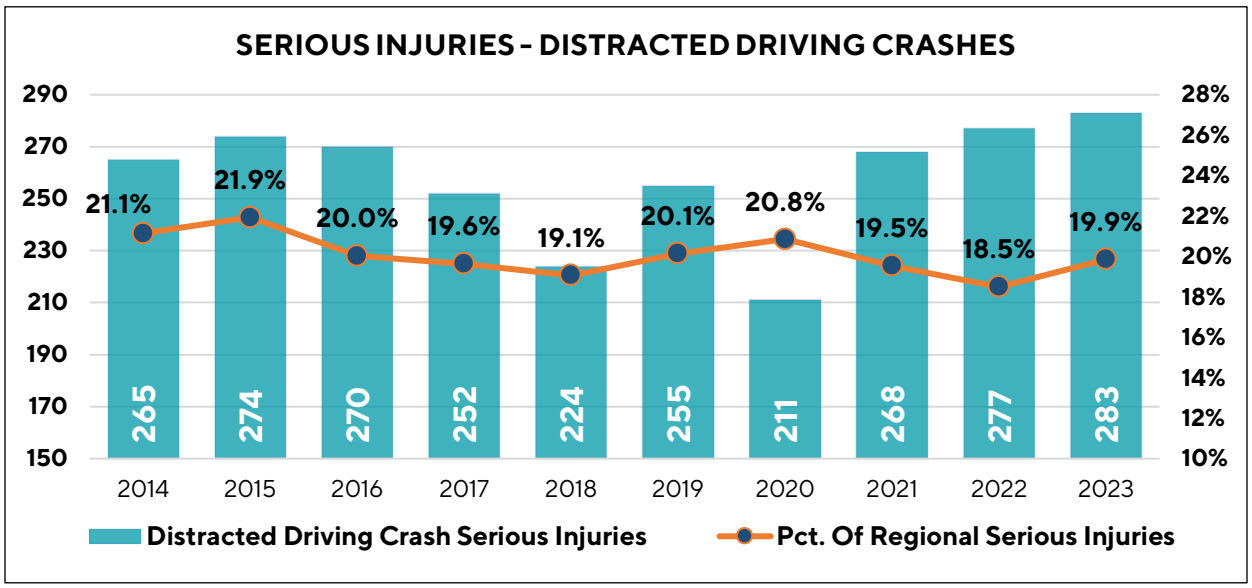



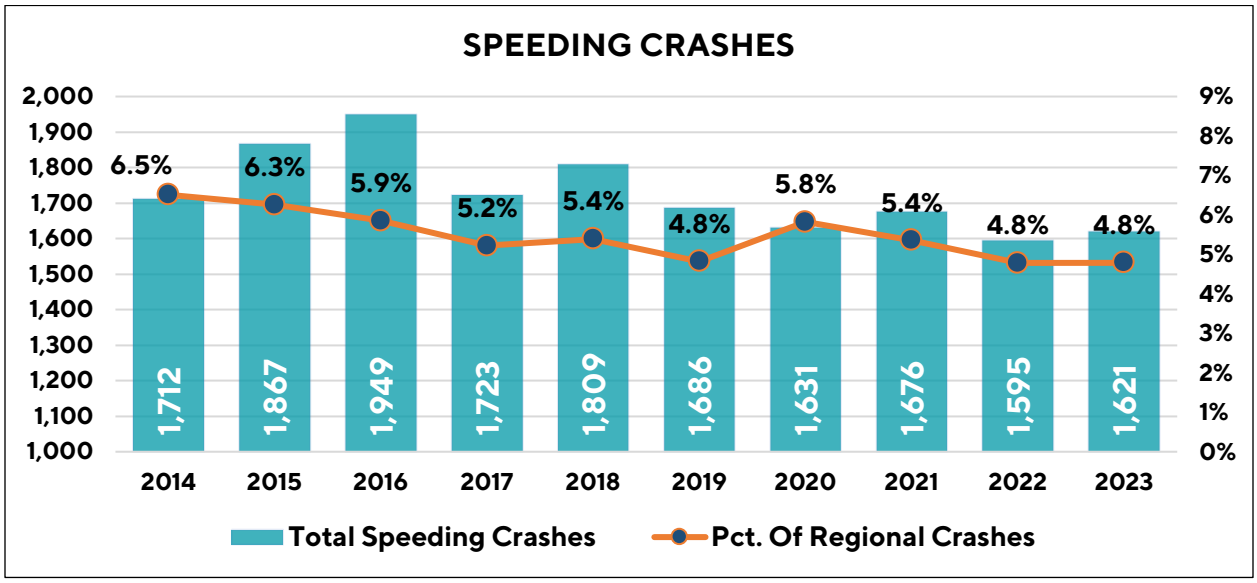
# DISTRACTED DRIVING

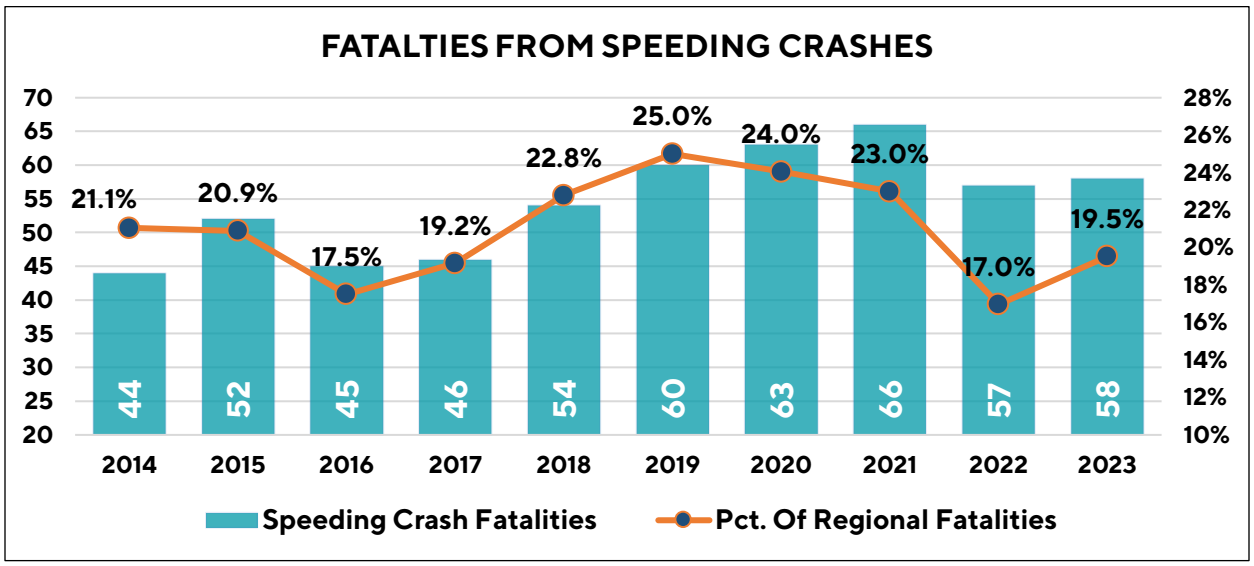


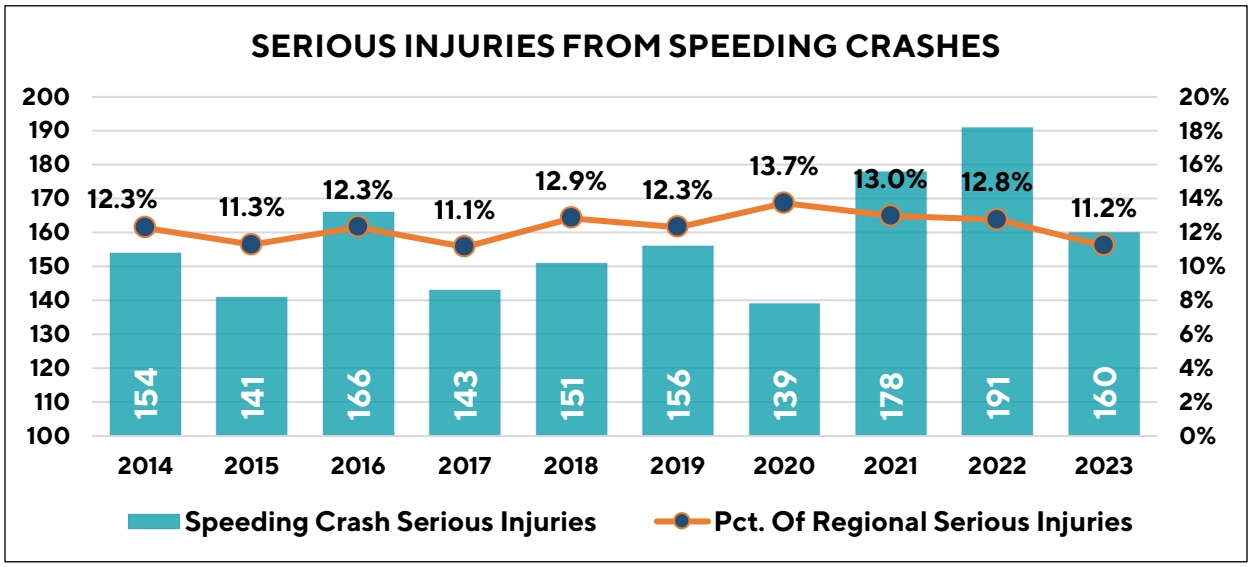



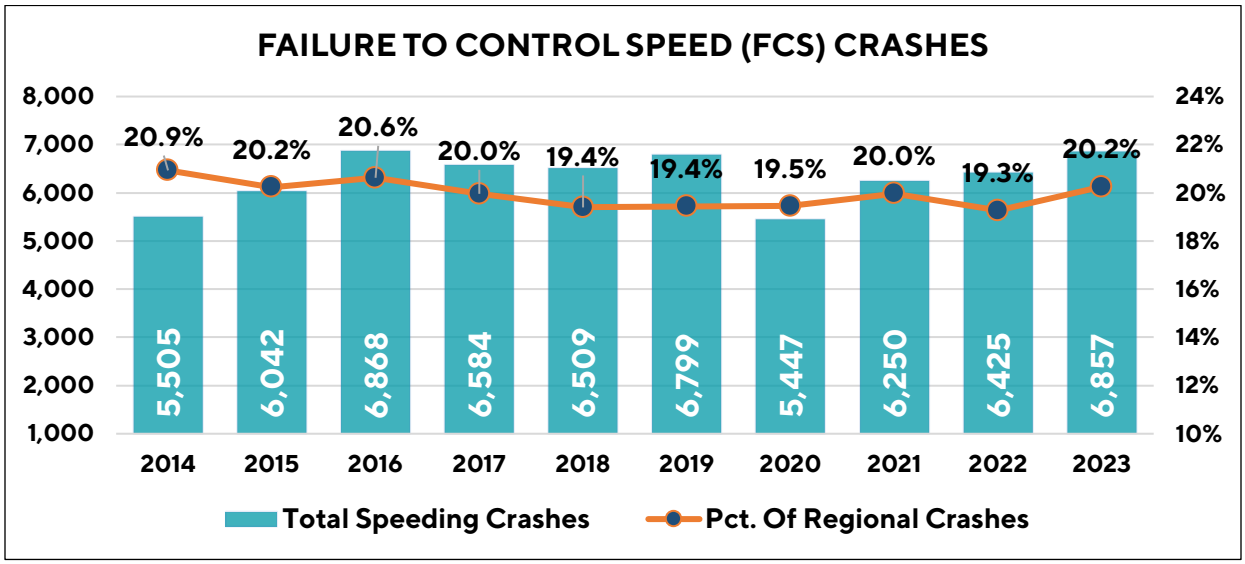
# SPEED-RELATED

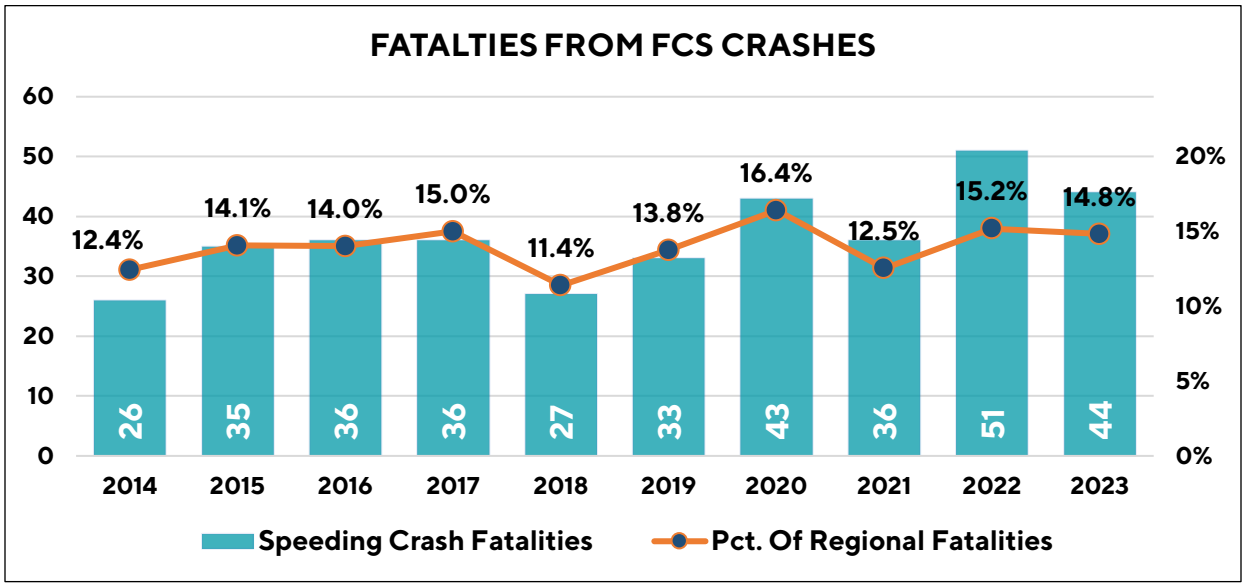


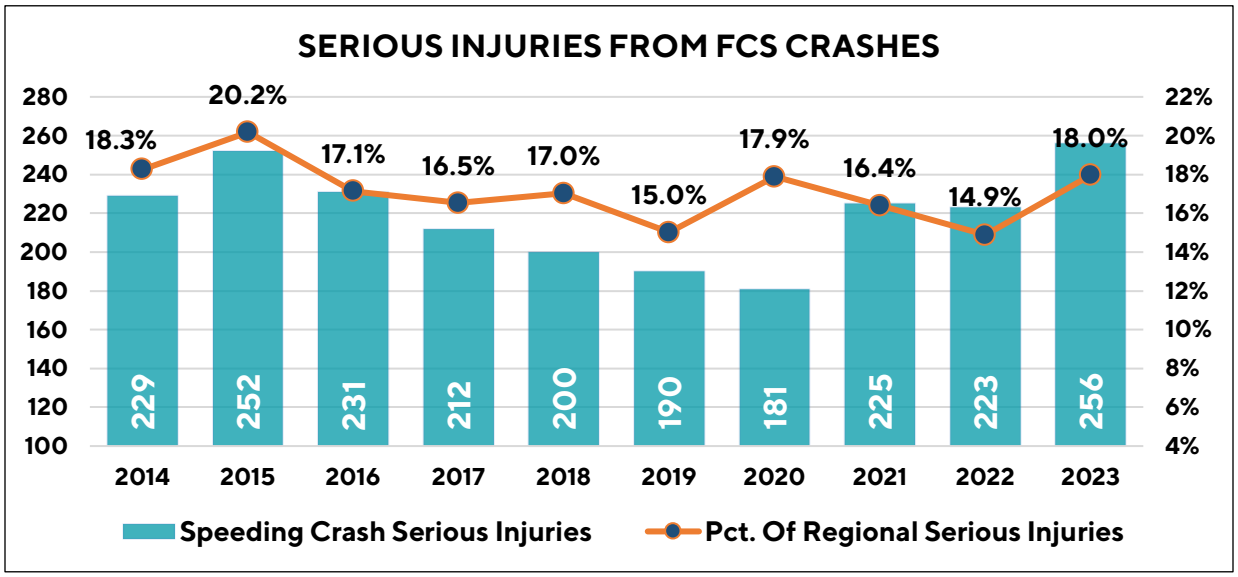



# FAILURE TO CONTROL SPEED



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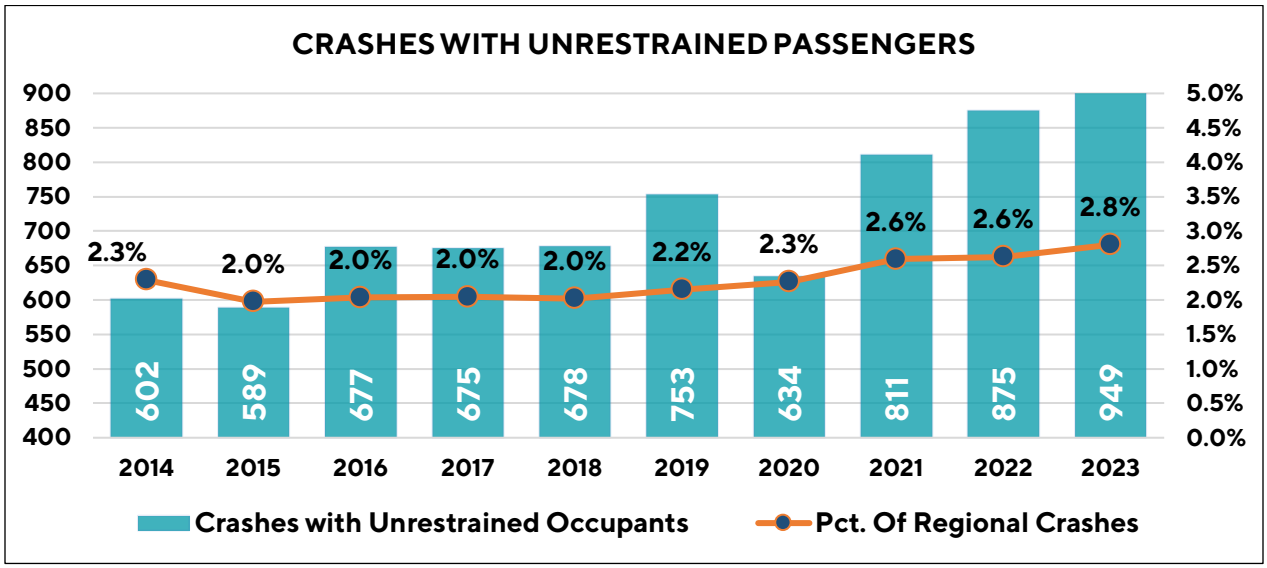
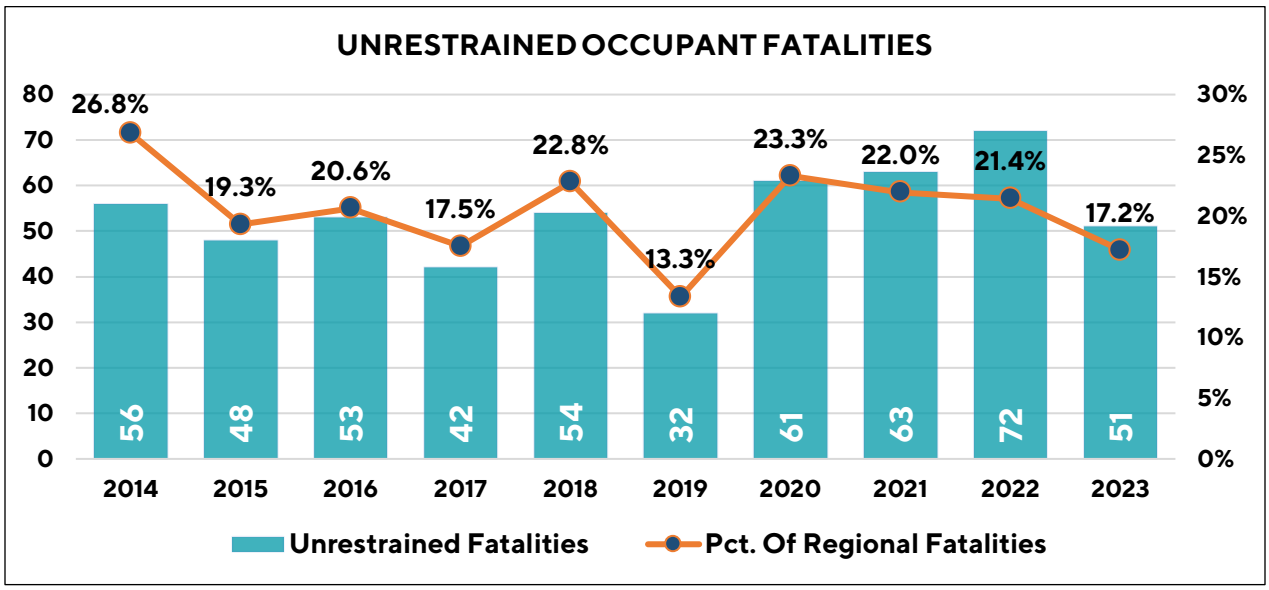
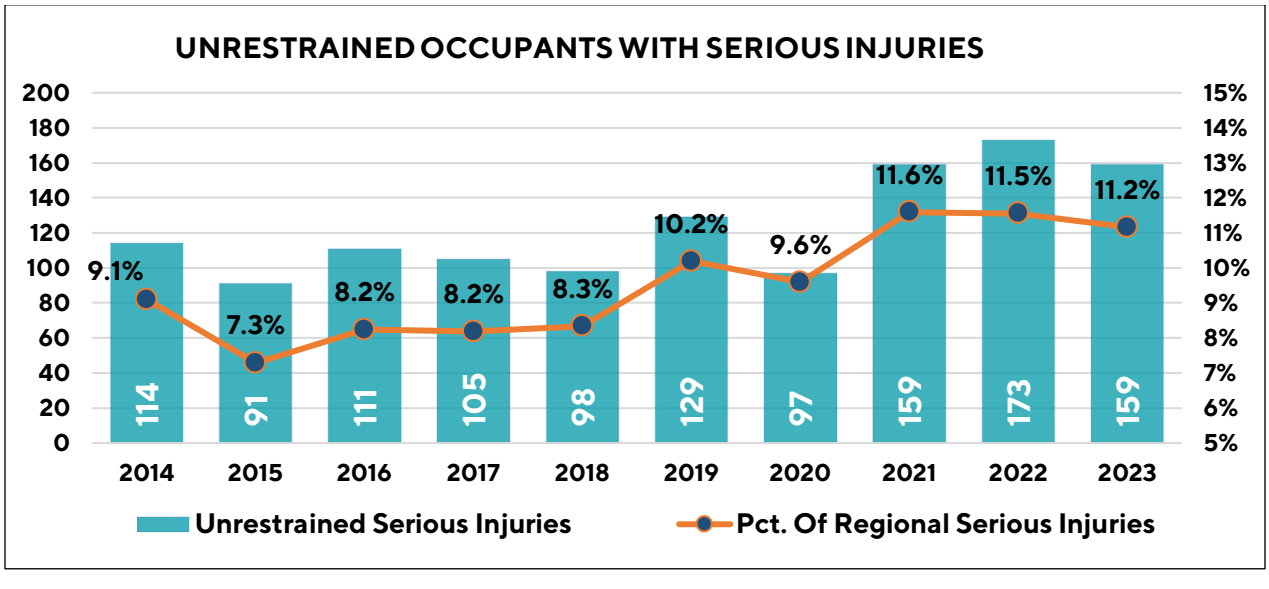
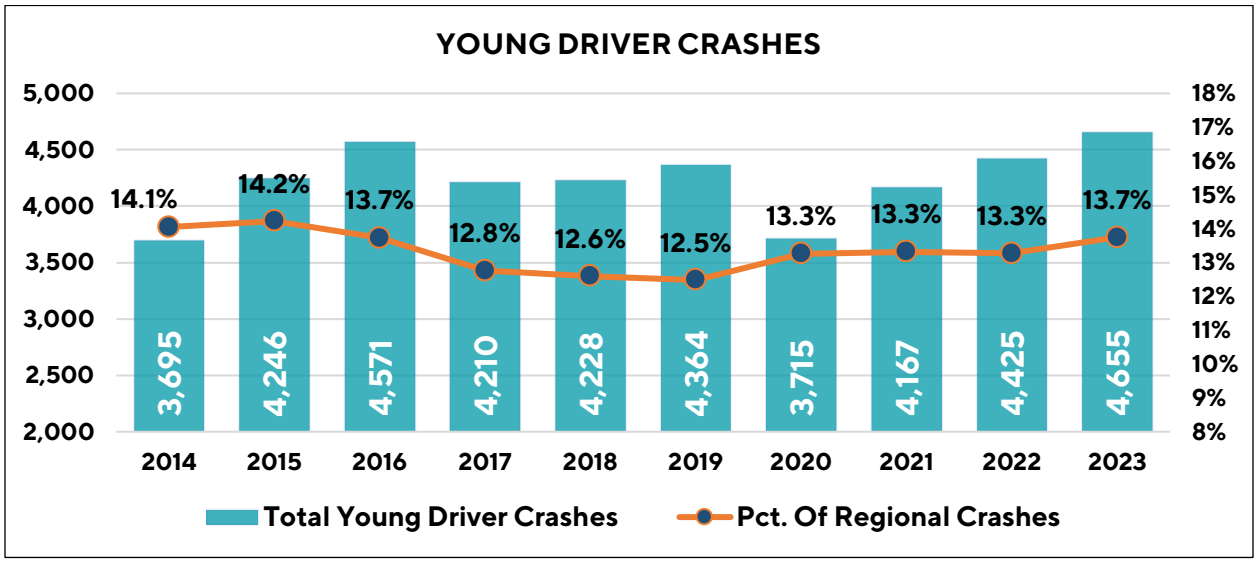
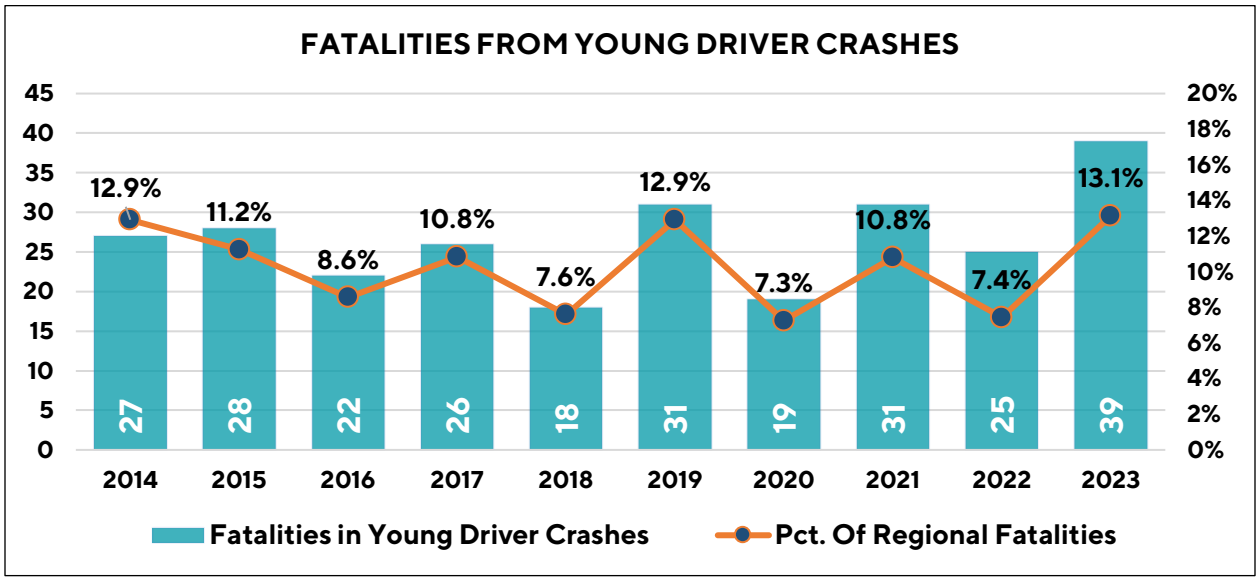


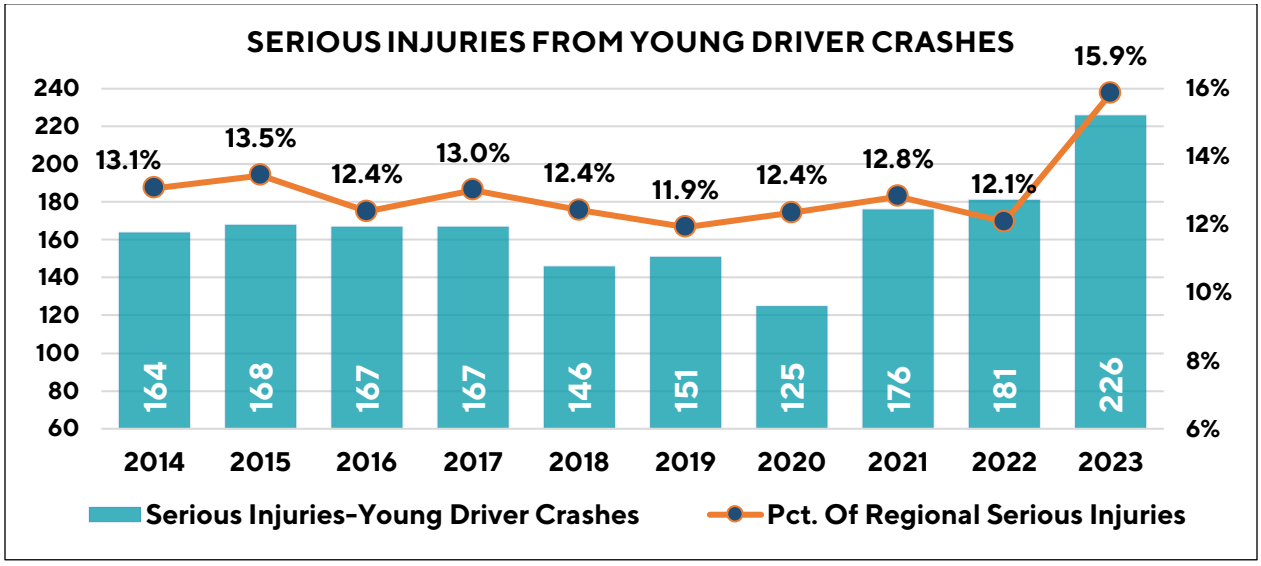



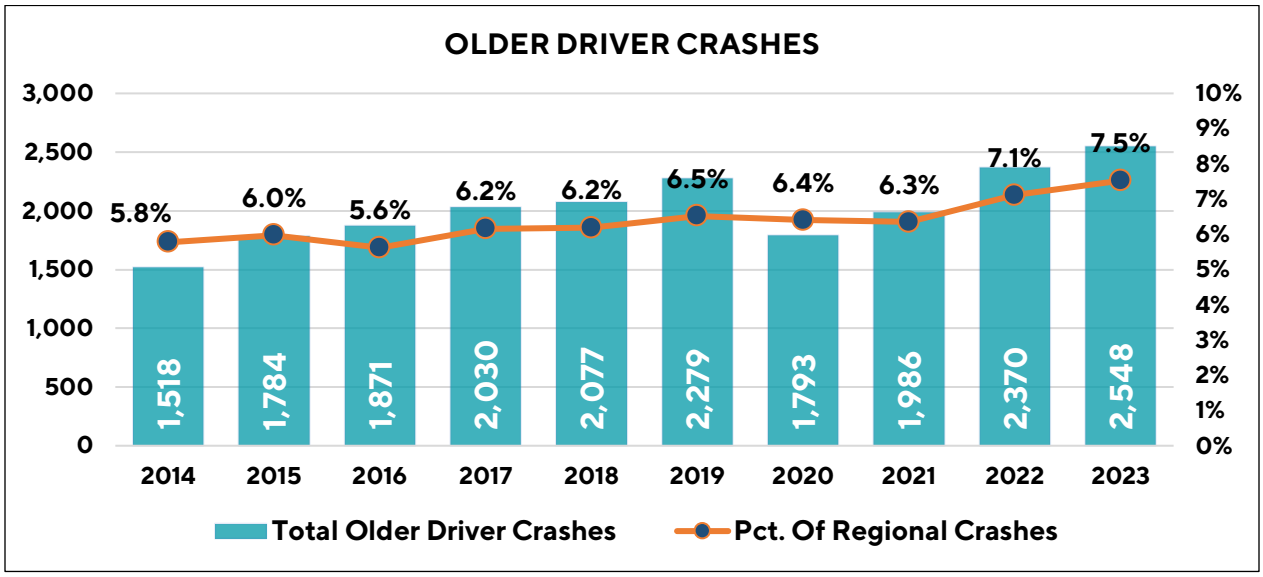
# YOUNG DRIVERS

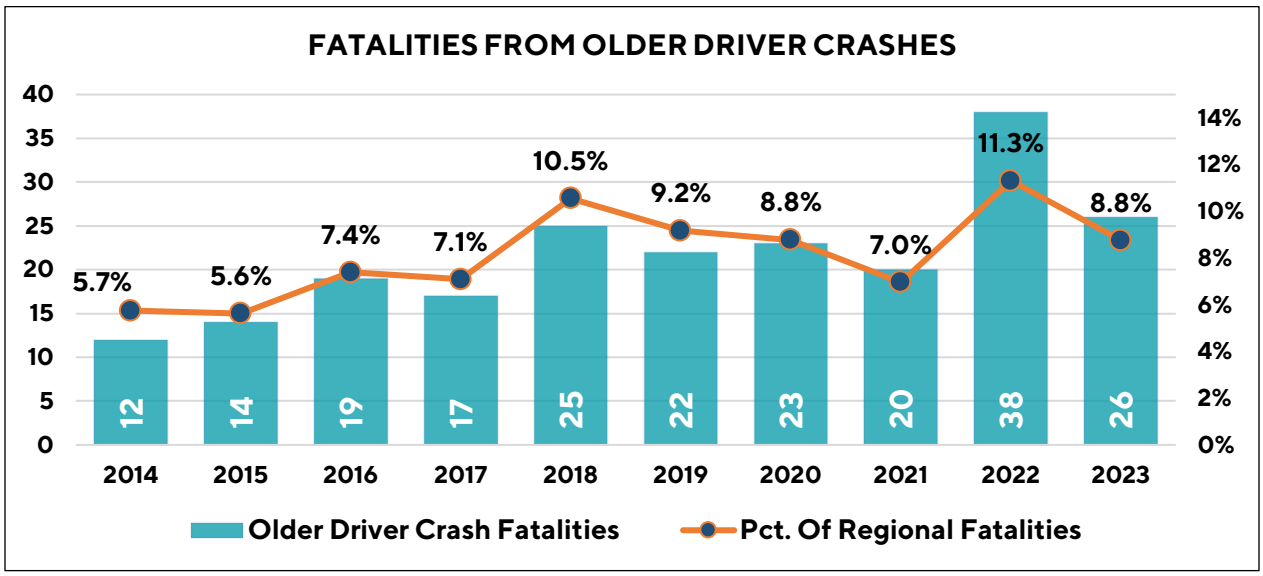


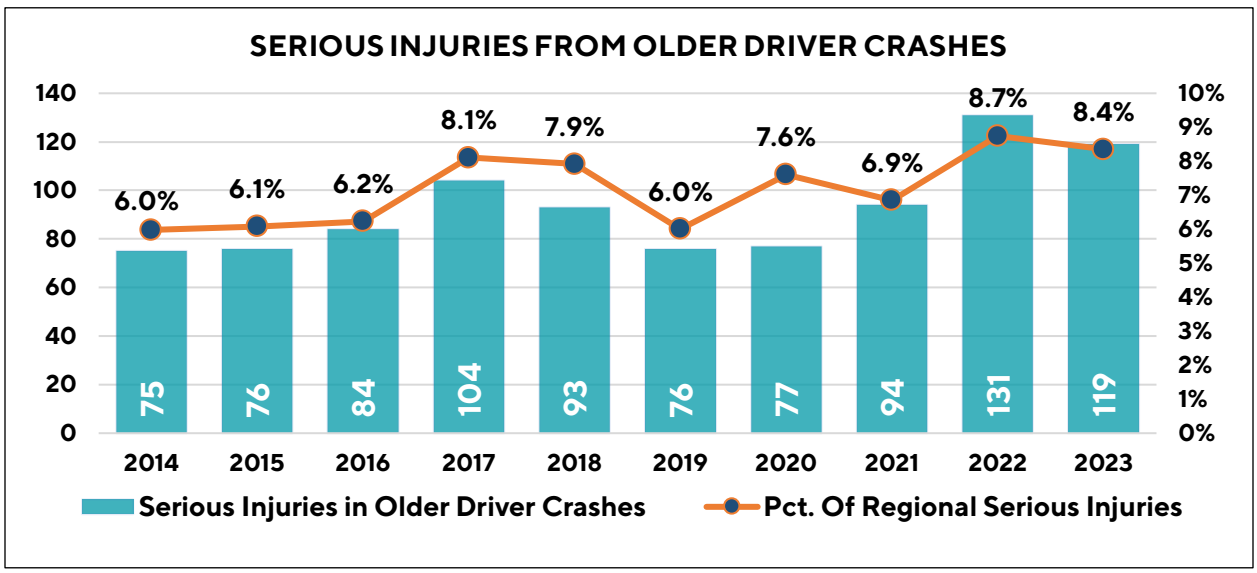



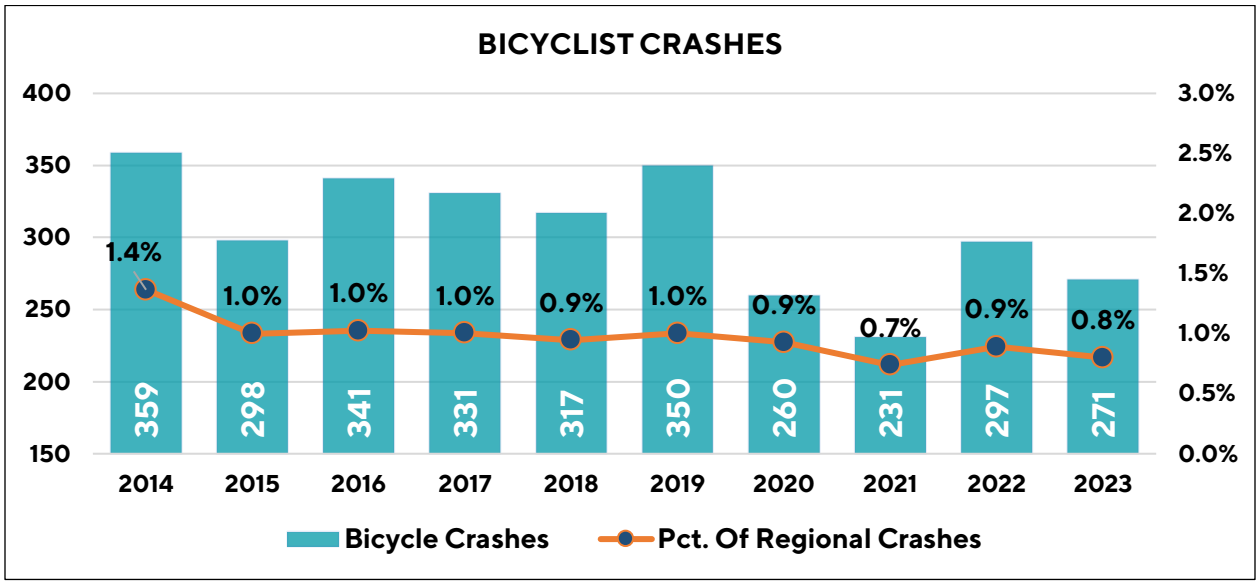
# OLDER DRIVERS

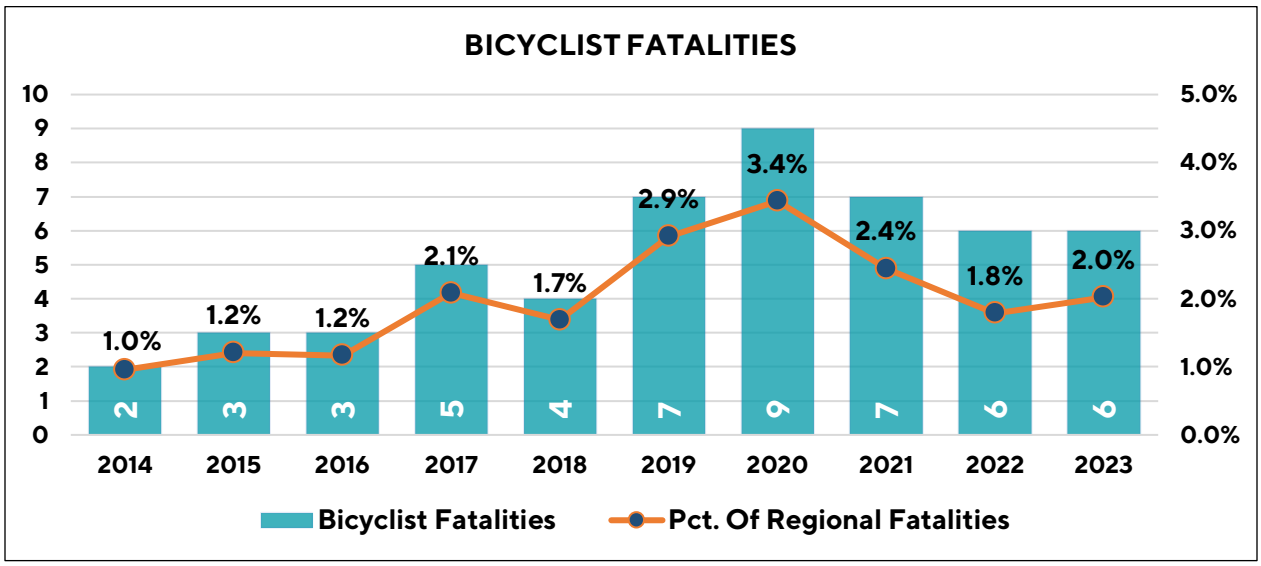


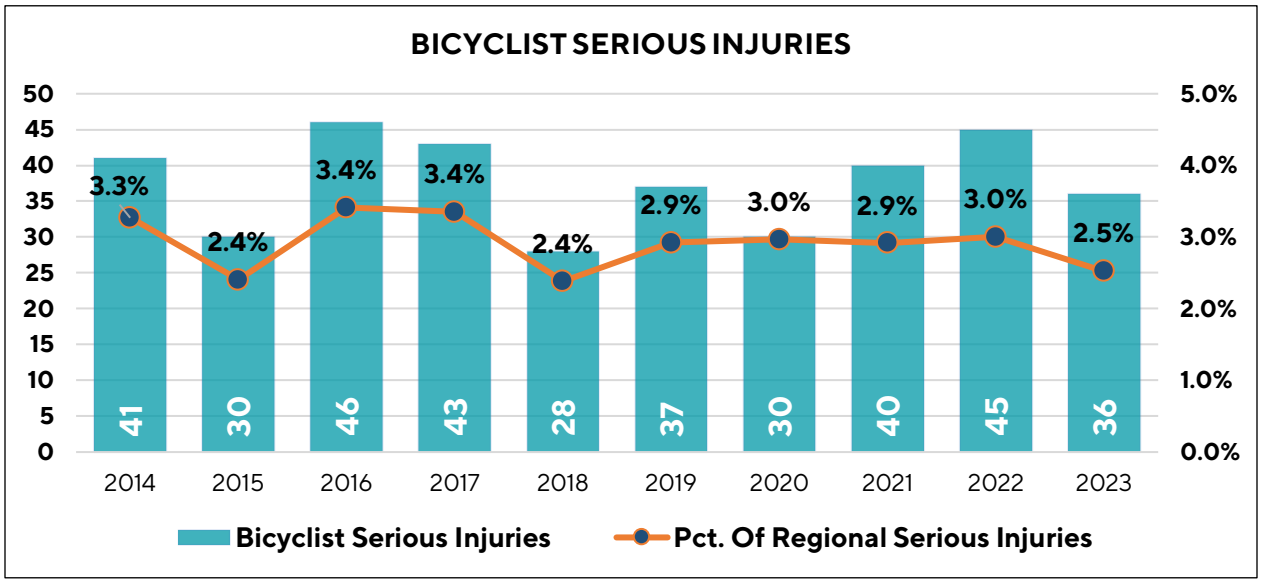



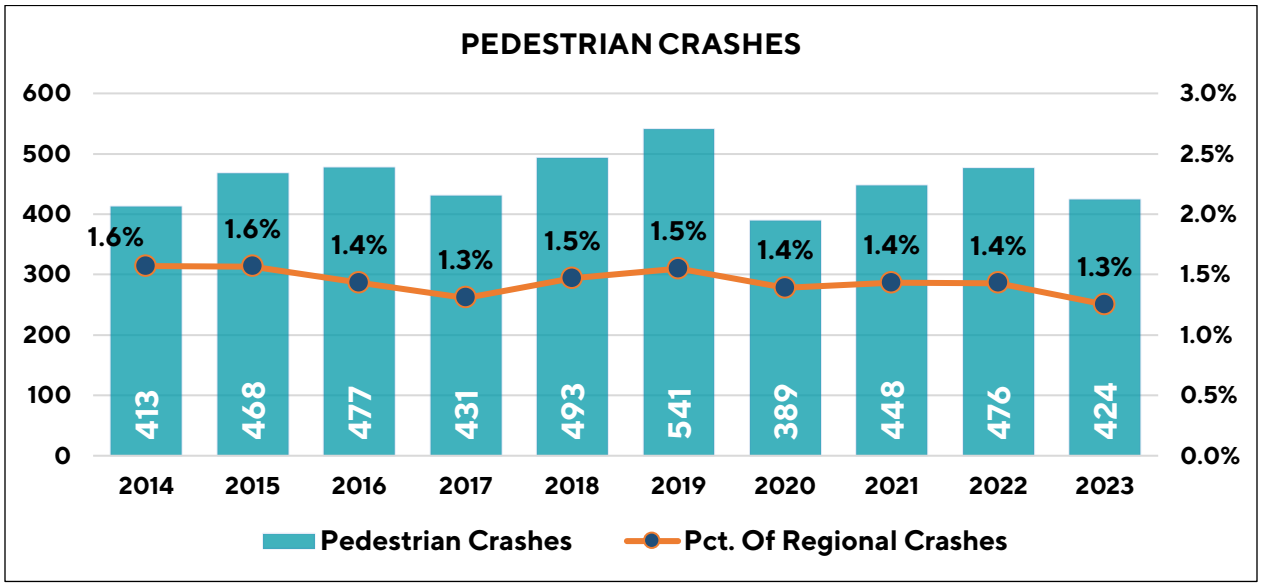
# BICYCLISTS

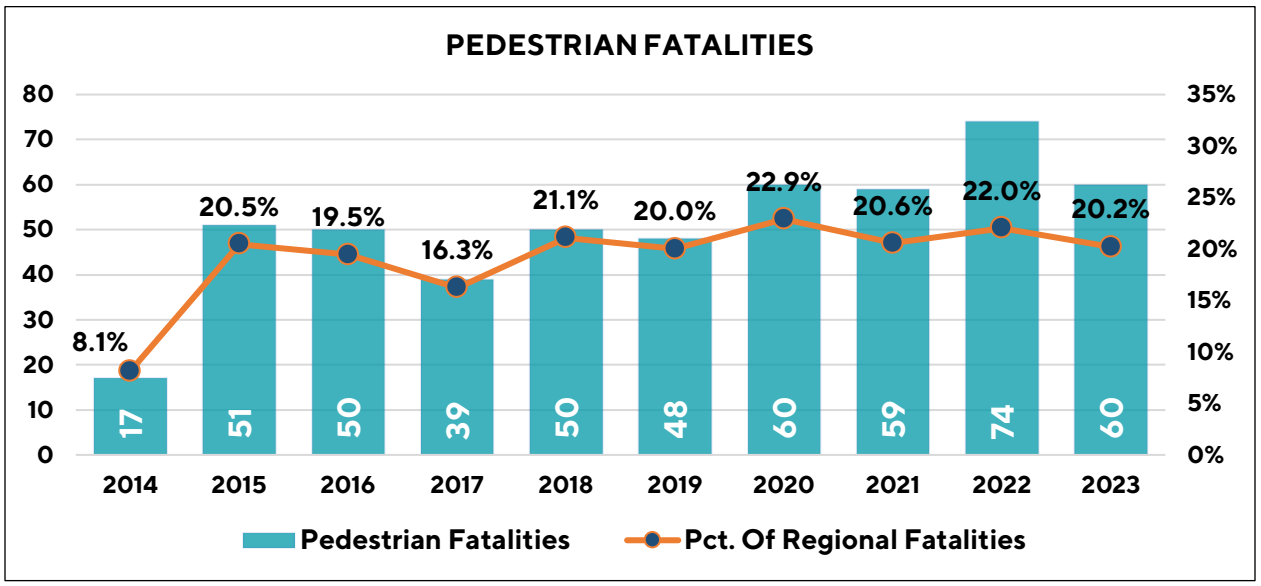

BICYCLIST CRASHES
400
350
300
250
200
150
3.0%
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
1.4%
1.0%
1.0%
1.0%
0.9%
1.0%
0.9%
0.7%
0.9%
0.8%
359
298
341
331
317
350
260
231
297
271
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Bicycle Crashes
Pct. Of Regional Crashes

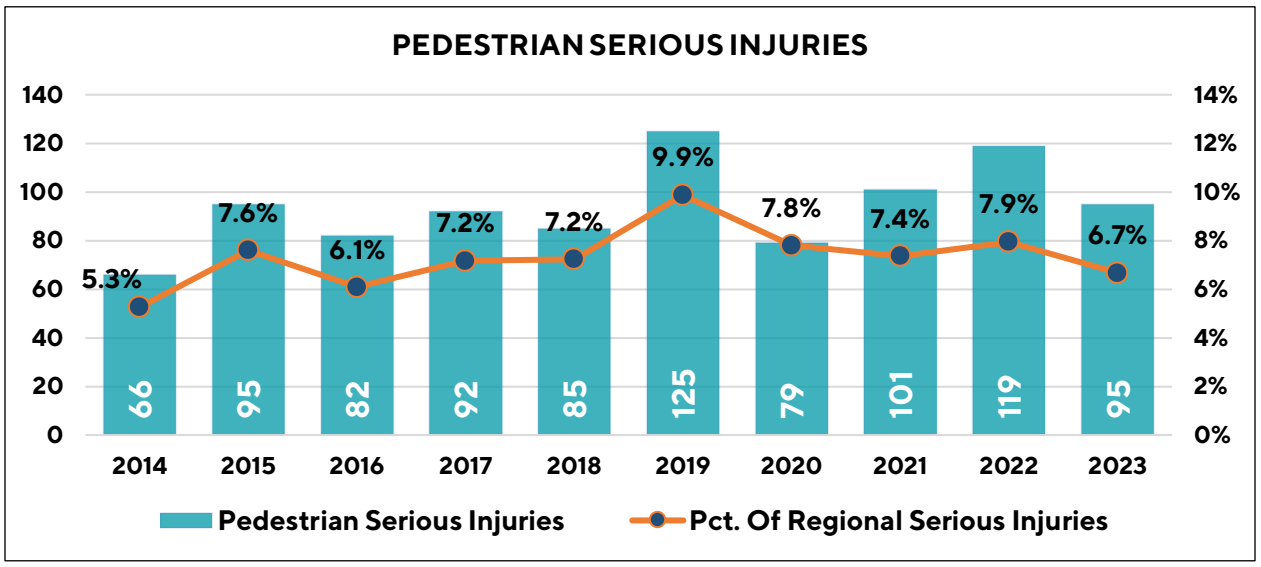

BICYCLIST FATALITIES
10
9
8
7
6
5
4
3
2
1
0
5.0%
4.0%
3.0%
2.0%
1.0%
0.0%
1.0%
1.2%
1.2%
2.1%
1.7%
2.9%
3.4%
2.4%
1.8%
2.0%
2
3
3
5
4
7
9
7
6
6
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Bicyclist Fatalities
Pct. Of Regional Fatalities


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

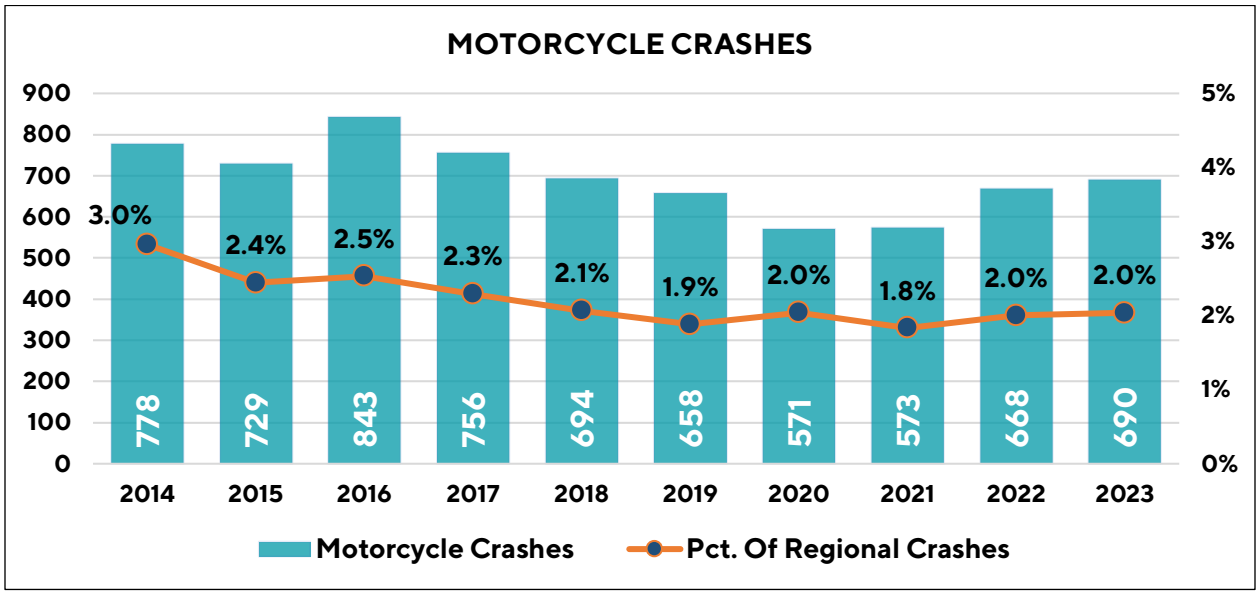
# PEDESTRIANS

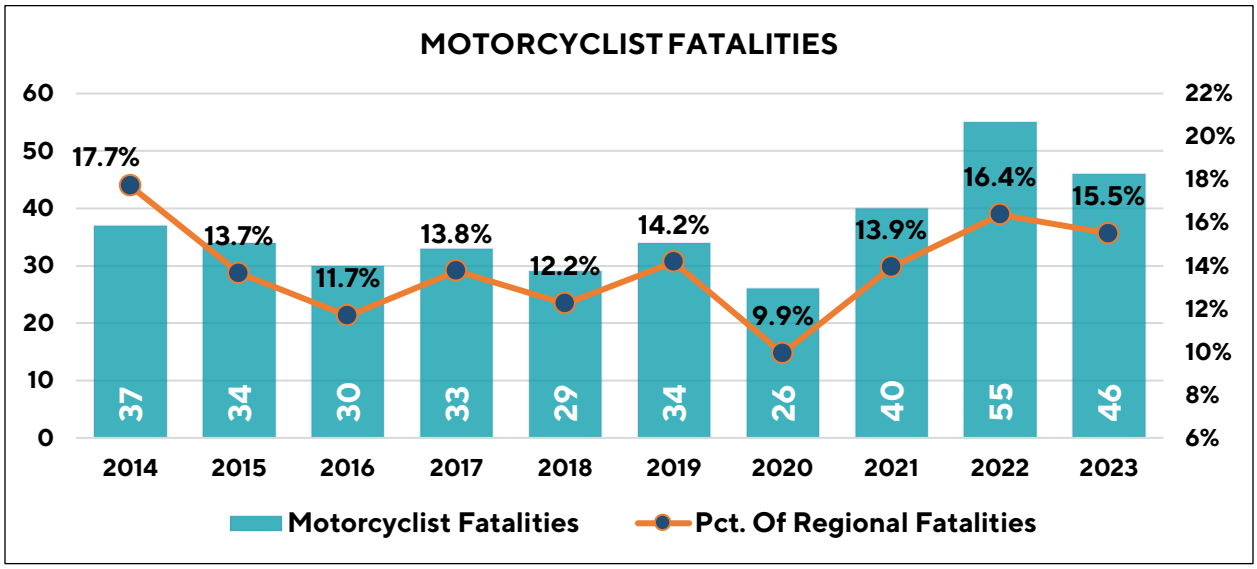


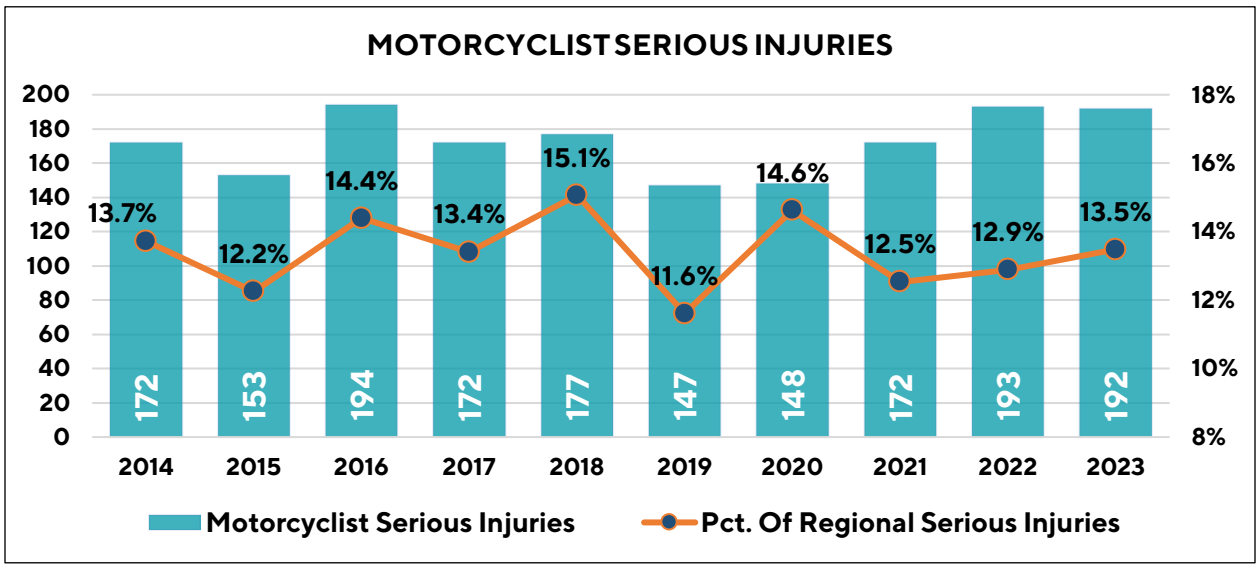



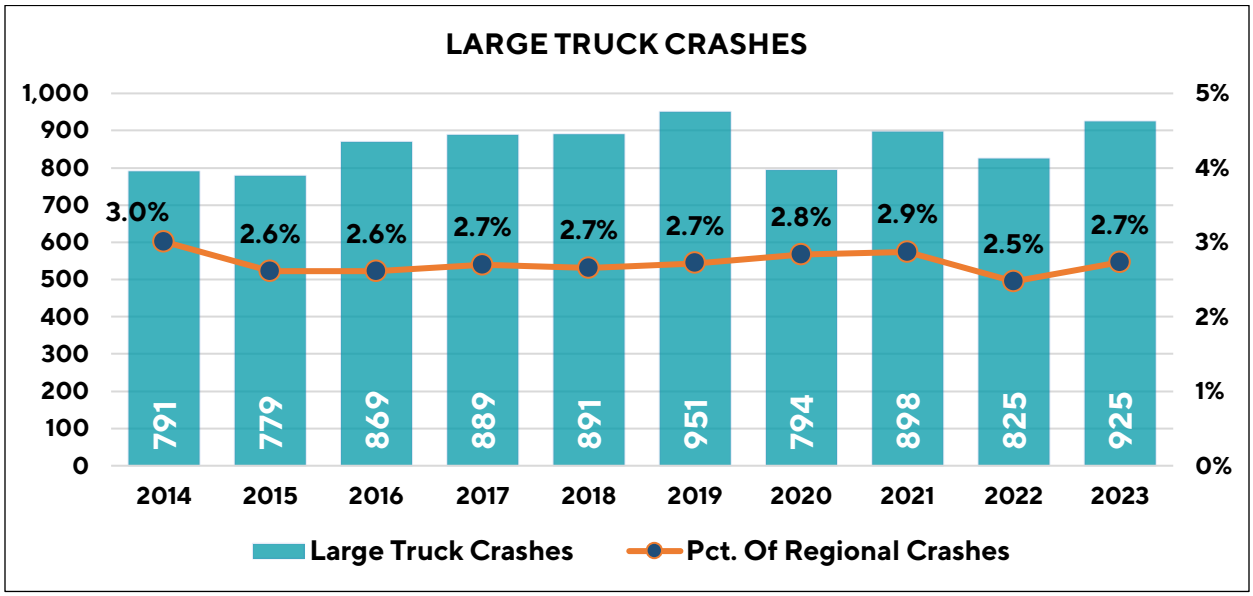
# MOTORCYCLES

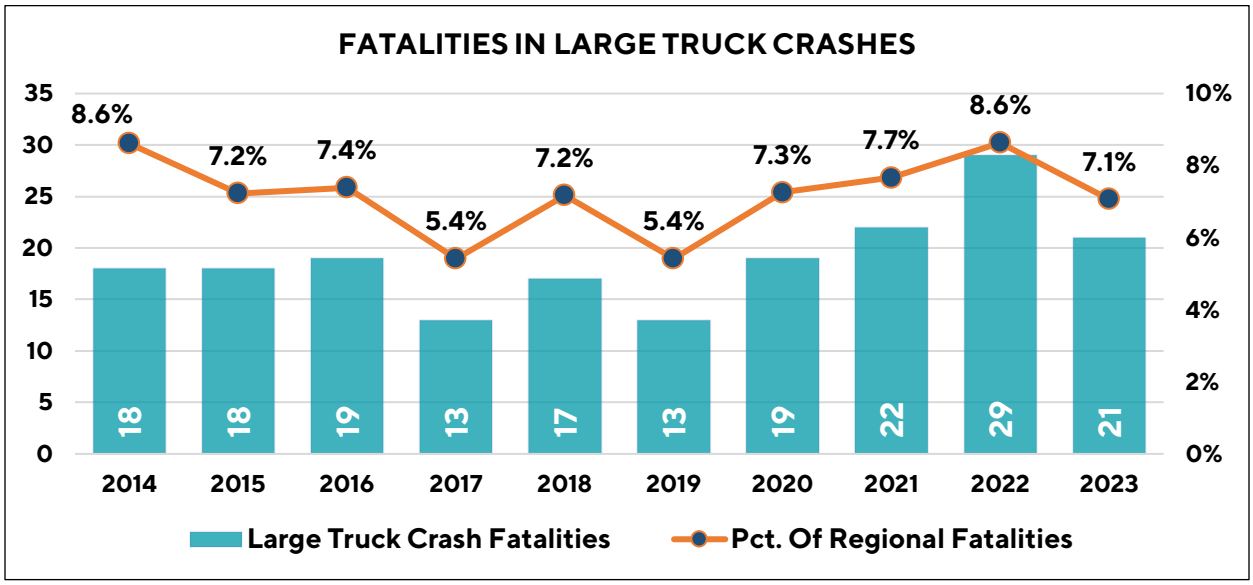


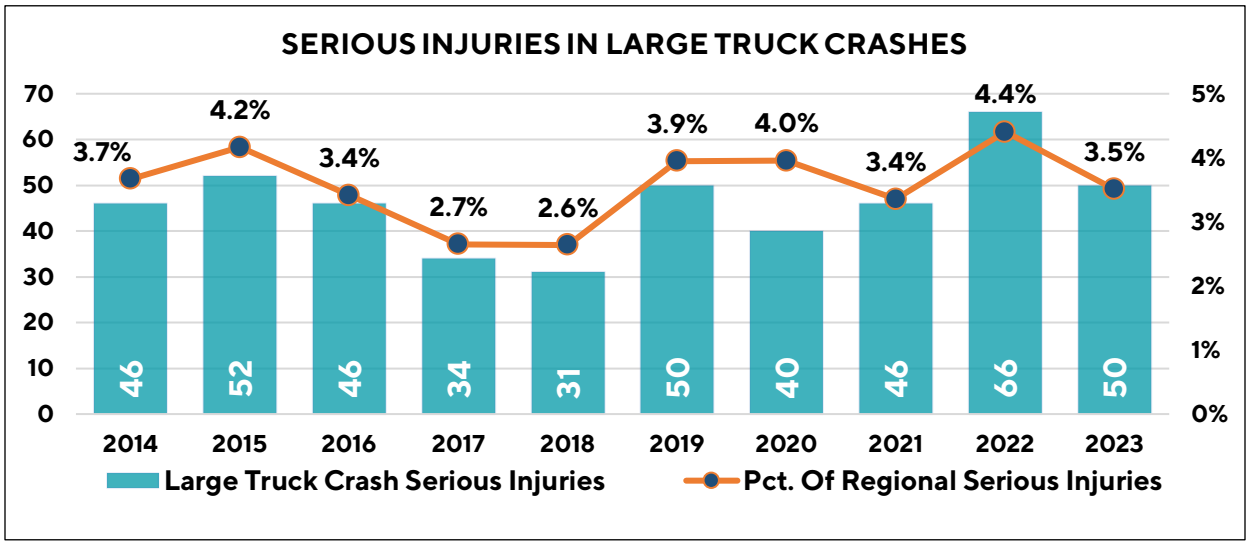



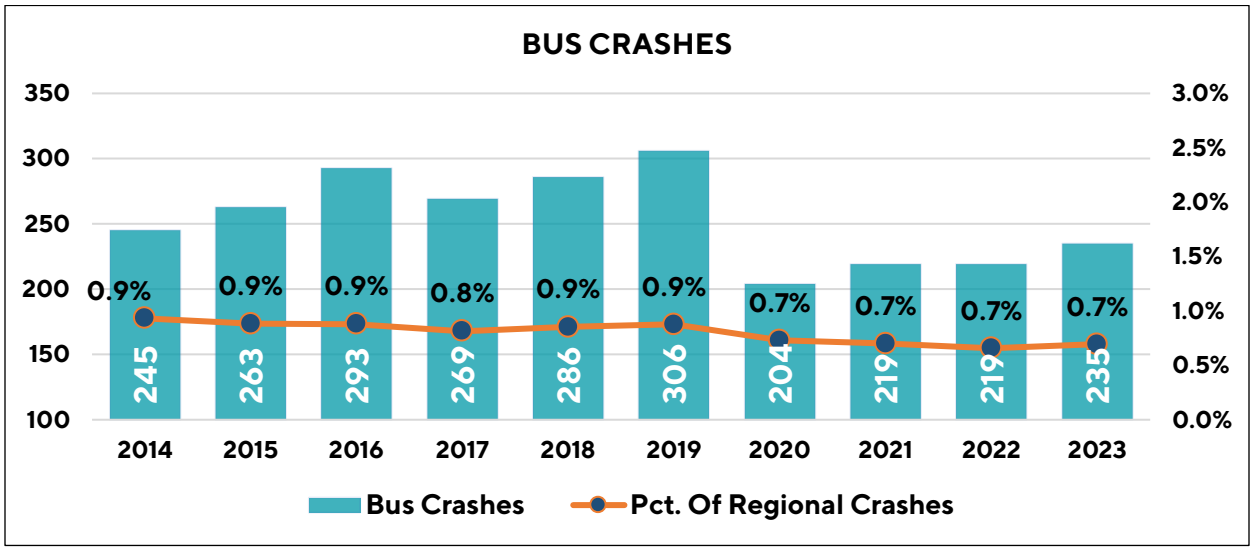
# LARGE TRUCKS

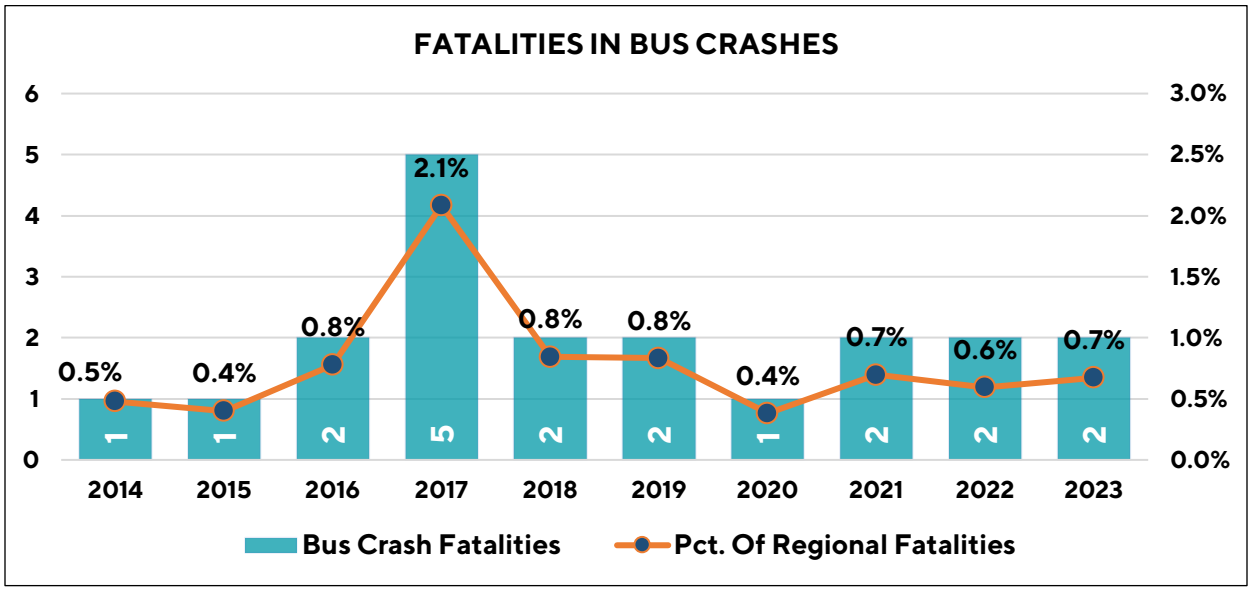


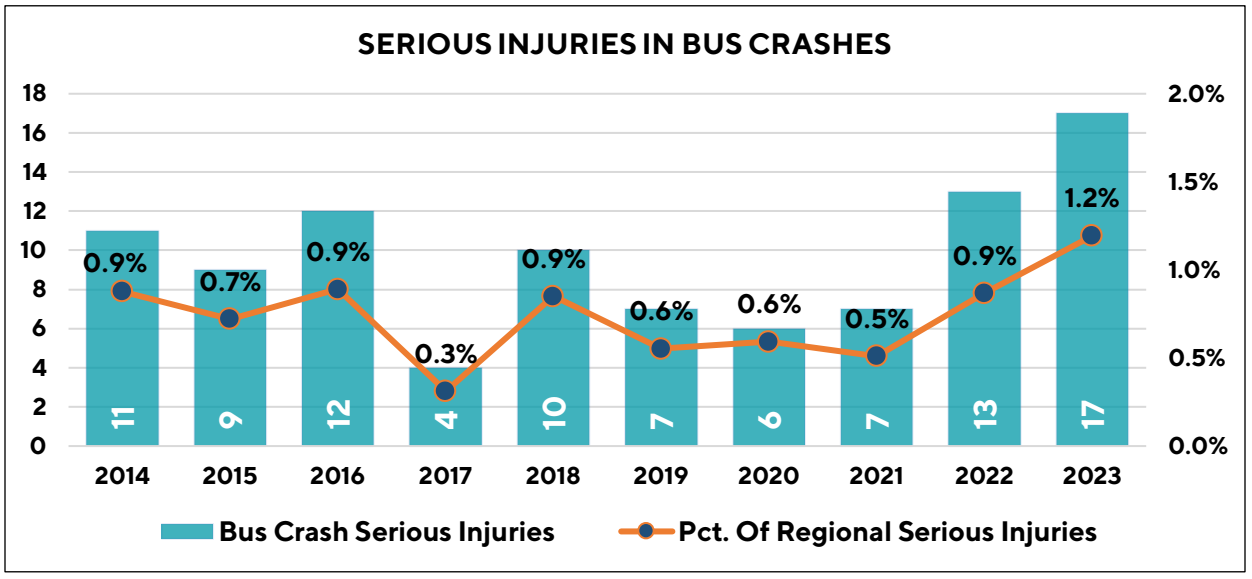



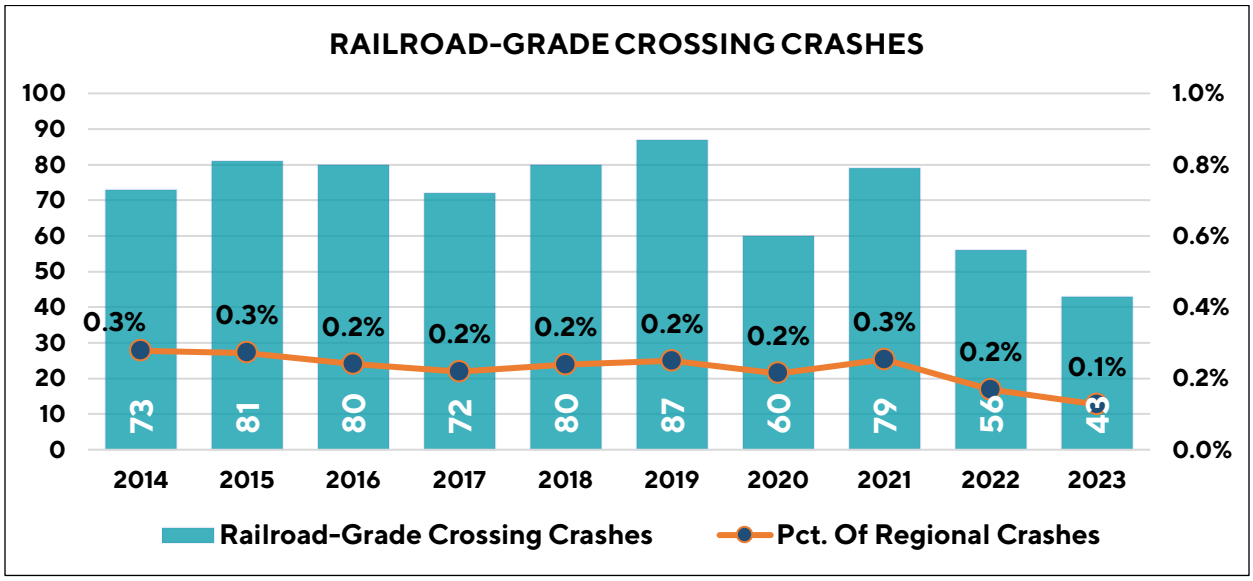
# BUS CRASHES

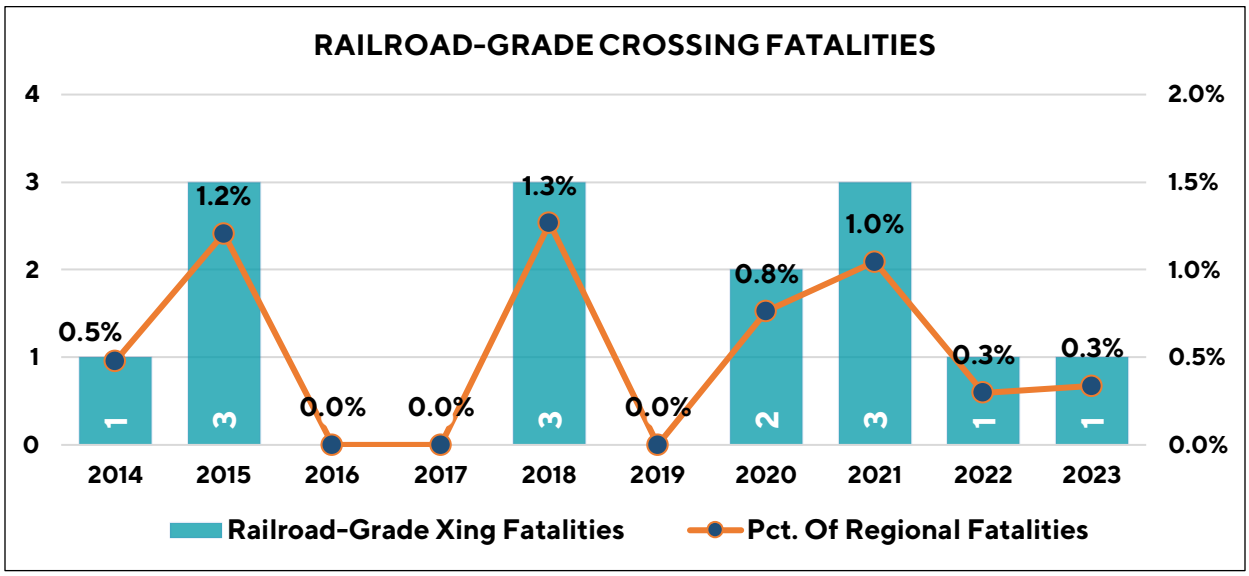

BUS CRASHES
350
300
250
200
150
100
3.0%
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
0.9%
0.9%
0.9%
0.8%
0.9%
0.9%
0.7%
0.7%
0.7%
0.7%
245
263
293
269
286
306
204
219
219
235
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Bus Crashes
Pct. Of Regional Crashes

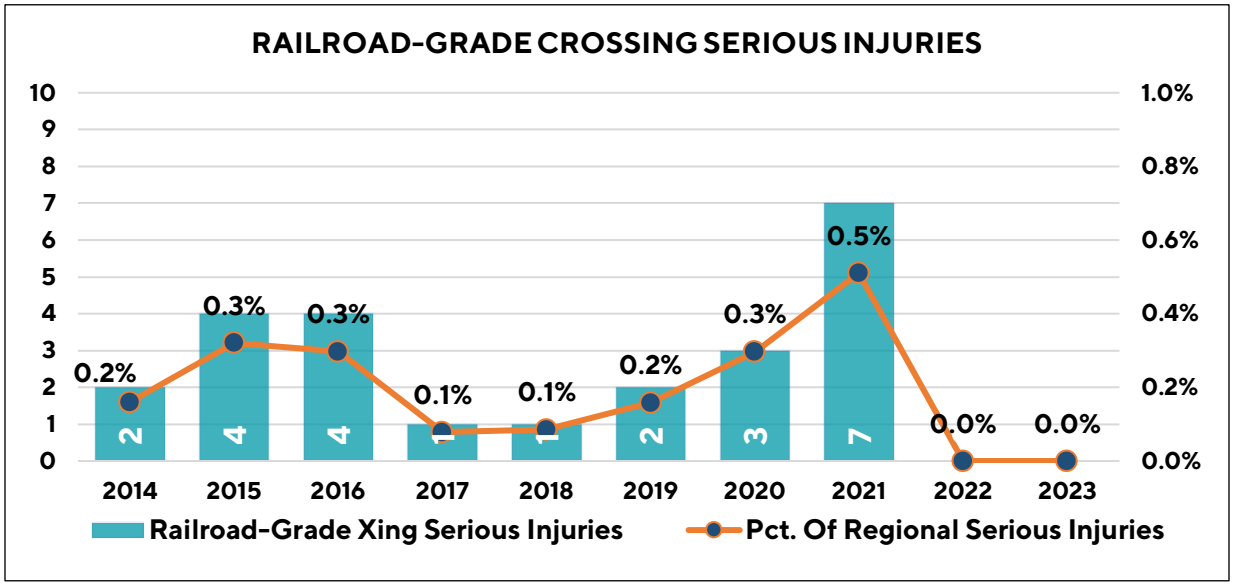

FATALITIES IN BUS CRASHES
6
5
4
3
2
1
0
3.0%
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
0.5%
0.4%
0.8%
2.1%
0.8%
0.8%
0.4%
0.7%
0.6%
0.7%
1
1
2
5
2
2
1
2
2
2
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Bus Crash Fatalities
Pct. Of Regional Fatalities


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

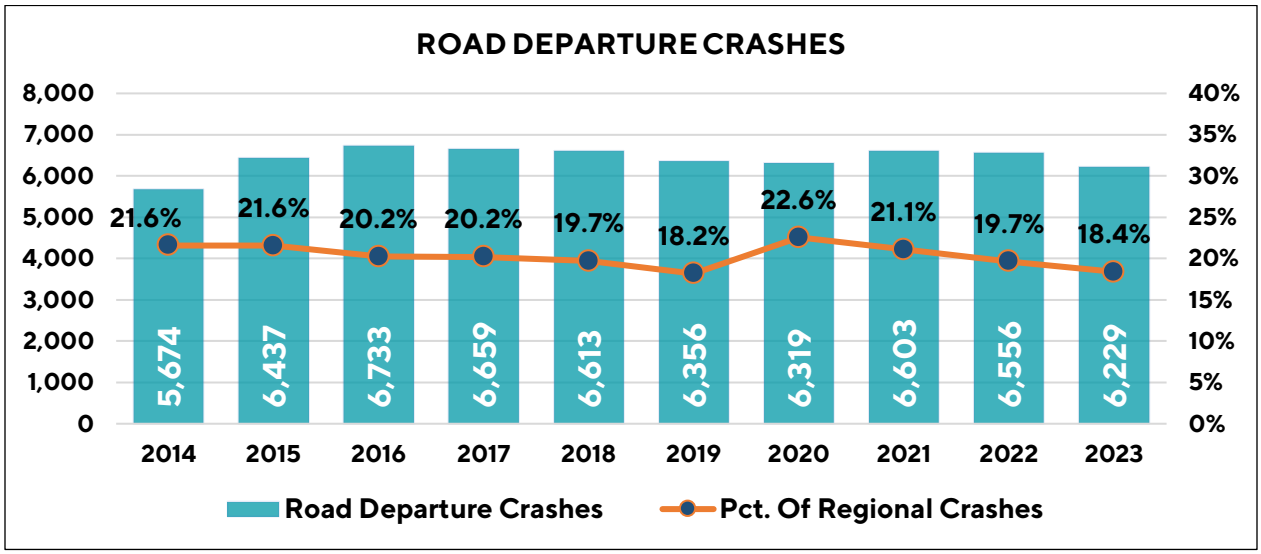
# RAILROAD GRADE CROSSINGS

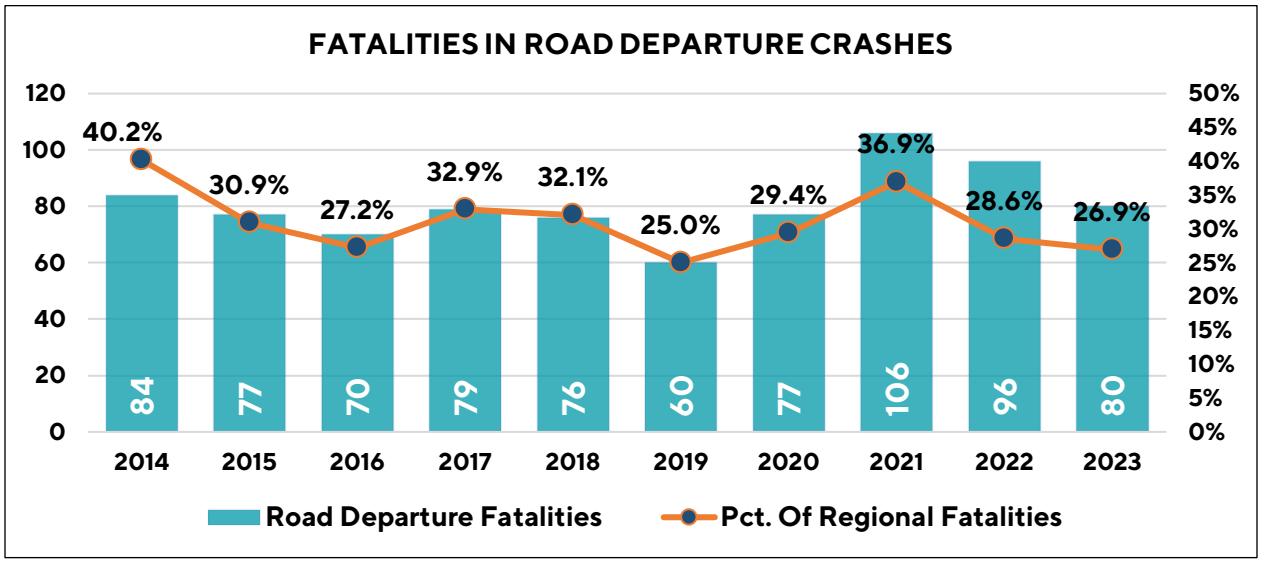


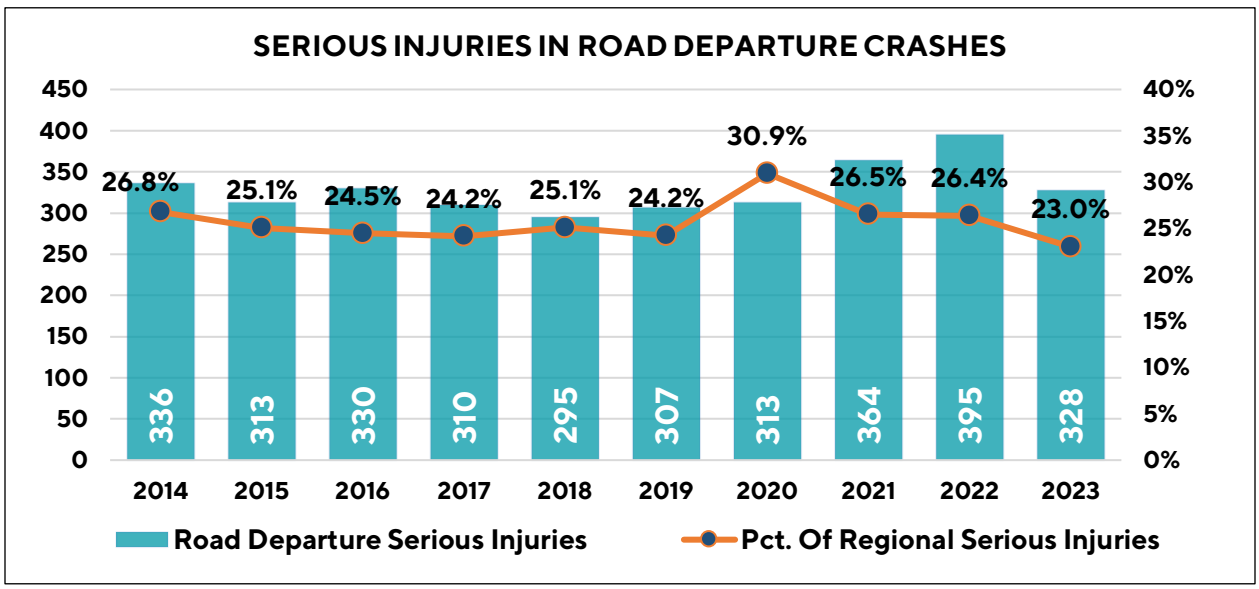



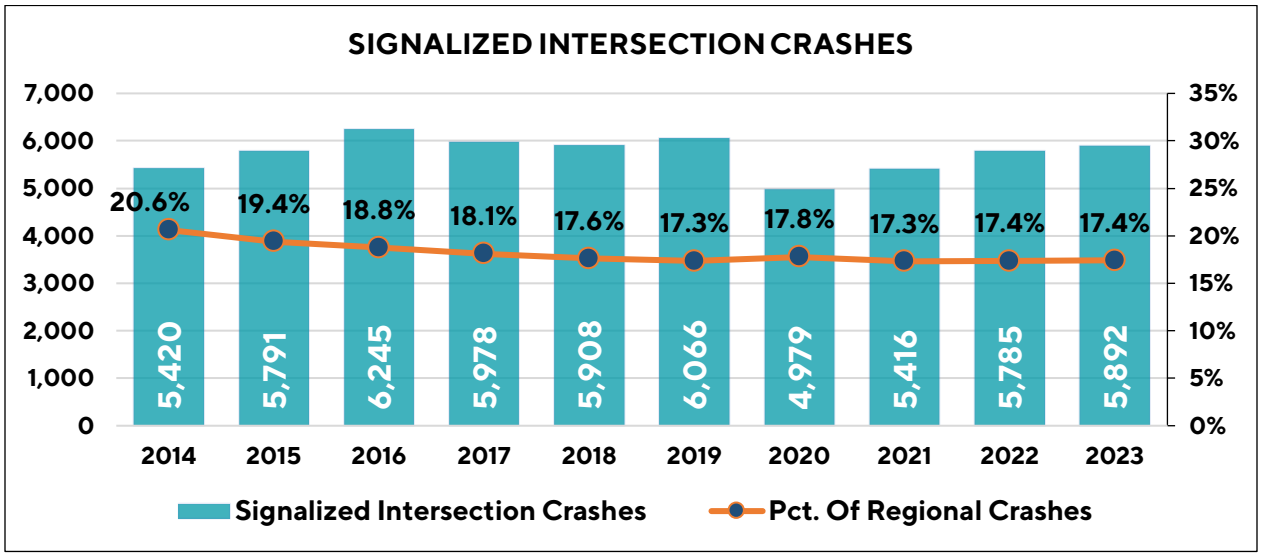
# ROAD DEPARTURES

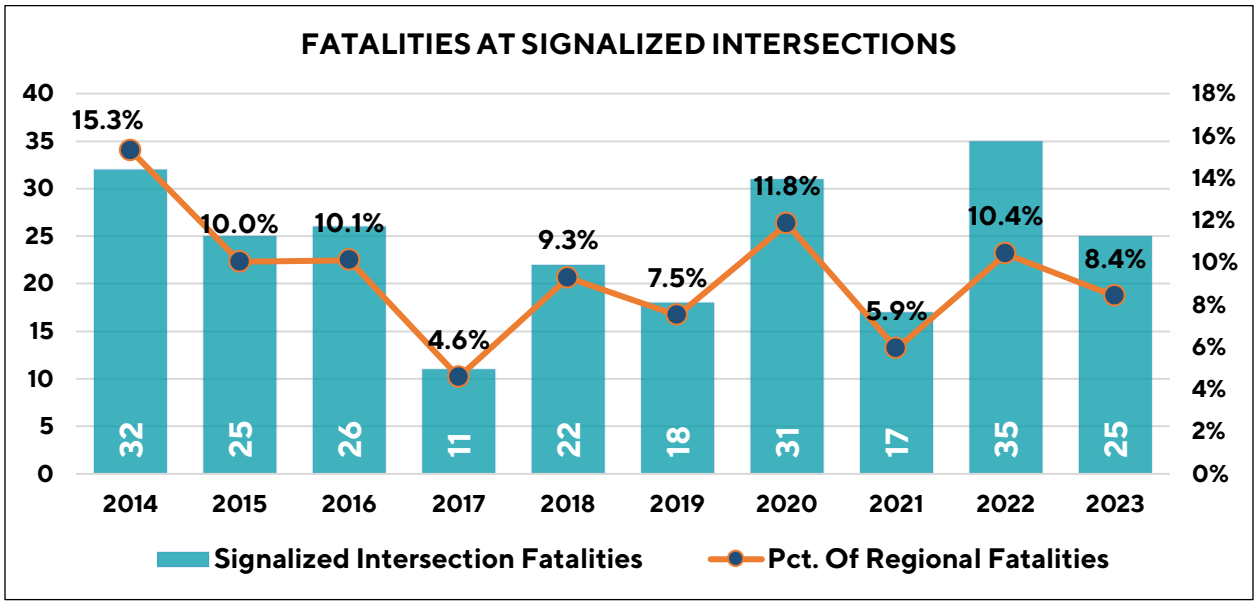


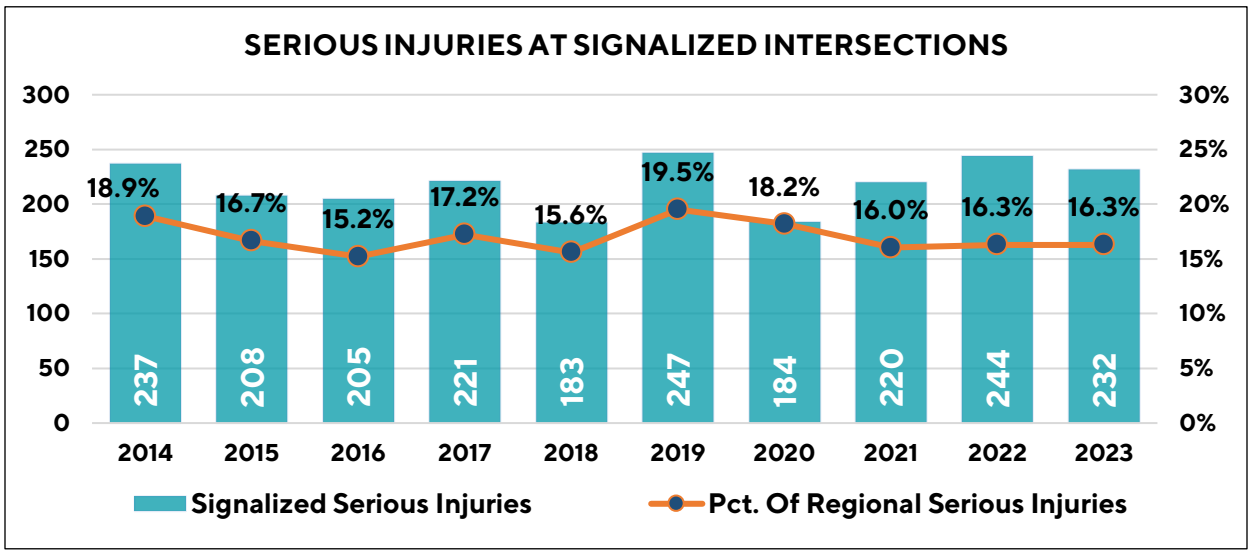



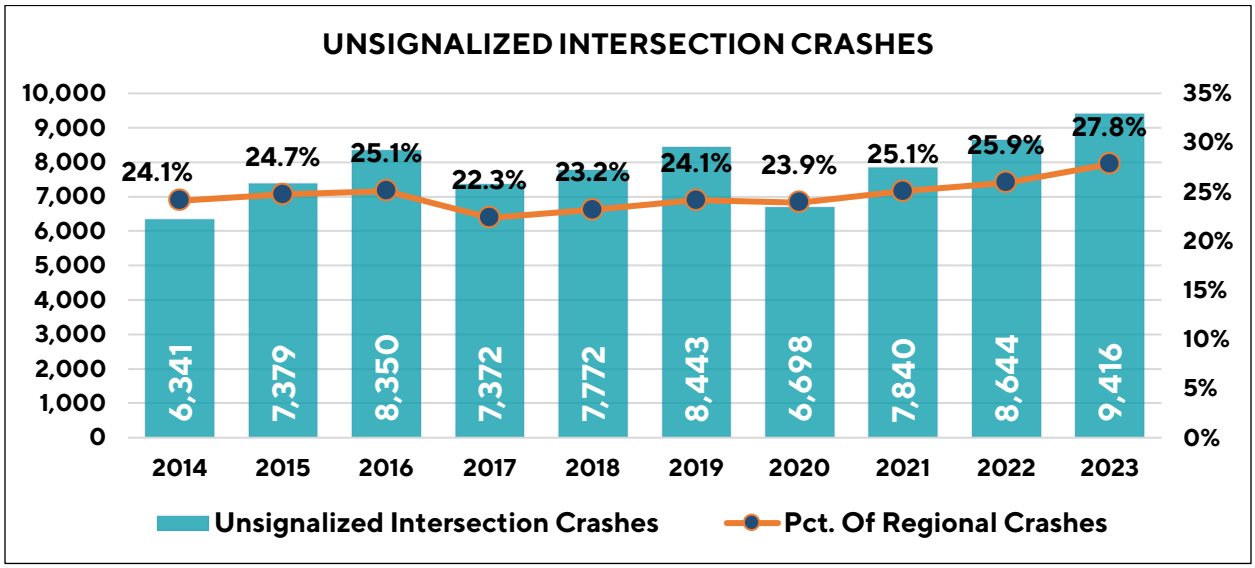
# SIGNALIZED INTERSECTIONS

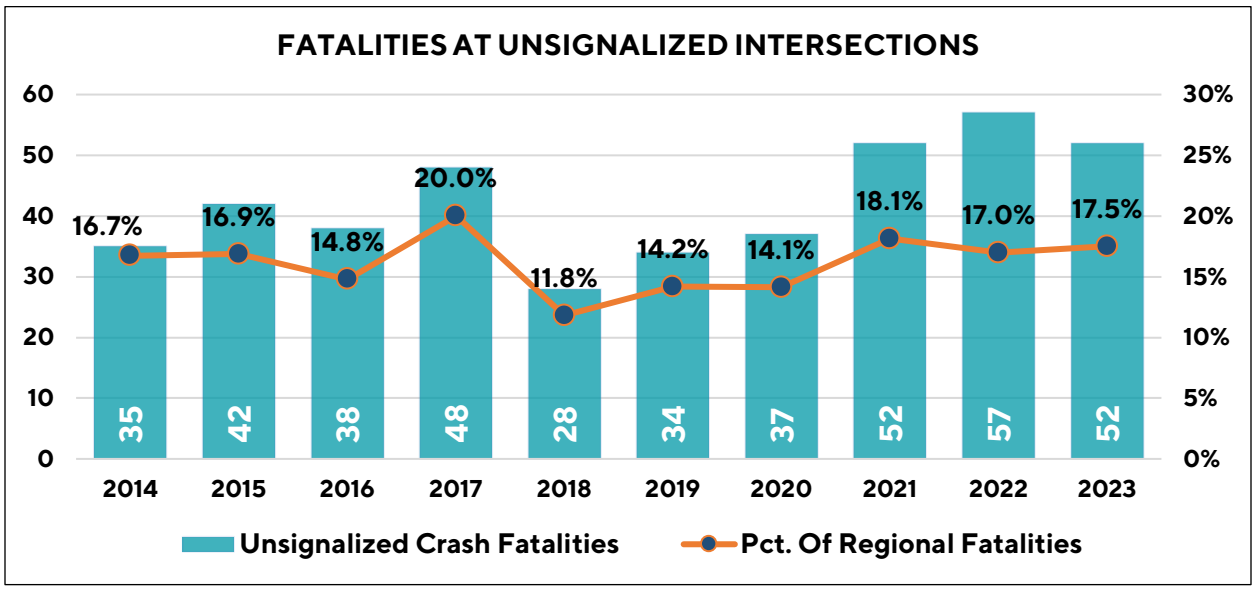


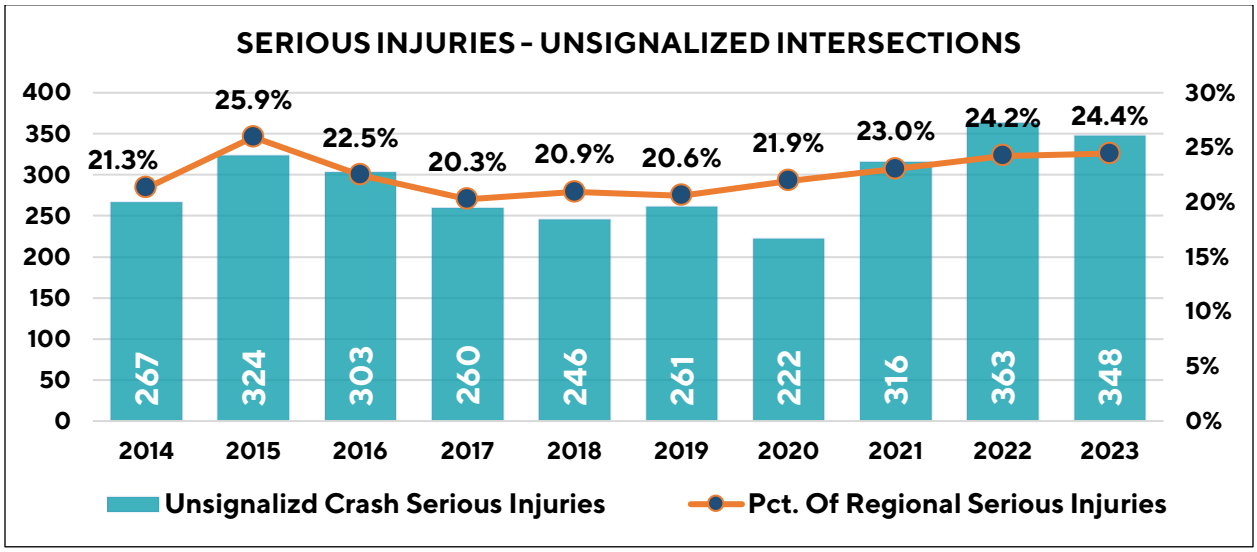



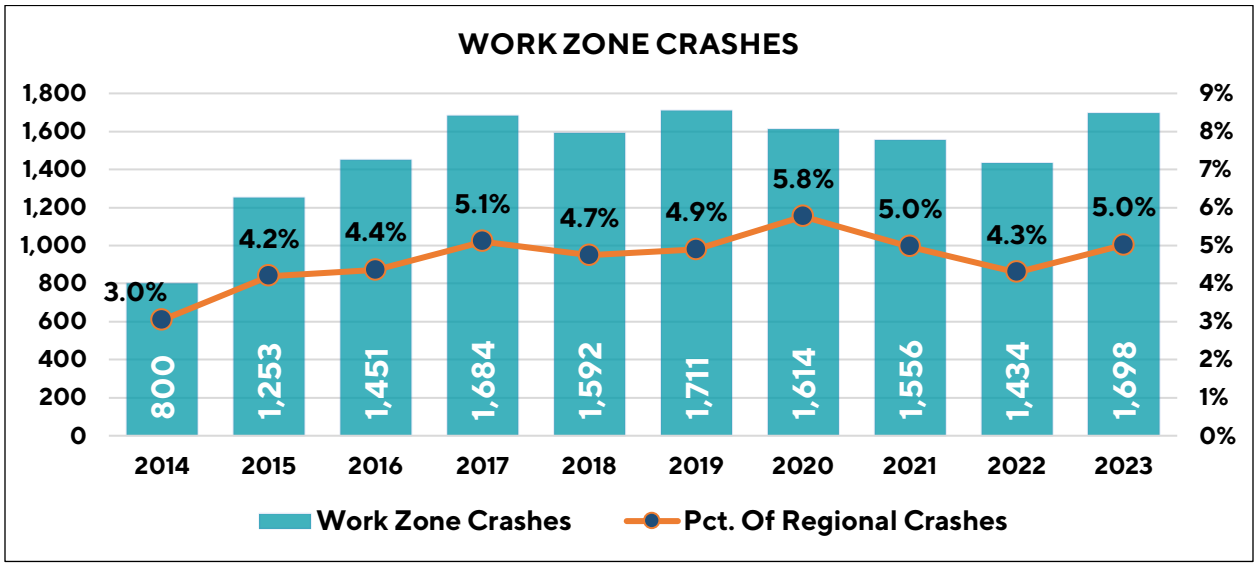
# UNSIGNALIZED INTERSECTIONS

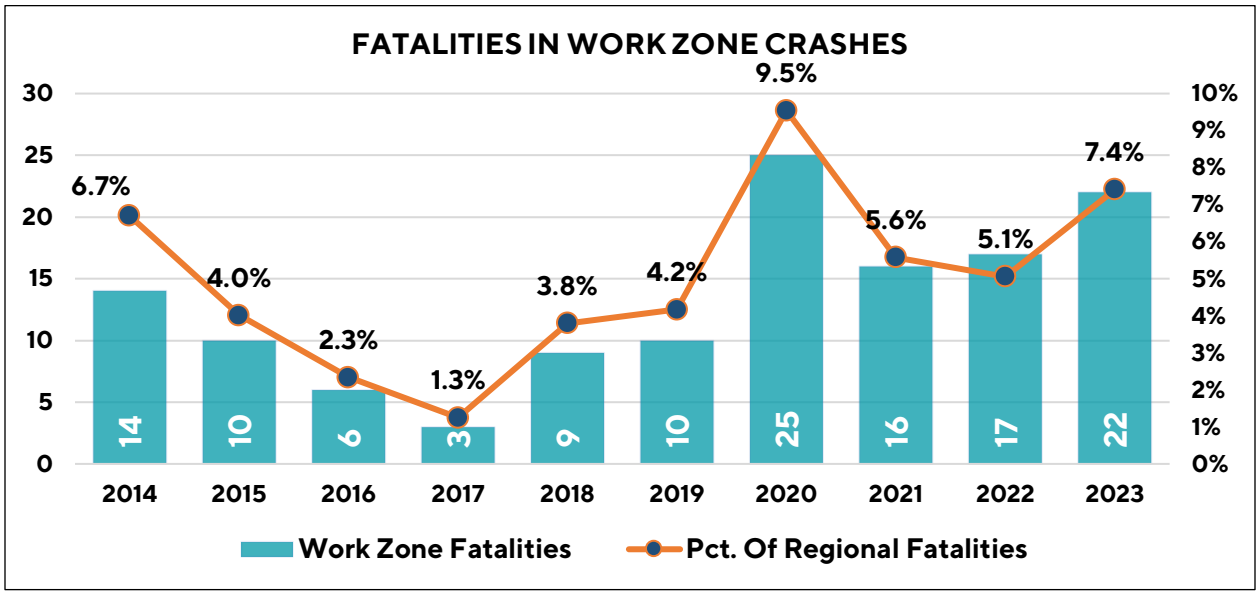


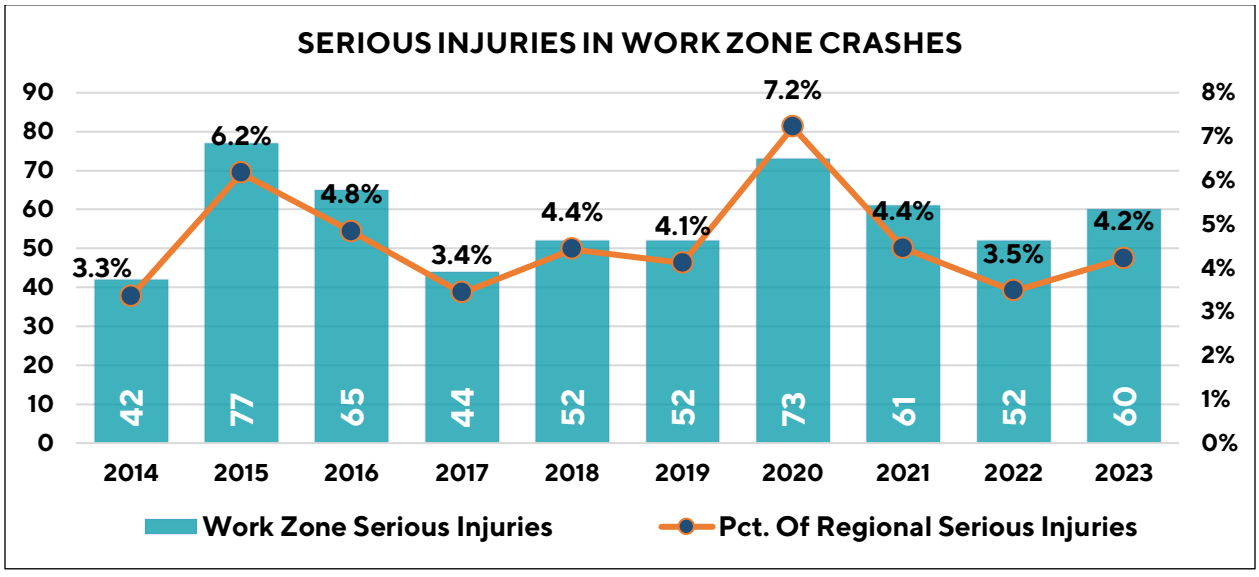



# WORK ZONES


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


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


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

# Appendix M

# Review of Subregional and Local Plans

# Existing Studies and Plans

## Introduction

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

## Purpose

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

1. **Gaining Holistic Understanding**: Analysis of existing plans and studies enables planners to gain a more holistic understanding of the region's transportation challenges, existing infrastructure, and land use patterns. Such understanding is crucial for comprehensively addressing the long-range transportation needs of the region, which is a long-standing requirement of federal transportation law.[2]

2. **Identifying Gaps**: Existing studies and plans may reveal gaps or areas where improvements are needed. Reviews of other plans and studies help planners to identify underserved communities, service issues, and infrastructure deficiencies.

3. **Best Practices**: Learning about successful strategies through other studies and plans helps planners to adopt best practices for incorporation into the RTP.

4. **Coordination**: Coordinating with member jurisdictions supports the federal requirement to plan cooperatively and helps ensure consistency between the activities of different member governments. It also helps member agencies to share data and collaborate more effectively to enhance regional connectivity.

5. **Policy Alignment**: Aligning the RTP with existing policies of member organizations ensures consistency of effort throughout the region and maximizes funding opportunities.

[1] https://www.fhwa.dot.gov/bipartisan-infrastructure-law/
[2] 23 CFR § 450.306 - Scope of the metropolitan transportation planning process

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

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

# Summary

## OVERVIEW OF CAMPO PLANNING AREA

The CAMPO metropolitan transportation planning area encompasses a population of more than 2.5 million residents spread over a land area of approximately 5,200 square miles.[3] Austin, the fourth largest city in Texas as well as the state capital, is the largest city in the planning area. Austin is located in Travis County, one of the six counties that comprise the CAMPO region. The population of the CAMPO region has been growing rapidly (by about 8.4 percent between 2020 and 2023) and is expected to increase to 4.8 million by 2050 with employment expected to grow by 125 percent.[4] As the state capital, Austin employs over 185,000 government workers, though is also home to many major employers in multiple sectors (electronics manufacturing, education, biotechnology, and others) as well as several corporate headquarters including Tesla and Whole Foods.[5][6] Outside of Austin, the CAMPO region also hosts other large employers such as Dell headquarters in Round Rock, a Samsung factory in Taylor, and an Amazon fulfillment center and Texas State University in San Marcos. The University of Texas at Austin is a Tier One research university with international standing. It employs around 24,000 people and enrolls approximately 51,000 students each year. Austin is also increasingly a hub for startup business activity, creative media and tourism. The region draws more than 30 million visitors annually, especially through arts festivals such as South by Southwest, Fusebox Festival, Luck Reunion, and Austin City Limits.[7] The CAMPO region experiences nearly 300 sunny days per year, with increasingly hot summers and increasingly mild winters.[8] The region increasingly faces multiple weather-related phenomena that affect the transportation system, including heatwaves, droughts, and extreme weather events such as wildfires.[9]

[3] https://www.census.gov/quickfacts/
[4] https://www.campotexas.org/wp-content/uploads/2024/06/2045-RTP-Summer-Update.pdf
[5] https://atxtoday.6amcity.com/city-guide/work/top-industries-employers-austin-tx
[6] https://www.indeed.com/career-advice/finding-a-job/largest-companies-headquartered-in-austin-tx
[7] https://www.austintexas.org/travel-professionals/
[8] https://www.ncei.noaa.gov/access/monitoring/climate-at-a-glance/
[9] https://earth.org/texas-climate-change/

# KEY TAKEAWAYS FROM STUDIES AND PLANS

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

## Regional and Statewide Plans

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

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

## Public Transportation Plans

Plans that focus on public transportation tend to highlight:

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

## Active Transportation Plans

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

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

## Freight Transportation Plans

Freight plans tend to address:

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

## Rail Plans

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

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

## Corridor and Subarea Studies

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

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

## Other Miscellaneous Plans and Studies

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

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

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

# Scope of the Review

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

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

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

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

# CAMPO 2045 RTP Studies, Plans and Processes

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

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

# Other Regional Studies, Plans and Processes

| SOURCE | NAME OF STUDY OR PLAN | KEY TAKEAWAYS | IMPLICATIONS FOR 2050 RTP |
|---|---|---|---|
| **CAMPO** | ITS Architecture Study (2019) | This is a long-range plan for deployment, integration, and operation of intelligent transportation systems (ITS) in the capital region. The latest version publicly available is a 2019 plan; however, an update is currently under development. Regional ITS architecture includes ITS needs, ITS inventory, ITS service packages, ITS deployment plans, and ITS use and maintenance plans. Existing ITS architecture has been deployed in the CAMPO region, and more will be developed. An update of the regional ITS architecture will be completed by late 2024. | The 2019 plan emphasizes regional cooperation among agencies and jurisdictions and outlines six key ITS deployment projects: (1) establishing a regional platform for sharing cameras and dynamic message signs (DMS), (2) creating a regional platform for incident information sharing, (3) adopting an integrated approach to corridor management, (4) developing a regional transit fare system, (5) implementing a data management program, and (6) creating a framework for connected and autonomous vehicle technology. |
| **CAMPO** | Regionally Coordinated Transportation Plan (RCTP) | This plan aims to improve transportation for older adults, individuals with disabilities, veterans, low-income individuals, youth, and those with limited English proficiency. It stresses the need for increased collaboration among stakeholders to address service gaps. The plan identifies access to healthcare and employment as critical concerns. It also calls for more effective education by enhancing the dissemination of transportation information and engaging stakeholders more meaningfully. | The RCTP outlines five goals that directly support two of the 2050 RTP goals: (1) Mobility—such as reducing network gaps and expanding modal choices—and (2) Equity—by addressing the needs of vulnerable populations. Additionally, the RCTP emphasizes the importance of educating regional partners and the public, a focus that, while crucial, does not align directly with the 2050 RTP goals. |
| **CAMPO** | Congestion Management Process (CMP) | The Congestion Management Process (CMP), published in early 2020, is a federally mandated document through which CAMPO has established targets, measurements, and strategies for reducing and assessing roadway congestion within its jurisdiction. CAMPO developed its congestion management strategies in part through its Transportation Demand Management Plan. The CMP defines a road network for evaluating congestion and labels many major roads in Austin as "unreliable," advising travelers to plan for at least an additional 50% travel time during peak periods. The document also outlines 68 current projects that support the CMP targets. | Each objective in the CMP supports at least one goal from the 2050 RTP. The congestion management objectives closely align with RTP goals related to safety, mobility, stewardship, and the economy. Specifically, the CMP objectives explicitly support the RTP's goals of time-competitive transportation options, multimodality, and system resiliency. Additionally, two CMP objectives focus on empowering travelers by educating them about various transportation options, helping them make informed choices beyond driving. |
| **CAMPO** | Draft Congestion Management Process (CMP) Update | The initial CMP established baseline conditions for comparison in future updates. Due to the disruption caused by the COVID-19 pandemic and significant changes to the CMP's data source methodology, the 2023 CMP update will re-establish these baseline conditions for future assessments. | The CMP goals remain as described above. |

| SOURCE | NAME OF STUDY OR PLAN | KEY TAKEAWAYS | IMPLICATIONS FOR 2050 RTP |
|---|---|---|---|
| **CAMPO** | Regional Freight Study (Draft) | This plan offers an overview of the CAMPO region's existing multimodal freight network and assets. It evaluates land use, network performance, and examines the key supply chains within the region. | Demand for freight services in the CAMPO region is rising due to population growth, the surge in e-commerce and last-mile delivery needs, and the expansion of freight-intensive industries such as automobile and semiconductor production. Interstate 35 serves as a major freight corridor, connecting not only the CAMPO region but also the Texas Triangle. Congestion on Interstate 35 often forces trucks to detour onto SH-130 to bypass Austin-Round Rock. About 30% of jobs in the region are in freight-intensive industries and the supply chain, with these industries clustering along IH-35. Overall, multimodal freight infrastructure is in good to satisfactory condition. |
| **CAMPO** | Interchange Bottlenecks Study | This is a new plan that was not yet available at the time of the 2050 RTP. The plan will identify bottlenecks at major intersections and interchanges and provide strategies for addressing issues. | The results of this plan will guide recommendations for the RTP and help identify key focus areas. However, this plan is still in progress and will not have any implications for the 2050 RTP until published. |
| **CAMPO** | Regional Mobile Emissions Reduction Plan (MERP) | This is a new plan that was not yet available at the time of the 2050 RTP. This plan will focus on mobile source emissions from on-road sources and provide strategy recommendations to reduce emissions. | This plan is still in progress and will not have any implications for the 2050 RTP until published. |
| **CAMPO** | Regional Traffic Safety Plan | This plan documents regional traffic safety data and explains the role of CAMPO and other organizations in reducing traffic-related fatalities and serious injuries. It outlines some activities CAMPO can use to identify, implement, and evaluate safety programs. Fatalities and serious injuries have reached 10-year highs recently, making safety an especially serious issue. | This plan almost exclusively relates to the 2050 RTP critical goal of promoting safety in the transportation system. It names several strategies which can be used in pursuit of this goal. |
| **CAMPO** | State of Safety Update | This update reports regional safety-related data for the past decade. The data are available on a PowerBI dashboard. Traffic fatalities and serious injuries in the region (for all modes) averaged about 1,200 per year from 2017 to 2019. From 2020 to 2022, they averaged around 1,300 per year -- a 9 percent increase. Pedestrians and bicyclists have been especially hard hit by higher crash rates. The combined total number of fatalities and injuries for the two modes rose from an average of 256 per year (2015-2019) to an average of 302 per year (2020-2022) – an 18 percent increase. | This update exclusively relates to the 2050 RTP goal of promoting safety in the transportation system. |

| SOURCE | NAME OF STUDY OR PLAN | KEY TAKEAWAYS | IMPLICATIONS FOR 2050 RTP |
|---|---|---|---|
| **CAMPO** | Regional Bicycle and Pedestrian Inventory Update | The inventory records the region's existing and planned active transportation infrastructure, including sidewalks, bicycle facilities, and shared-use facilities. Sidewalks exist throughout the region, though are mostly in Travis County, Round Rock and Kyle. Existing and planned bicycle facilities tend to be concentrated in Travis County, though some are in Georgetown, Round Rock, and San Marcos. Existing and planned shared-use facilities are distributed more widely, mainly in Hays, Travis, and Williamson Counties. Burnet, Bastrop, Caldwell Counties have relatively little existing our planned infrastructure for pedestrians and bicyclists. | The planned active transportation facilities support CAMPO's goals of promoting a multimodal system that reduces impact on the region's habitat. |
| **CAMPO** | 2025-2028 Transportation Improvement Program | The 2025-2028 Transportation Improvement Program (TIP) programs funding for transportation projects in the CAMPO area over a four-year horizon. Federal funding for a project cannot be obtained without inclusion in the TIP. Projects must demonstrate continuous progress toward completion or risk deprogramming from the TIP. | The 2025-2028 TIP includes funding for many types of projects, including streets, highways, transit vehicles, transit facilities, pedestrian facilities, bicycle facilities, safety improvements, and others. All projects in the TIP must also be listed in the 2050 RTP constrained project list. |
| **CAMPO** | Unified Planning Work Program 2024 & 2025 | This document programs CAMPO's transportation planning activities over the 2024-2025 timeframe. It defines responsibilities for CAMPO and other agencies, jurisdictions, organizations, and stakeholders in the CAMPO region. Entities listed in the plan include CAMPO, TxDOT, CapMetro, CARTS, counties in the CAMPO region, cities in the CAMPO region, and the private sector. | Planning needs and issues addressed in the 2024-2025 UPWP include climate change mitigation, promoting equity and the federal Justice40 program, developing complete streets throughout the region, incorporating public input, developing corridor recommendations for the strategic highway network, coordination with federal land management agencies, conducting planning studies, linking planning with environmental review, and data sharing and management. |
| **CAMPO** | Central Texas Traffic Management System (CTTMS) | CAMPO is leading the development of a digital twin platform that will serve as a traffic management system for the region. The platform will aggregate and integrate traffic data, allowing the data to be analyzed and shared between jurisdictions. The platform will eventually allow for the coordination of signal timing and ITS operations between adjacent jurisdictions. | CTTMS will promote reliability and safety through more effective traffic management. Additionally, the initiative represents regional coordination and will support system preservation. |

# Subregional Studies, Plans and Processes

| SOURCE | NAME OF STUDY OR PLAN | KEY TAKEAWAYS | IMPLICATIONS FOR 2050 RTP |
|---|---|---|---|
| **CAMPO** | Bergstrom Spur Corridor Study | The study assessed options for redeveloping the abandoned Bergstrom Spur rail corridor into a multimodal corridor. The proposed corridor would feature an urban trail for walking and biking, with the potential to incorporate transit on some sections in the future. It would create east-west connections between residents, transit service, and local destinations and facilitate transit-supportive redevelopment. The corridor would intersect CapMetro's Orange, Gold, and Pleasant Valley Line concepts and could connect to the Blue Line concept. Next steps include securing funding, acquiring additional right-of-way, and beginning design and construction of the urban trail. | The study's goal of improving connectivity and mobility aligns closely with the 2050 RTP's goal of mobility and the connectivity and travel choices objectives. The goals of enhancing public health, valuing people and historic character, promoting sustainability, and catalyzing economic development support the 2050 RTP's goal of equity and the valuing communities, public health, impact on human environment, and economic development objectives. The proposed multimodal corridor would directly support the access to opportunity objective as well. |
| **CAMPO** | Capital-Alamo Connections Study | The study explored strategies for enhancing mobility within the greater Austin-San Antonio region, which is growing rapidly as part of the emerging Texas Triangle megaregion. The strategies covered five broad topics: regional coordination, integrated corridor management and intelligent transportation systems, modal options, primary corridors, and arterial improvements. Specific strategies included formalizing regional coordination, implementing innovative transportation management technologies, expanding freight and transit facilities, and increasing the capacity of the roadway network. | The study goal of developing a regional strategy to enhance mobility and identify solutions aligns with the 2050 RTP's mobility and innovation goals. The proposed strategies support the regional coordination, reliability, system preservation, and technology objectives, as well as connectivity and travel choices. |
| **CAMPO** | Luling Transportation Study | The study explored options for addressing congestion in downtown Luling, which experiences a high volume of through traffic from oil- and recreation-related trips. The study recommended upgrading the existing street, sidewalk, and signal infrastructure to address traffic and safety concerns in the near-term. The study also examined long-term options for creating a new roadway connection and recommended an alignment that directs drivers through downtown more efficiently. | The recommended improvements align with the 2050 RTP's mobility goal and the connectivity, economic development, and valuing communities objectives. The study's goal of safety aligns with the 2050 RTP's goal of safety and the crash reduction and vision zero objectives. |
| **CAMPO** | MoKan/Northeast Subregional Plan | The plan identified and evaluated design concepts for regional arterials in the Northeast subregion. Additionally, it proposed several concepts for the abandoned MoKan rail corridor, which runs from Georgetown to Austin and could act as a major regional connector. The plan focuses on vehicle mobility but notes that transit service could be accommodated in the future. | The study's goals are wide-ranging and align with the 2050 RTP's goals of safety, mobility, stewardship, economy, and equity. The recommended concepts most closely support the connectivity, value of time, and regional coordination objectives. |

| SOURCE | NAME OF STUDY OR PLAN | KEY TAKEAWAYS | IMPLICATIONS FOR 2050 RTP |
|---|---|---|---|
| **CAMPO** | San Marcos Transportation Corridors Study | The study established a vision for developing three key transportation corridors and three activity centers in San Marcos, which is growing rapidly at the midpoint between Austin and San Antonio. The study defined a dozen transects and four concept plans that identify roadway configurations and development characteristics for the corridors and centers. These design guidelines promote connectivity, traffic management, transit access, sense of place, safety, and the environment. | The study's goals are wide-ranging and align with the 2050 RTP's goals of safety, mobility, economy, and equity. The design guidelines most closely support the impact on access to opportunity, natural environment, economic development, human environment, valuing communities, and public health objectives. |
| **CAMPO** | Williams Drive Study | The study explored options for enhancing the mobility, safety, and livability of the Williams Drive corridor, which acts as both a suburban arterial and an activity center for Georgetown. The study recommended a wide range of infrastructure improvements to increase walkability, decrease vehicle congestion, and enhance the character of the corridor. These improvements include adding walking and biking facilities, improving intersections and signal timing, implementing design guidelines, and facilitating desired development. | The study's goals of enhancing multimodal operations and economic development align with the 2050 RTP's goals of mobility and economy and the access to opportunity and economic development objectives. Similarly, the goals of enhancing quality of life and encouraging context-sensitive development align closely to the valuing communities and impact on human environment objectives. |
| **CAMPO** | Austin Avenue Corridor Study | The Austin Avenue corridor is a busy, high-traffic corridor in Georgetown. The study analyzed existing conditions and previous plans and aims to enhance multimodal travel and economic development along the corridor. Austin Avenue is an important commercial, industrial, and residential corridor. Specific concepts were developed for each sub-area of the corridor. | Residents are concerned about congestion, safety, and walkability. Engagement showed that people are excited for more sidewalks, shared-use paths, better lighting, slower vehicle speeds, more transit services, and more bike lanes. Opportunities for placemaking are available along the corridor. Plans to reduce the number of lanes from four to two show improvements to travel time. |
| **CAMPO** | Project Readiness Program | The CAMPO Project Readiness Program is a partnership between CAMPO and the Texas Department of Transportation (TxDOT). The intent is to plan for future transportation needs on state-owned highways throughout the six-county CAMPO region. In 2021, CAMPO's Transportation Policy Board adopted 10 regional corridors to study and prepare for future multimodal transportation projects. These corridors connect significant and growing residential, employment, and activity centers throughout the region, experience higher-than-average crash rates, and complement existing studies and projects throughout the region. | All the projects being studied through the CAMPO Project Readiness Program are regionally significant and would be eligible for consideration in the 2050 RTP. |

| SOURCE | NAME OF STUDY OR PLAN | KEY TAKEAWAYS | IMPLICATIONS FOR 2050 RTP |
|---|---|---|---|
| **FHWA** | USDOT SS4A Grants | The Federal Highway Administration (FHWA) has awarded several SS4A (Safe Streets and Roads for All) grants to the CAMPO region over the past few years:<br><br>**2022 Grants:** The total SS4A grant allocation for the CAMPO region included $22.9 million for the city of Austin and an additional $2.3 million directly to CAMPO. The city of Austin decided to use its SS4A implementation grant funding for major intersection safety projects, pedestrian hybrid beacons, low-cost, systemic safety treatments, and a safety education campaign on roundabouts and video analytics for safety analysis and evaluation. CAMPO's award is being used to develop a comprehensive safety action plan.<br><br>**2023 Grants:** In 2023, the city of Austin received $288,000 in SS4A grants. (Also, CAMPO's Transportation Policy Board reported receiving $3.32 million that year. Specific grant amounts awarded to Travis County are not detailed but were included in the overall funding.)<br><br>**2024 Grants:** Austin was awarded an additional $10.5 million for roadway crossing improvements at more than 50 locations. These improvements include rapid flashing beacons, pedestrian crossing islands, curb extensions, and pedestrian hybrid beacons, as well as a grade-separated crossing of I-35. | The projects funded by the SS4A grants will directly promote CAMPO's goal of increasing safety in the region for motorized and non-motorized users of the transportation system. |
| **AUS** | Austin-Bergstrom Airport Expansion & Development Program | Austin-Bergstrom Airport (AUS) is the main airport in the CAMPO region. This plan outlines existing conditions for air passenger travel and air cargo passing through the airport. Plans to expand the airport are intended to serve the projected growth in passengers and air cargo. | Passenger volume has tripled since 1999, and the annual growth rate from CY22 to CY23 was 4.3 percent. (The average for all U.S. airports was 10.9 percent.) While air cargo (measured by landed weight) has generally increased over the past 25 years, it decreased nationally from 2022 to 2023 by 5.5%. Landed weight of air cargo through Austin-Bergstrom decreased by almost 11.5% from 2022 to 2023. This decrease is likely to be reversed in coming years. The airport expansion program projects landed volume to increase by 15.2 percent by 2037. Increases in passengers and air cargo will lead to higher demand for transportation services and infrastructure serving AUS. |

# Transit and Rail Studies and Plans

| SOURCE | NAME OF STUDY OR PLAN | KEY TAKEAWAYS | IMPLICATIONS FOR 2050 RTP |
|---|---|---|---|
| **TxDOT** | Amtrak/Passenger Rail Corridor Studies | Three potential passenger rail corridors have been identified for development between San Antonio, Houston, and Dallas. Each corridor is detailed in a corresponding 2022 document as part of the Federal Railroad Administration's Corridor Identification and Development Program. The so-called "Texas Triangle" would serve two-thirds of the population of Texas and connect two of the most populous cities in the US, as well as the state capital. | All of the anticipated public benefits support the goals of the 2050 RTP. In particular, the studies noted increased safety, mobility, and accessibility for under-served populations, as well as economic growth and improved quality of life for Texans. |
| **CapMetro** | CapMetro Transit Plan 2035 | Transit Plan 2035 is CapMetro's blueprint for the future of public transportation in Central Texas. It includes a comprehensive evaluation of the area's transit system and changes to how people are traveling in the Central Texas region. The contents of the original plan is evolving, and a new version currently being drafted. It is expected to be completed by fall of 2025. The final plan will outline strategies to update transit services, upgrade infrastructure and better meet central Texans' needs over the next five to ten years. | This plan will support CAMPO's goal of creating a multimodal system, with integrated transportation options that provide residents with many options for efficient mobility. |
| **CARTS** | Transit Development Plan | The TDP provides a ten-year plan for rural transit service in the Capital Area, including proposed strategies and service improvements to enhance transit service for rural Texans. The service area has experienced notable population growth, and a majority of residents are considered transit dependent. CARTS' on-demand service, known as *NOW*, has been highly successful, and the TDP recommends implementing *NOW* in other counties and enhancing Country and Interurban service. | This plan supports the goals of the 2050 RTP by aiming to improve connectivity within rural areas and between rural and urban areas, which helps to improve access to opportunities for rural Texans. Further, the plan's focus on providing service in a sustainable manner aligns closely with the 2050 RTP's goals of fiscal constraint and flexibility. |
| **Austin Transit Partnership** | Austin Light Rail Implementation Plan | This plan recommends the alignment for a new light rail line in Austin, connects this recommendation to community engagement feedback, and details the federal Capital Investment Grant process for funding the project. | This plan explicitly links its recommendations to the goals of increased mobility through multimodality, economic growth through access to the transit network, and equity through transit service to BIPOC communities, affordable housing, lower income areas, and transit-dependent households. |
| **Austin Transit Partnership** | Austin Light Rail Phase 1 Project Coordination Plan | This plan describes how the Federal Transit Administration and Austin Transit Partnership will divide environmental review responsibilities and provide opportunities for agency and public participation in and comment on the environmental review process. | This document focuses on agency coordination to address stewardship via project impact on the environment. It also details public involvement goals, which address the 2050 RTP goal of equity through system evolution that is respectful to communities. |

# TxDOT Studies, Plans and Processes

| SOURCE | NAME OF STUDY OR PLAN | KEY TAKEAWAYS | IMPLICATIONS FOR 2050 RTP |
|---|---|---|---|
| **TxDOT** | Unified Transportation Program | The UTP directs funding for projects across the state over the next 10 years. The 2024 UTP has three goals: promoting safety, preserving assets, and optimizing system performance. The Austin District is programmed to receive over $4 billion in funding for strategic priority projects and roughly $1 billion each for preventative maintenance and rehabilitation, metropolitan and urban area corridor, and statewide connectivity corridor projects. Mitigating congestion is a key priority for TxDOT and the Austin District is programmed to receive more funding than any other district for congestion-related strategic projects. The UTP includes the I-35 Capital Express Central project, which includes non-tolled managed lanes and operational and safety enhancements. Additionally, it includes upgrades to roadways such as SH 71, US 281, SL 360, and RM 620. | TxDOT's focus on improving system performance by mitigating congestion aligns with the 2050 RTP's goal of mobility and the travel choices, connectivity, and value of time objectives. Both the UTP and the 2050 RTP prioritize safety through the former's fatality-related performance measures and the latter's crash reduction and vision zero objectives. The UTP also emphasizes preservation, which is captured by the 2050 RTP's goal of stewardship and the system preservation objective. |
| **TxDOT** | Draft Statewide Long-Range Transportation Plan | The SLRTP provides high-level strategic direction for TxDOT's statewide planning efforts for the next 25 years. The draft SLRTP's vision is to "create an innovative multimodal transportation system that safely and efficiently moves people and freight and supports future growth." The SLRTP establishes eight strategies for achieving this vision, including improving system resiliency, leveraging technology, supporting freight, developing a multimodal system, and creating connections to jobs. Additionally, TxDOT projects that statewide VMT will increase over 40% by 2050 due to population and economic growth, with daily delay expected to triple. | The draft SLRTP's goals align closely with the 2050 RTP's goals, and each plan emphasizes safety, preservation and stewardship, mobility and connectivity, and economy. There are similar connections between the objectives in each plan, including improving security and resiliency, optimizing transportation operations, and increasing access to opportunity. The SLRTP identifies resilience, sustainability, technology, and innovation as emerging trends, which are connected to the 2050 RTP's natural environment and technology objectives. |
| **TxDOT** | Texas Delivers 2050: The Texas Freight Mobility Plan | The TFMP provides high-level strategic direction for statewide freight planning efforts. The plan focuses on the state's multimodal freight network, which includes I-35 and the Austin-Bergstrom International Airport, and envisions Texas as a "leader in delivering first-in-class multimodal goods movement … through safe, secure, and resilient supply chains." The recommended policies support multimodal connectivity, urban freight movement, economic development, security and resiliency, asset preservation, innovation, and many other outcomes. | The plan's goals are wide-ranging and align closely with each of the goals in the 2050 RTP. In particular, the recommendations support the connectivity, reliability, value of time, flexibility, fiscal constraint, and system preservation objectives. |

| SOURCE | NAME OF STUDY OR PLAN | KEY TAKEAWAYS | IMPLICATIONS FOR 2050 RTP |
|---|---|---|---|
| **TxDOT** | I-35 Capital Express Program | The I-35 Capital Express Program makes improvements to 28 miles of I-35 through Austin and the vicinity through the addition of managed lanes, ramp extensions, frontage road improvements, and bicycle/pedestrian paths. | The improvements to I-35 through Austin are intended to improve mobility via highway throughput, mode choice through the provision of express lanes, increase safety for bicyclists and pedestrians via crossing and path improvements, and increase the life cycle of the I-35 system. Construction on the I-45 Capital Express Program has begun and is expected to conclude by 2032. |
| **TxDOT** | Statewide Active Transportation Plan | This is a new plan that was not yet available at the time of the 2050 RTP. This plan will guide active transportation planning across the state and provide recommendation to implement priorities and policies through 2050. | This plan is still in progress and will not have any implications for the 2050 RTP until published. |
| **TxDOT** | Statewide Transit Plan | This is a new plan that was not yet available at the time of the 2050 RTP. This plan will focus on all current and emerging public transportation modes and identify gaps, needs, and potential solutions for the state of Texas through 2050. | This plan is still in progress and will not have any implications for the 2050 RTP until published. |
| **TxDOT** | Resilience Plan | This is a new plan that was not yet available at the time of the 2050 RTP. This plan will provide a framework for understanding resilience in the context of the transportation system in Texas, assess risks, and develop implementation strategies to improve resiliency across the state. This plan is informed by other TxDOT plans such as the Long-Range Transportation Plan and the Freight Mobility plan. | This plan is still in progress and will not have any implications for the 2050 RTP until published. |
| **TxDOT** | Austin District Studies | Austin District studies and plans assess each project for its ability to efficiently improve mobility while maintaining cost-effectiveness and limiting impact on the surrounding environment. These studies and plans include a number of corridor studies in Austin, including the SH 71 East Corridor Study to construct new bridges and the Oak Hill Parkway for long term improvements. TxDOT also includes studies on intersections and other mobility improvements across the district, including multiple US 290 West Projects and Studies and a roundabout study in Kyle. | These studies and plans vary by project, but the major projects should be considered in comparison to the 2050 RTP goals and objectives. Overall, most projects aim to reduce congestion, improve mobility, and provide stewardship for the region. |
| **TxDOT** | Triennial Highway Safety Plan | TxDOT has published this plan to address key safety concerns on its highways. It highlights several critical factors that require targeted efforts, including impaired driving, motorcyclists, seat belt use, speeding, and distracted driving. These factors contribute to higher statewide highway fatality and injury rates. The plan lists Austin and Travis County (outside city limits) among the "Top 25 Most Wanted" jurisdictions based on three-year crash data related to these factors. Consequently, TxDOT encourages these areas to submit proposals for highway safety grants, which are evaluated based on safety metrics defined in the plan. | This plan focuses on safety improvement strategies that can be applied to highways throughout the CAMPO region. Specifically, it uses fatality and injury crash data to gauge progress toward improved traffic safety, aligning with CAMPO's stated goal of reducing severity and frequency of crashes in the region. |

| SOURCE | NAME OF STUDY OR PLAN | KEY TAKEAWAYS | IMPLICATIONS FOR 2050 RTP |
|---|---|---|---|
| **TxDOT** | TxDOT Carbon Reduction Strategy | This plan supports efforts to reduce carbon dioxide (CO2) emissions. State agencies are required to work with MPOs to reduce emissions, identify projects that can reduce emissions, support reducing emissions throughout the state, and ensure projects are appropriate given population density and the context of the state. | Emissions in Texas increased 85 percent since 1970. TxDOT plans to integrate carbon reduction strategies into TxDOT and MPO planning processes, strengthen partnerships with MPOs, engage MPOs in implementation, and develop performance measures and targets. TxDOT's strategies to reduce emissions include using advanced technologies to improve traffic flow, implementing TDM programs, supporting active transportation travel, increasing the attractiveness of public transit, constructing infrastructure that produces fewer emissions, facilitating low-carbon fuel transition and electric vehicle transition, and reducing the impacts of freight movement. |
| **TxDOT** | Transportation Emissions Reduction Plan | Effective September 1, 2021, as part of Texas State House Bill 4472, the Transportation Emissions Reduction Plan (TERP) provides funding for TxDOT projects focused on congestion mitigation and air quality improvements in nonattainment areas and affected counties. Calculations were completed estimated the volume of traffic per day, emissions reduced in tons per day, and emissions reduction cost-effectiveness in dollars per ton. | Three projects in the CAMPO area were funded. The first project constructed a new four-lane overpass on Round Rock Avenue (RM 620) over Georgetown Railroad. The second project will construct a four-lane divided rural surfaced median with continuous left turn lane shoulders on SH 71 from the Blanco County line to 0.4 miles west of RM 2322. The third project will construct ramp revisions, intersection improvements, and convert frontage roads to one-way roads along IH 35 from FM306 to Hays and Comal County Lane. |

# Appendix N

# Public Comments and Survey Responses

# Appendix O

# Fiscal Constraint Analysis Memorandum

# FISCAL CONSTRAINT ANALYSIS MEMORANDUM

## Introduction

Creation of a financially constrained planning process is a primary federal requirement of RTP development. The financial constraint development process for the 2050 RTP consists of two primary tasks – (1) the identification and scoring of projects and (2) the estimation of revenues. Revenue forecasts are based on current Federal, state, and local funding programs that support transportation-related investments to gain a complete picture of the region's potentially available transportation funds over the timeframe of the RTP. Local jurisdictions and agencies considered include cities, counties, transit agencies, and tolling authorities. The historical funding sources that have been utilized (or programmed) by the Capital Area Metropolitan Planning Organization (MPO), Texas Department of Transportation (TxDOT), and local member jurisdictions are described in the following sections. Revenue forecasts are presented in three programming tiers:

- 2025-2030 - Includes the Transportation Improvement Program (TIP) (2025-2028) and a portion of the Unified Transportation Program (UTP) (2029-2030)
- 2031-2040 - Includes the remainder of the UTP (2031-2034)
- 2041-2050

While project funding is not allocated in the Regional Transportation Plan (RTP), the RTP and project listing play an important role in federal and state funding decisions and administrative processes. The 2050 RTP fiscal limit establishes the available revenues from which to allocate financially constrained projects within the life of the plan.

## Methodology

### FHWA AND TXDOT FUNDING SOURCES

The following methodology was used to determine the appropriate Federal and State funding sources to reference for the revenues within the RTP:

- **Step 1:** Pull Federal/State Revenues from the FY 2025-2028 TIP.
- **Step 2:** Pull historic revenues available during the years of the FAST act legislation.
- **Step 3:** Calculate the annual average allocation for each category using the historic revenues from the FAST Act as a starting point for all years outside of the TIP.
- **Step 4:** Apply a 2% revenue inflation value and forecast through 2050.

Based on the methodology described above, it is estimated that there will be approximately $19.5 billion dollars of federal and state investment in the CAMPO area from 2025 to 2050. This estimate includes funding projections for Categories 2, 4, 7, 9, 10, 11, and 12.

| Revenue Band | |
|---|---|
| 2025-2030 | $ 6,562,143,213 |
| 2031-2040 | $ 5,860,635,468 |
| 2041-2050 | $ 7,144,081,934 |
| Total | $ 19,566,860,615 |

# Transit Funding Sources

Transit funding was developed based on consultation with Capital Metro, Austin Transit Partnership, and CARTS. Transit revenues are divided between capital revenues and operations/maintenance revenues.

Between 2025 and 2050, there is an estimated $26 billion available for transit when considering all of the funding areas described above. This number is inclusive of the anticipated federal funding associated with the proposed Project Connect light rail facilities. It should be noted that these funding estimates are developed based on estimates for system resource needs, meaning that they are expected to be fully expended during the life of the RTP.

| Revenue Band | CARTS | CAPMETRO | | | ATP | |
|---|---|---|---|---|---|---|
| | Capital | O&M | Capital | O&M | Capital | O&M |
| 2025-2030 | $17,505,488 | $48,118,409 | $684,360,220 | $2,030,213,162 | $4,707,599,600 | - |
| 2031-2040 | $34,219,865 | $94,062,242 | $1,337,792,720 | $3,968,676,598 | $4,362,884,600 | - |
| 2041-2050 | $41,713,824 | $114,661,349 | $1,630,761,861 | $4,837,794,628 | $2,758,443,800 | - |
| Total | $93,439,177 | $256,841,999 | $3,652,914,801 | $10,836,684,388 | $11,828,928,000 | - |

# Regional Tolling Authorities

There are multiple tolling authorities in the CAMPO region, including CTRMA and the SH 130 Concession Company. Revenues and expenditures for all tolling authorities in the region were treated as a closed system, meaning all expenditures were assumed to be funded by revenues generated by the respective tolling authority. These assumptions were confirmed based on conversations with CTRMA and the SH 130 Concession Company.

# Local Funding Sources

To accurately assess the local portion of revenue estimation for jurisdictions in the CAMPO planning area as part of the RTP process, the approach considers various current and historical sources of funding, documented in municipal budget documents and capital improvement programs. The funding levels were examined for each jurisdiction with a population over 50,000. Historic and forecasted funding levels were leveraged to estimate local revenue levels for transportation projects through the horizon year of 2050. Local jurisdictions were engaged through a series of interviews and email correspondence, and given the opportunity to affirm, clarify, or modify the assumptions used in forecasting capital revenue within their jurisdiction.

Based on the analysis performed on local jurisdiction revenues, the RTP estimates a total of $22 billion available for transportation capital projects between 2025 and 2050. This estimate includes revenues drawn from general funding and bond initiatives.

| Revenue Band | |
|---|---|
| 2025-2030 | $ 4,433,742,514 |
| 2031-2040 | $ 8,293,454,243 |
| 2041-2050 | $ 9,423,428,158 |
| Total | $ 22,150,624,915 |

# Next Steps

The compiled revenue forecast and the cost estimates associated with eligible projects will ultimately be used in tandem to establish a fiscal constraint for the CAMPO area. As prioritized projects are aligned with available revenues, the fiscal constraint analysis will identify the projects anticipated to receive funding during the life of the 2050 RTP. Projects that are unable to be funded by 2050 will be classified as unfunded needs but will remain in the RTP illustrative project list for future consideration.

# Appendix P
# Equity Analysis Memorandum

# EQUITY ANALYSIS MEMORANDUM

## Background

The equity planning task of CAMPO's 2050 Regional Transportation Plan (RTP) involves revisiting how social equity emphasis areas are identified in the region. In the 2045 RTP, CAMPO used a framework to identify Vulnerable Populations. This framework combined seven demographic measures to create a vulnerability score for each census block group. These measures include low-income populations, minority populations, senior populations, school-aged populations, disabled populations, limited English proficiency populations, and zero-car households.[1] This approach is consistent with federal planning guidance (e.g., Title VI of the Civil Rights Acts of 1964).

This memorandum compares the approach taken in the 2045 RTP against current tools recommended by federal agencies: the United States Department of Transportation (USDOT) and the White House Council on Environmental Quality. We recommend an updated approach that incorporates the new tools and methodologies used by federal agencies. The new methodology expands the analysis to include a wider range of disadvantage indicators and aligns with the USDOT Justice40 program policy and funding eligibility requirements. A hybrid approach consistent with that outlined in the 2050 RTP or the ETC methodology should be considered for all planning processes that have federal involvement, particularly when soliciting and selecting projects for inclusion in the TIP.

If CAMPO decides to adopt a fully ETC-dependent approach, this should be implemented during its next RTP update cycle.

## Justice40

Justice40 was created in January 2021 (after the 2045 RTP was adopted) when President Joe Biden signed an executive order to address environmental justice and prioritize equity in federal climate and environmental policies and programs. USDOT's Justice40 initiative aims to promote equity by ensuring that 40 percent of the benefits from grants, initiatives, and other programs are allocated to disadvantaged communities. In support of this initiative, the federal government has built a few tools to analyze the environmental justice impacts on disadvantaged populations, but recommends the use of the Equitable Transportation Communities Explorer (ETC) tool, which focuses on transportation-related environmental justice issues. This tool utilizes census data to help users understand how local communities experience transportation disadvantages. Using this dataset enables the consistent identification of communities that face transportation-related inequities, aligning with various federal policies beyond transportation.

The ETC tool was designed to build upon the White House Council on Environmental Quality (CEQ) Climate & Economic Justice Screening Tool (CEJST)[2]. This tool provides users with deeper insight into the transportation disadvantage component of CEJST. The ETC Explorer also includes a transportation insecurity component, which will help ensure the benefits of DOT's investments are addressing the transportation-related causes of disadvantage. USDOT's ETC Explorer is not a binary tool indicating whether a census tract is considered disadvantaged; it is a dynamic tool that allows every community in the country to understand how it is experiencing a burden that transportation investments can mitigate or reverse.[3]

[1] 2045-RTP-Summer-Update.pdf (campotexas.org)
[2] Screening Tool
[3] USDOT Equitable Transportation Community (ETC) Explorer

To analyze environmental justice under the Justice40 program, USDOT, in collaboration with the White House CEQ, developed an index of 22 indicators grouped into 5 categories to define social disadvantage. For simplicity in this document, we refer to the areas identified by these indicators and tools as "historically disadvantaged communities" or HDCs. USDOT has gathered and utilized a wide range of public data, including census data and data from other federal agencies, to comprehensively understand social disadvantage beyond traditional assessments based solely on race and income. The result is a normalized score for each census tract in the United States indicating the relative disadvantage of a tract.

Even with the use of comprehensive indicators measuring present conditions, it is important to acknowledge that social outcomes are the result of historical processes that continue to unfold, and some areas remain marginalized for extended periods. In areas with high poverty rates, residents often face significant obstacles to well-being, including insufficient infrastructure and support services. Incorporating temporal information would allow for more effective identification of areas with greater developmental needs. In recognition of this need, USDOT's implementation of the Justice40 initiative also includes the Areas of Persistent Poverty (AoPP) program, which directly addresses the longitudinal economic condition of areas in the United States. As defined by the Bipartisan Infrastructure Law, a census tract qualifies as an AoPP if it has a poverty rate of at least 20 percent.[4] However, the AoPP measures are not part of the definition of HDCs.

Race is also not included as one of the Justice40 indicators. This exclusion can create limitations when considering the effects of race-based policies, such as the loss of inter-generational wealth due to displacement caused by interstate construction or property devaluation resulting from redlining. However, this approach was taken within Justice40 to develop a definition that can withstand legal challenges while still providing a rigorous assessment of disadvantage. Other states have also adopted similar strategies to make their policies defensible, recognizing that other indicators can serve as proxies for race.

# The HDC Index

## Transportation Insecurity Indicators

The Transportation Insecurity score is a measure of how accessible, affordable, and safe the transportation system is, based on the following indicators:

- Transportation access, which is informed by lack of a personal vehicle, commute time, drive and walk times to point of interest, jobs within a 45-minute drive, and transit frequency per square mile.
- Transportation cost burden, which is informed by individual and household income, hourly income, time value of money, household vehicle miles traveled, cost of gas, vehicle miles per gallon, cars per household, transit and non-transit users, and annual costs of transit and auto ownership.
- Transportation-related fatalities per 100,000 people.

## Climate and Disaster Risk Burden Indicators

The Climate and Disaster Risk Burden score is a measure of how much an area is expected to bear the cost of climate change and natural disasters. The score is established using several indicators:

- Annualized hazard losses, which are the average dollar-measured economic loss from natural hazards each year.
- Impervious surfaces.
- Future extreme weather risk. Weather events include increased and more intense hot days, rainy days, dry days, and coastal inundation.

## Environmental Burden Indicators

The Environmental Burden score is a measure of how much an area bears the burden of various types of pollution resulting from the built environment and nearby land uses. The score is established by an extensive list of factors, including:

- Levels of ozone and PM 2.5 (inhalable particles measuring 2.5 micrometers and smaller).
- Diesel particulate matter.
- Air toxics cancer risk.
- Proximity to hazardous sites, toxic release sites, treatment and disposal sites, sites requiring a Risk Management Program as outlined in the Clean Air Act, coal and lead mines, high-volume roads, railways, airports, and ports.
- Impaired surface water.
- Pre-1980 housing which may have lead-based paint and other environmental hazards.

## Health Vulnerability Indicators

The Health Vulnerability score is a measure of the prevalence of poor health outcomes resulting from pollution, as well as built environment factors such as auto-centric land use patterns and long commute times. The score is measured using the prevalence of asthma, cancer, high blood pressure, diabetes, and low mental health.

## Social Vulnerability Indicators

The Social Vulnerability score is a measure of unfavorable social conditions in an area, based on housing, income, access to utilities, education, and other factors. The score is calculated using several indicators:

- Socioeconomic status, including the percentage of people living below the 200% federal poverty line, people with no high school diploma, unemployment, percentage of people that rent their home, housing cost burden, uninsured percentage, lack of internet access, and endemic income inequality.
- Household characteristics, including population over 65 and under 17, disability, limited English proficiency, and mobile homes.

# Comparison of Methodologies

CAMPO's vulnerability analysis used seven demographic measures to create a composite vulnerability score by census block group. These measures are low-income populations, minority populations, senior populations, school-aged populations, disabled populations, limited English proficiency populations, and zero-car households. CAMPO calculated three scores based on different weighting schemes.

The first scheme weighs low-income and minority populations more heavily; they make up half of the cumulative score. The second scheme gives an equal weight to every measure. The third scheme weighs low-income and minority households most heavily, followed by zero-car households; disabled, limited English proficiency, senior, and school-aged populations receive the lowest weight. The third scheme was CAMPO's preferred weighting during the 2045 RTP. As such, that scheme is used as a comparison point.

# Results

The Vulnerable Populations identified using CAMPO's 2045 RTP methodology align partially with the disadvantaged communities identified by ETC (see **Figure 1** and **Figure 2**). Both methods favor tracts with large low-income populations, and the other demographic measures used by CAMPO are often correlated with the burdens used by ETC. However, there are some tract-level differences between the two maps. These are generally cases where CAMPO categorizes a tract as vulnerable, but ETC does not consider it to be disadvantaged. Additionally, CAMPO separates tracts into five categories, while ETC separates them into two categories. This means that the alignment between the two maps varies depending on how many categories are included.

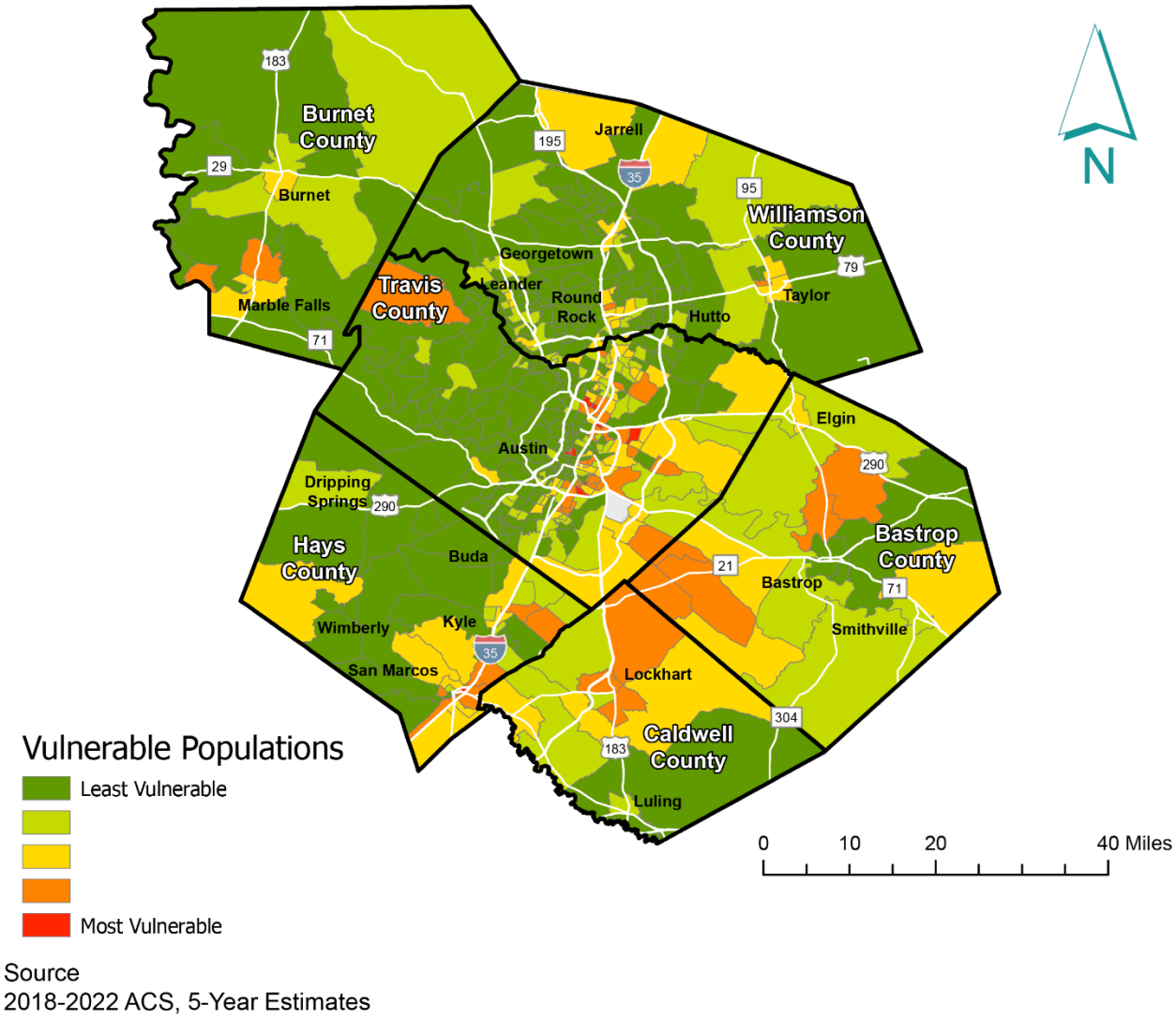
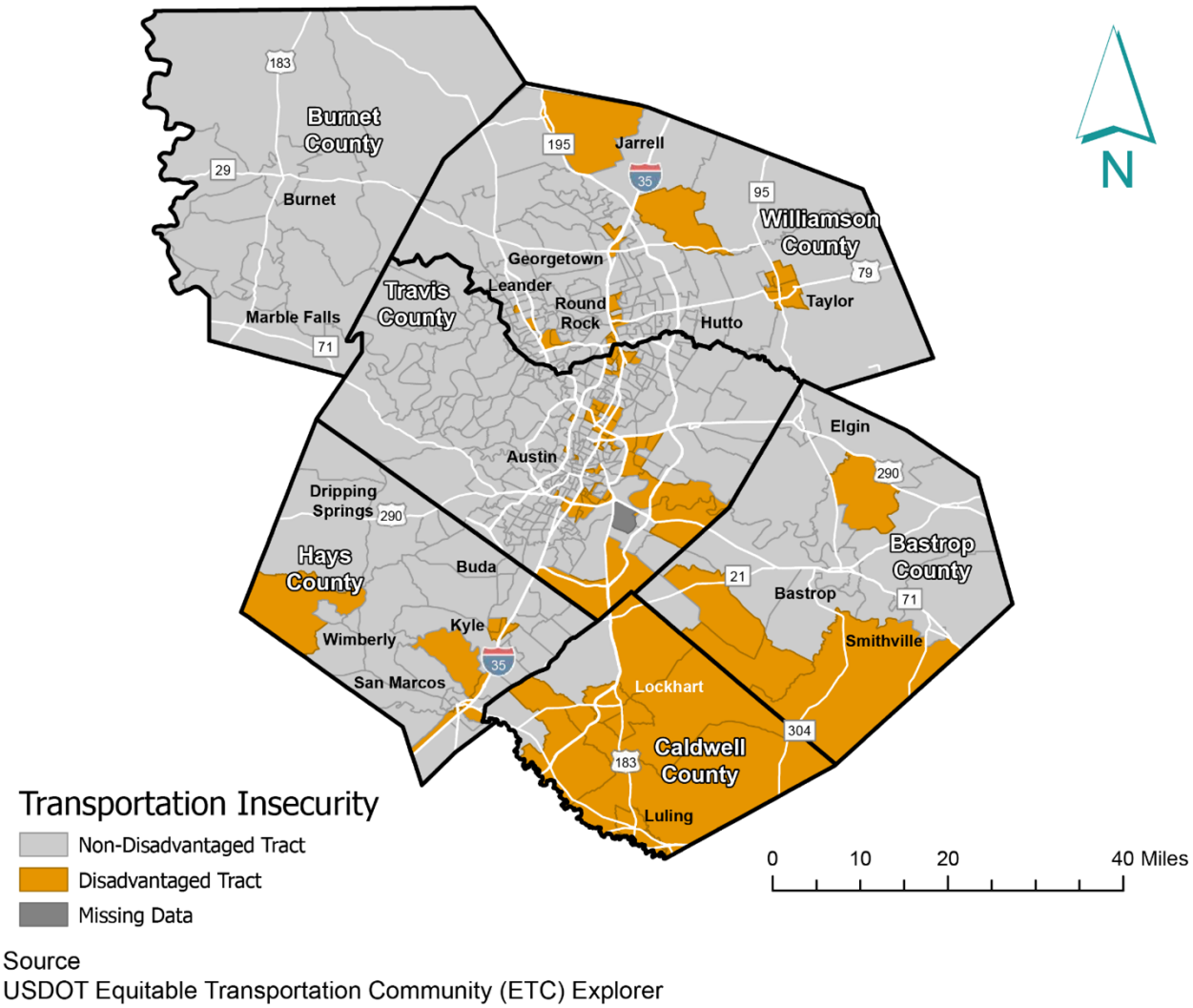


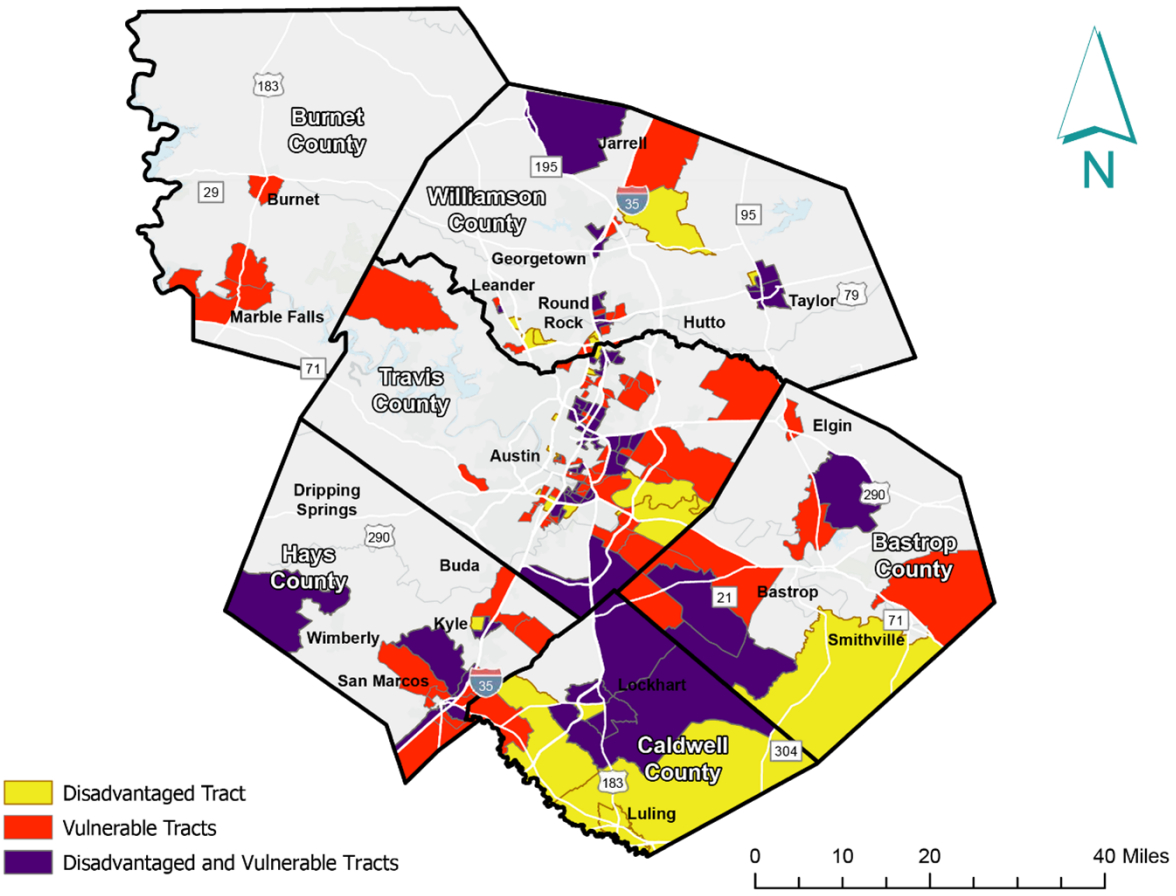

**Figure 1.** Vulnerable Populations




Source
USDOT Equitable Transportation Community (ETC) Explorer

**Figure 2.** ETC, Transportation Insecurity, Disadvantaged Tracts

**Figure 3** compares census tracts identified as Vulnerable Populations by CAMPO with those identified as disadvantaged communities by ETC (tracts in the top three categories from CAMPO's analysis are labeled vulnerable for the purpose of this map). Tracts that are considered both vulnerable and disadvantaged are shown in dark purple.




Source
2018-2022 ACS, 5-Year Estimates
USDOT Equitable Transportation Community (ETC) Explorer

**Figure 3.** Comparison of Disadvantaged and Vulnerable Tracts

Under ETC, rural areas in southern Caldwell County, southern Bastrop County, and southern Travis County are now considered disadvantaged, along with suburban areas to the east and north of Austin. Select tracts within the Austin metropolitan area, Burnet County, Bastrop County, and some rural tracts in Williamson and Hays Counties are not considered disadvantaged.

# Measuring Impacts on Equity – Recommendations for the 2050 RTP

In addition to mapping the locations of HDCs and Vulnerable Populations, evaluating the impacts of the plan requires a comprehensive and iterative process that involves continuous assessment and improvement. To guide CAMPO in this process, the following steps can be considered throughout the development of the RTP:

**Engage with underserved communities:** Reach out to these communities to understand their needs and priorities. This engagement will help ensure that their perspectives are taken into account when evaluating the impacts of transportation projects.

**Collect and disaggregate data:** Gather data on safety, mobility, health impact, and community perceptions, and ensure that it is disaggregated by different population groups. This will allow for a deeper understanding of how specific populations are affected by the project.

**Identify problems and implement improvements:** Analyze the data collected to identify any problems or deficiencies in the project's impacts. Take action to address these issues and make improvements that benefit underserved communities.

**Report back to the community:** Keep the community informed about the positive and negative changes resulting from transportation investments. Transparency is key in building trust and demonstrating the effectiveness of countermeasures.

**Establish systematic and equitable maintenance policies:** Ensure that maintenance policies are in place to address any equity concerns that may arise during the project's lifespan. This will help maintain equitable impacts over time.

**Plan for data collection and analysis:** Develop a plan for collecting and analyzing data before, during, and after the project planning and development period. Determine what types of data to collect, when to collect it, and how to use it to measure equity impacts.

**Learn from experience and adjust:** Continuously learn from the evaluation process and adjust design and implementation approaches in the future. This will help CAMPO reach safety and equity goals more effectively.

**Recognize and communicate challenges:** Acknowledge that problems may arise during the implementation phase and build in flexibility to make changes along the way. Communicate these challenges to the community and stakeholders to manage expectations and ensure transparency.

# FHWA Guidance and US DOT Safety Action Plan

Additionally, the FHWA recommends the following metrics for measuring impact for a variety of project types (many of which are already incorporated into CAMPO's planning process):

### SAFETY METRICS

- Crash fatalities and serious injuries. Since a relatively small number of deaths and serious injuries occur at specific locations, these metrics may require long-term evaluation periods and a network-level focus.
- Safety surrogate variables may be used to evaluate the impact of a specific project over a shorter time period. These include interactions between road users related to crash risk or severity (e.g., driver yield behavior, bicyclist position and maneuvering, and conflicts or near misses between motorists and pedestrians).
- Perceptions of safety and comfort as measured through surveys, questionnaires, and road safety audits provide key information on how people experience changes to the roadway.

### ACCESSIBILITY AND MOBILITY METRICS

- Increases in walking or rolling and bicycling
- Network of pedestrian facilities that are accessible to people with disabilities
- Better on-time performance of transit service
- Effective routing and stop placement for transit services
- Improved access to key services and destinations for underserved communities
- Motor vehicle volumes
- Curb use that promotes safe mobility for all users
- Right-of-way use for vulnerable road users

### HEALTH IMPACT METRICS

- Air quality
- Noise and sound pollution
- Hospital data
- Emergency response and access
- Climate (and related) impacts
- Access to health services
- Access to active transportation opportunities

### COMMUNITY PERCEPTION AND FEEDBACK METRICS

Qualitative methods to assess community responses and perceptions following a project can provide valuable context for more quantitative analyses:

- Interviews or intercept surveys
- Phone surveys
- Web-based surveys
- Focus groups
- Walk audits/assessments
- Wheelchair audits/assessments
- Wayfinding audits/assessments
- Public forums
- Pop-ups and other techniques that meet community representatives where they are

The USDOT published its Equity Action Plan in 2023. As part of this action plan, the USDOT identified the following performance indicators to measure its progress toward increasing equitable impacts:

- Increase USDOT direct contract dollars to small, disadvantaged businesses to an aspirational goal of 20% by FY25.
- Increase in the number of State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) officially adopting a quantitative Equity Screening component to their Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) development processes to incorporate community vision and need in project selection and design.
- Increase in the number of meaningful and representative public participation engagements held by MPOs and State DOTs in the development of STIPs and TIPs in rural and urban communities.
- Increase in the number of USDOT discretionary grant applicants from disadvantaged communities in urban and rural areas who have never applied for USDOT funding before.
- Increase in the number of new projects in disadvantaged communities utilizing formula funds added to Statewide Transportation Improvement Programs (STIPs) and Transportation Improvement Programs (TIPs).
- Reduction in transportation travel cost as a percent of income.
- Reduction in transportation travel time.
- Increase in access to key destinations, including work, education, grocery stores, health care.
- Increase in mobility measured by number of trips at the individual level.

When creating the 2045 Regional Transportation Plan, CAMPO used a planning process that prioritized fair treatment and meaningful involvement for all residents. Per federal regulations, CAMPO is required to look at disproportionate impacts on low-income and minority populations on the proposed program as part of an Environmental Justice (EJ) analysis. CAMPO's traffic demand model TAZs were compared against the disadvantaged populations identified to highlight TAZs that contain disadvantaged populations.

## *EJ Analysis*

Chapter 5 provides a comparison of the vulnerable and/or disadvantaged areas identified by the methodology described in this appendix. These areas are evaluated by the average trip lengths and travel times by vehicle and by transit. Each of these metrics are compared to the base year and future year conditions.

In addition to these metrics, this analysis follows current guidance from USDOT by expanding CAMPO's approach to EJ analysis. This approach also includes an analysis of travel cost as a percent of income and access to key destinations.

# Conclusion

Beginning in October 2023, USDOT and other federal agencies started using ETC as their primary tool for identifying disadvantaged communities when making covered investments under covered programs. The White House defines covered investments in their interim guidance and USDOT identifies covered programs on their website. [6/7]

CAMPO is not required to use ETC since it is a regional body. However, CAMPO is responsible for determining which projects to include in the Transportation Improvement Program (TIP) and are eligible for federal funding. Justice40 may impact how USDOT distributes funding to transportation projects and which projects are selected. If CAMPO's definition of disadvantaged communities differs from USDOT's definition and CAMPO subsequently prioritizes projects based on its own definition, there could be implications for how federal funding is allocated to projects in the region.

The 2050 RTP has leveraged both CAMPO's existing Vulnerable Populations analysis and the ETC tool to assist with the project call for member jurisdictions and also to assist with project prioritization. To ensure consistency, CAMPO should carry the Vulnerable Populations analysis through the remainder of the RTP while blending the vulnerable populations analysis with the Justice40 guidance using ETC to define disadvantaged communities.

Following the completion of the RTP, CAMPO should consider whether it makes more sense to fully migrate to the ETC disadvantaged communities methodology. A hybrid approach consistent with that outlined in the 2050 RTP or the ETC methodology should be considered for all planning processes that have federal involvement, particularly when soliciting and selecting projects for inclusion in the TIP. If CAMPO decides to adopt a fully ETC-dependent approach, this should be implemented during its next RTP update cycle. Since the Council on Environmental Quality (CEQ) has already identified disadvantaged communities across the United States using ETC, CAMPO would simply need to replace its existing vulnerable populations analysis with the ETC dataset. Additionally, it would need to update its internal process for soliciting and selecting projects for the TIP. Since the next RTP is still several years away, CAMPO could consider incorporating ETC into other planning processes, programs, or other efforts where it may be beneficial.

# Appendix Q

# Performance Measures Report and Resolution

# Performance Measure Report

2024

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

## Background

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

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

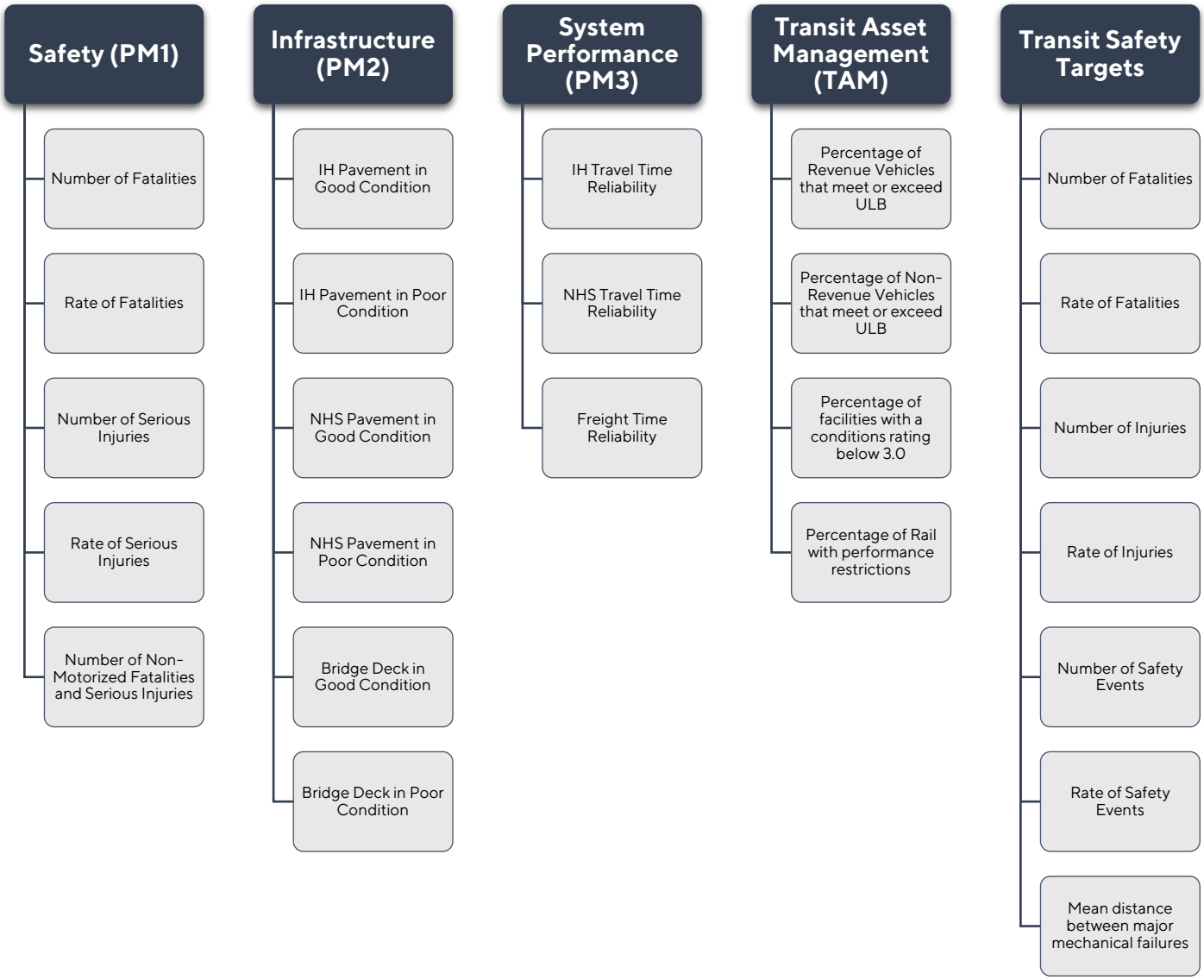
- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

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

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

## Summary

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




## Safety Performance Measures (PM1)

The Transportation Policy Board currently supports the state's efforts and has adopted the Safety targets set by the Texas Department of Transportation (TxDOT). The table below details the

statewide safety numbers which are supported by the priorities of the Transportation Policy Board and project investment. Targets are set annually, both at the state and local level, and are adjusted based on the previous year's safety information and policy changes. Please refer to CAMPO's performance measure dashboards for more information on regional performance.

| Safety (PM1) | Current Target | 2024 Target | 5-Year Rolling Average Target |
|---|---|---|---|
| Number of Fatalities | 3,159 | 3,046 | 3,046 |
| Rate of Fatalities | 1.20 | 1.14 | 1.14 |
| Number of Serious Injuries | 17,819 | 17,062 | 17,062 |
| Rate of Serious Injuries | 6.77 | 6.39 | 6.39 |
| Number of Non-Motorized Fatalities and Serious Injuries | 2,357 | 2,357 | 2,357 |

Please note, in addition to the calendar year targets, TxDOT sets a rolling 5-year target for each of the performance measures that is adjusted every year based on the actual safety data available from the previous year. These 5-year average targets represent the overarching safety goals set forth by the Texas Transportation Commission, namely a specific percentage reduction over the 5-year period. The new calendar year targets are calculated each year to support the rolling 5-year average targets. Because the calendar year targets are the actual targets needed for the current year to achieve the rolling 5-year average, the Transportation Policy Board adopts the calendar year targets.

## Pavement and Bridge Conditions (PM2)

The Transportation Policy Board evaluates the general condition of the regional transportation system by establishing minimum condition standards and setting targets conditions for pavement and bridges. The Transportation Policy Board currently supports the state's efforts and has

adopted the Pavement and Bridge Performance Measures (PM2) targets set by the Texas Department of Transportation. Please refer to CAMPO's performance measure dashboards for more information on regional performance.

| Infrastructure (PM2) | Current Target | Baseline | 2-Year Target | 4-Year Target |
|---|---|---|---|---|
| IH Pavement in Good Condition | 66.5% | 64.5% | 63.9% | 63.6% |
| IH Pavement in Poor Condition | .2% | .1% | .2% | .2% |
| NHS Pavement in Good Condition | 54.1% | 51.7% | 45.5% | 46% |
| NHS Pavement in Poor Condition | 14.2% | 1.3% | 1.5% | 1.5% |
| Bridge Deck in Good Condition | 50.4% | 49.2% | 48.5% | 47.6% |
| Bridge Deck in Poor Condition | 1.5% | 1.1% | 1.5% | 1.5% |

Please note, in updating this year's performance measure targets for PM2, the Texas Department of Transportation (TxDOT) has set 2 and 4-year targets for 2022 through 2025. These targets were set utilizing the most recent data available (baseline) regarding performance metrics.

## System and Freight Performance (PM3)

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

CAMPO's performance measure dashboards for more information on regional performance.

| System Performance (PM3) | Current Target | Baseline | 2-Year Target | 4-Year Target |
|---|---|---|---|---|
| IH Travel Time Reliability | 70.0% | 84.6% | 70% | 70% |
| NHS Travel Time Reliability | 70.0% | 90.3% | 70% | 70% |
| Freight Time Reliability | 1.76% | 1.39 | 1.55 | 1.55 |

Please note, in updating this year's performance measure targets for PM3, the Texas Department of Transportation (TxDOT) has set 2 and 4-year targets for 2022 through 2025. These targets were set utilizing the most recent data available (baseline) regarding performance metrics.

## Transit Asset Management (TAM)

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

| Transit Asset Management (TAM) | Current Target | 2023 Target |
|---|---|---|
| Percentage of Revenue Vehicles that meet or exceed ULB | <15% | <15% |
| Percentage of Non- Revenue Vehicles that meet or exceed ULB | <15% | <15% |
| Percentage of facilities with a conditions rating below 3.0 | <15% | <15% |
| Percentage of Rail with performance restrictions | 0% | 0% |

Note that regional transit providers approach Transit Asset Management target setting differently; whereas some providers set specific targets for their asset classes, others set a more generalized range in their Transit Asset Management Plans. Because of this, CAMPO adopts an overall range that is inclusive of both the agency specific targets and set ranges across providers.

## Transit Safety Targets

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

| Transit Safety Targets | Current Targets | 2024 Targets |
|---|---|---|
| Number of Fatalities | 1 | 0 |
| Rate of Fatalities | 0 | 0 |
| Number of Injuries | 65 | 65 |
| Rate of Injuries | 0.54 | .35 |
| Number of Safety Events | 85 | 85 |
| Rate of Safety Events | 0.195 | 0.195 |
| Mean distance between major mechanical failures | 17,200 | 17,200 |

## Performance Measure Resources

Transportation Performance Management (TPM) is a federally mandated strategic approach that uses system information to inform investment and policy decisions to achieve national performance goals. While target setting provides those critical benchmarks to measure success, it is the actionable investment decisions that directly impact the region. With that in mind, CAMPO has prioritized performance management in its investment strategies, planning activities, and has also developed digital tools to help provide real-time information and in-depth analysis regarding performance.

| Transportation Performance Management Resources | |
|---|---|
| **Project Selection Criteria** | Project selection process that included a significant focus on the prioritization of projects that provide significant safety benefits, specifically in a project's ability to directly reduce fatalities and serious injuries. |
| **Performance Measure Dashboards** | Comprehensive digital dashboards that provide the most up-to-date regional performance information. The dashboard provides users with the ability to do in-depth analyses on safety, performance, and pavement/bridge conditions |
| **Planning Activities** | CAMPO's planning activities from the Regional Transportation Plan and Transportation Improvement Program to the numerous regional and local studies include transportation performance management as an integral part of the planning process. Examples include:<br>• Regional Transportation Plan<br>• Transportation Improvement Program<br>• Regional Safety Plan<br>• Regional Freight Study<br>• Regional Bottlenecks/Interchange Study<br>• Mobile Emission Reduction Plan<br>• Local Studies |

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

# Resolution 2024-4-7

## Adoption of Performance Measure Targets and 2024 Performance Measure Report

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

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

**WHEREAS,** use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP); and

**WHEREAS,** part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA's Final Rulemaking; and

**WHEREAS,** by these rulemakings, CAMPO must adopt performance measure targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3), Transit Asset Management (TAM) and Transit Safety Targets; and

**WHEREAS,** CAMPO has updated its performance measure targets in the required areas as part of the 2024 Performance Measure Report; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to adopt the updated performance measures targets as reflected in the 2024 Performance Measure Report; and

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

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

The above resolution being read, a motion to adopt the updated performance measures targets as reflected in the 2024 Performance Measure Report as reflected was made on April 15, 2024 by Judge James Oakley duly seconded by Mayor Josh Schroeder.

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

Nays: None

Abstain: None

Absent and Not Voting: None

SIGNED this 15th day of April 2024

Cynthia Long

**Chair, CAMPO Board**

Attest:

**Executive Director, CAMPO**

# Appendix R
# Regional Activity Centers

# REGIONAL ACTIVITY CENTERS

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

Activity centers were historically developed in a monocentric pattern where dense activity, particularly employment, was concentrated in a downtown core which was surrounded by residential neighborhoods. However, the development of an extensive roadway network, along with natural population growth, has led cities to become more polycentric with multiple activity centers located along major corridors. While downtown Austin still has a plurality of employment in the Capital Area, places such as the Domain, the US 183 North/Parmer Corridor, and other suburban centers have seen a rapid increase in employment and expect to see continued growth. For the purposes of the RTP, regional activity centers have been defined as areas with a high combined concentration of jobs and residents per square mile. The centers are identified in **Figure 1** below.

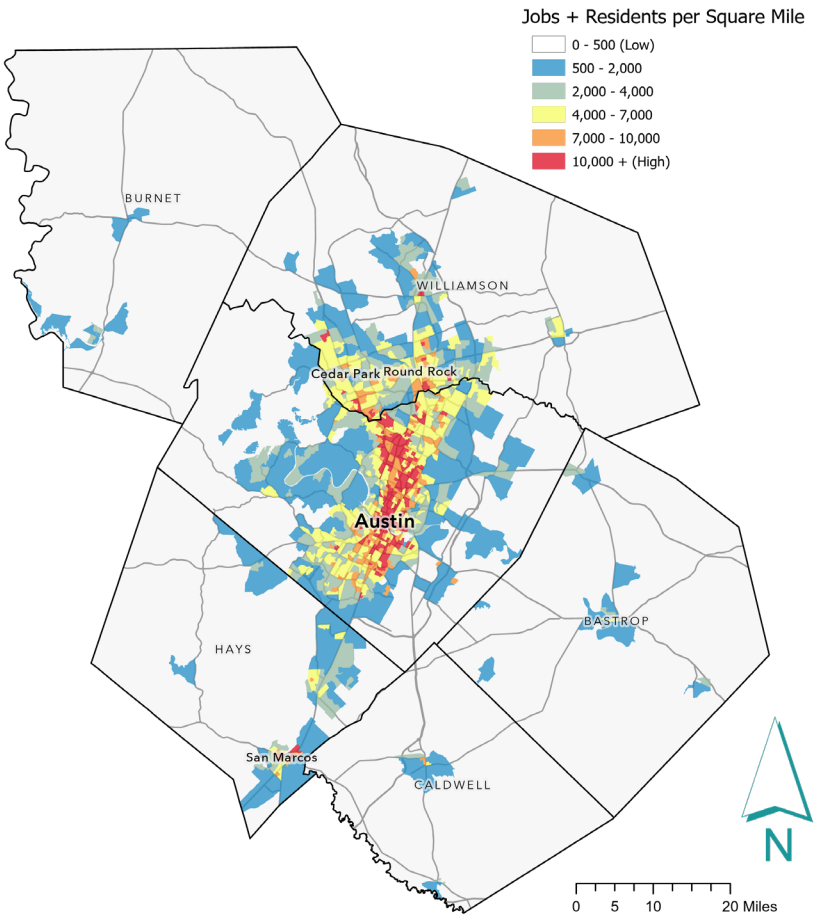



**Figure 1.** Activity Centers (Source: CAMPO Analysis)

# Activity Centers Analysis

Building on the activity centers analysis, CAMPO analyzed regional access to roadway, transit, and active transportation facilities. The goal of this analysis as to determine the number of people and jobs with improved access through development patterns or added mobility options envisioned in the RTP. To better understand the potential impact of the constrained and illustrative projects identified within the 2050 RTP, projects within these networks were compared against the regional activity centers to understand how many people and jobs could be served by the year 2050. These networks are illustrated in the figures on the following pages, and were identified in the following ways:

- Roadways: Constrained and Illustrative projects were considered for their proximity to regional activity centers. However, only those roadways that fell on or crossed the TxDOT network were considered, in an attempt to best capture roadways with higher functional classifications.

  People and jobs within five miles of these facilities were considered for potential access in 2050.

- Transit: All transit projects within the 2050 RTP were considered for their proximity to regional activity centers. These include projects from CapMetro, Austin Transit Partnership, and CARTS.

  People and jobs within 1/2 mile of these transit projects were considered for potential access in 2050.

- Active Transportation: All active transportation projects within the 2050 RTP were considered for their proximity to regional activity centers.

  People and jobs within 1/2 mile of these active transportation projects were considered for potential access in 2050.

When compared to the CAMPO 2050 regional demographic projections, it would be possible that within half a mile 1.9 million people could have easier access to 2050 RTP regional active transportation projects; 2.8 million people could potentially have access within half a mile to a 2050 RTP proposed transit project; and 4.7 million people within 5-miles could have access to a project that is either on or crosses a TxDOT facility.

Furthermore, relating to employment, by 2050, it is possible that 1.3 million jobs may be accessible from a 2050 RTP active transportation projects within half a mile, 1.6 million jobs may be accessible by the 2050 RTP transit projects within half a mile, and 2.2 million jobs may be accessible to a project that is either on or crosses a TxDOT facility within 5 miles. The summary is shown in the Table below.

The facilities as conceived in the RTP would improve overall system efficiency, enable trips to be distributed to multiple modes and provide options for people. The large numbers of people in the region that can access new and improved facilities affirm the work of the RTP and illustrate how the region's fiscal resources can be used to provide transportation value throughout the region.

| | POTENTIAL ACCESS IN 2050 | |
|---|---|---|
| **2050 RTP Projects Per Transportation Mode** | **Millions of People** | **Millions of Jobs** |
| Active Transportation Within 1/2 Mile | 1.9 | 1.3 |
| Transit Within 1/2 Mile | 2.8 | 1.6 |
| Roadway Network (On or Crossing a TxDOT Maintained facility) Within 5 Miles | 4.7 | 2.2 |

**Table 1.** Existing and Potential Access to Activity Centers

# 2050 RTP Active Transportation Projects

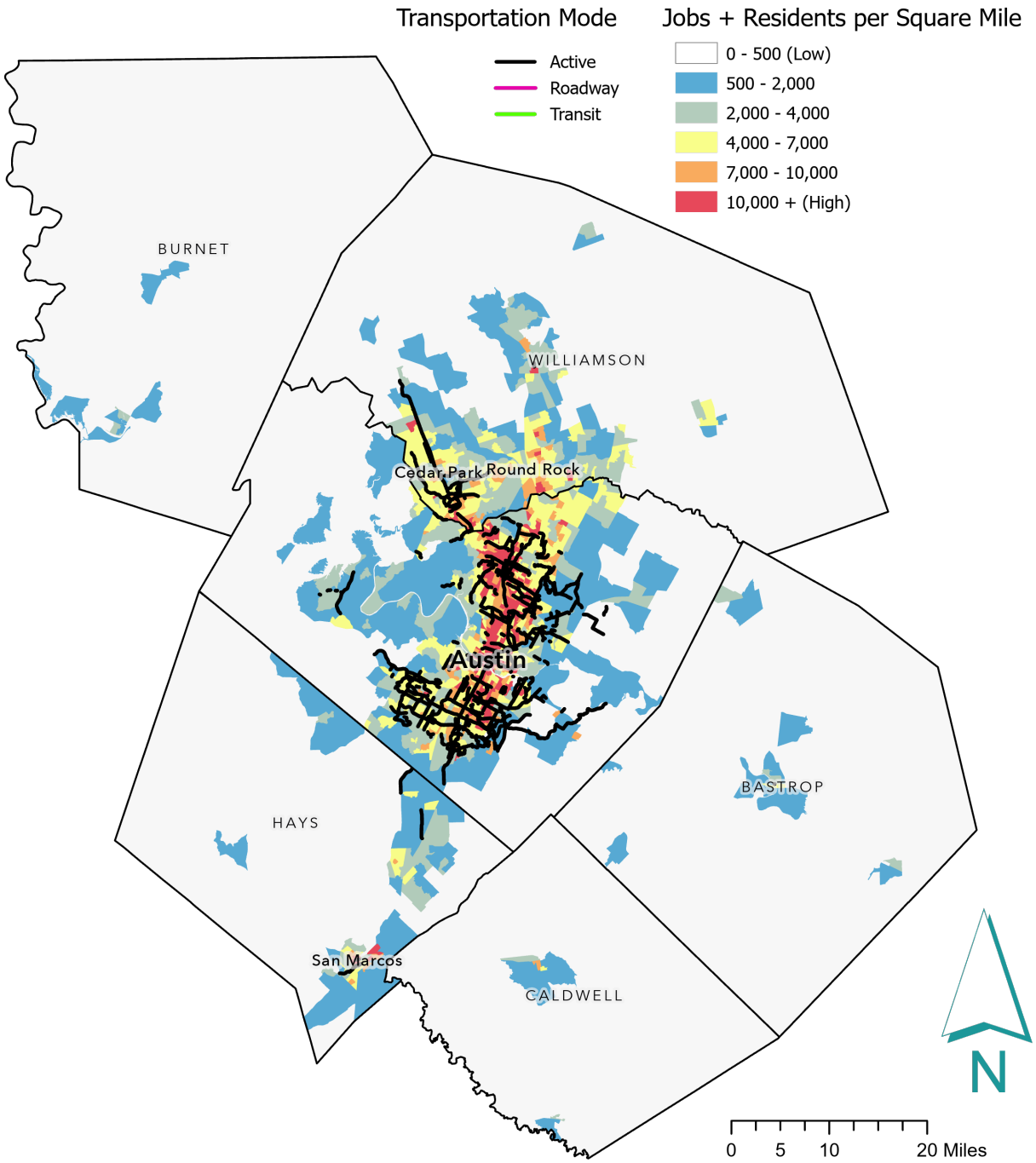



**Figure 2.** 2050 RTP Active Transportation Projects

# 2050 RTP Transit Projects

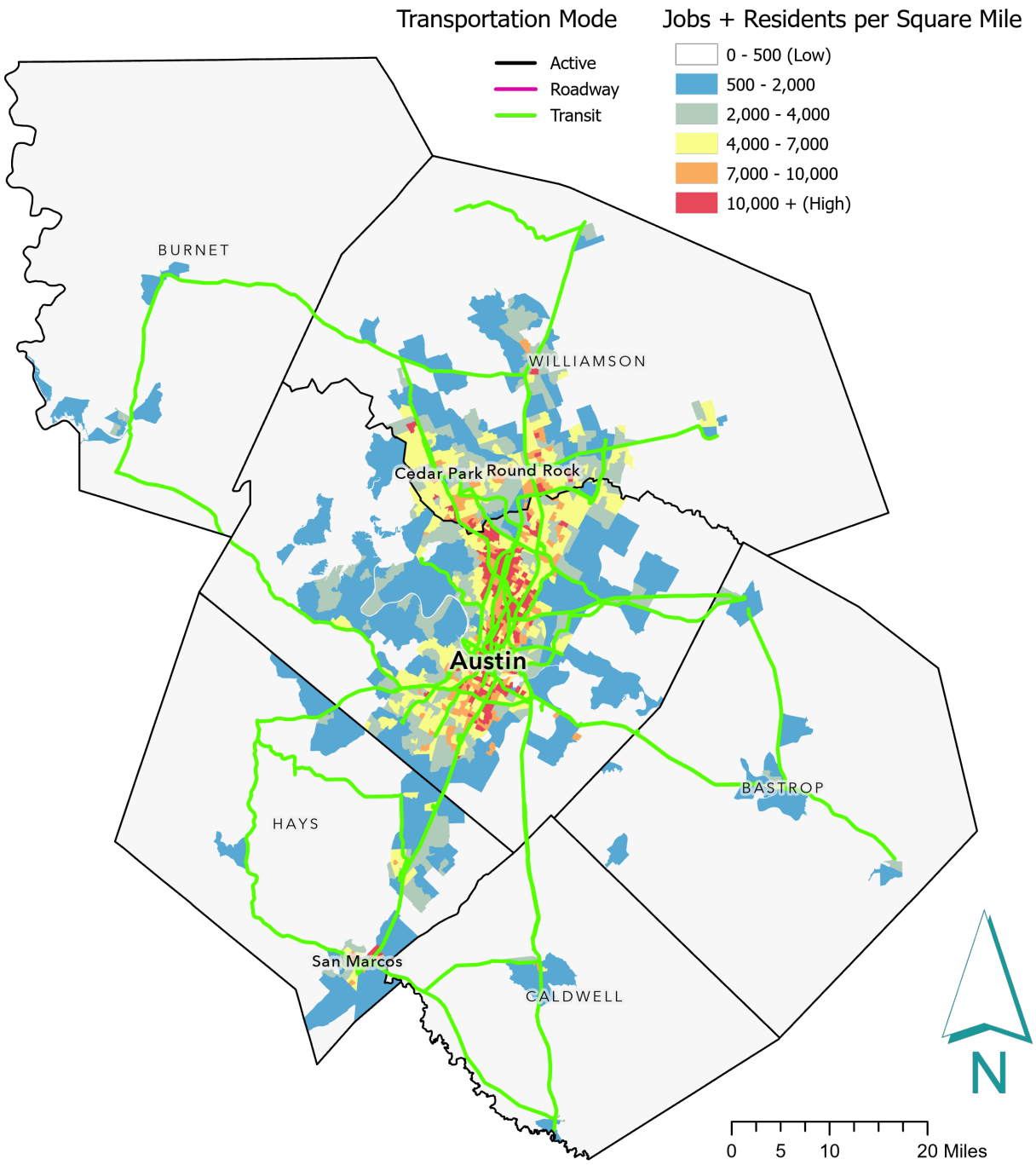



**Figure 3.** 2050 RTP Transit Projects

# 2050 RTP Roadway Projects Along or Crossing TxDOT Maintained Facilities

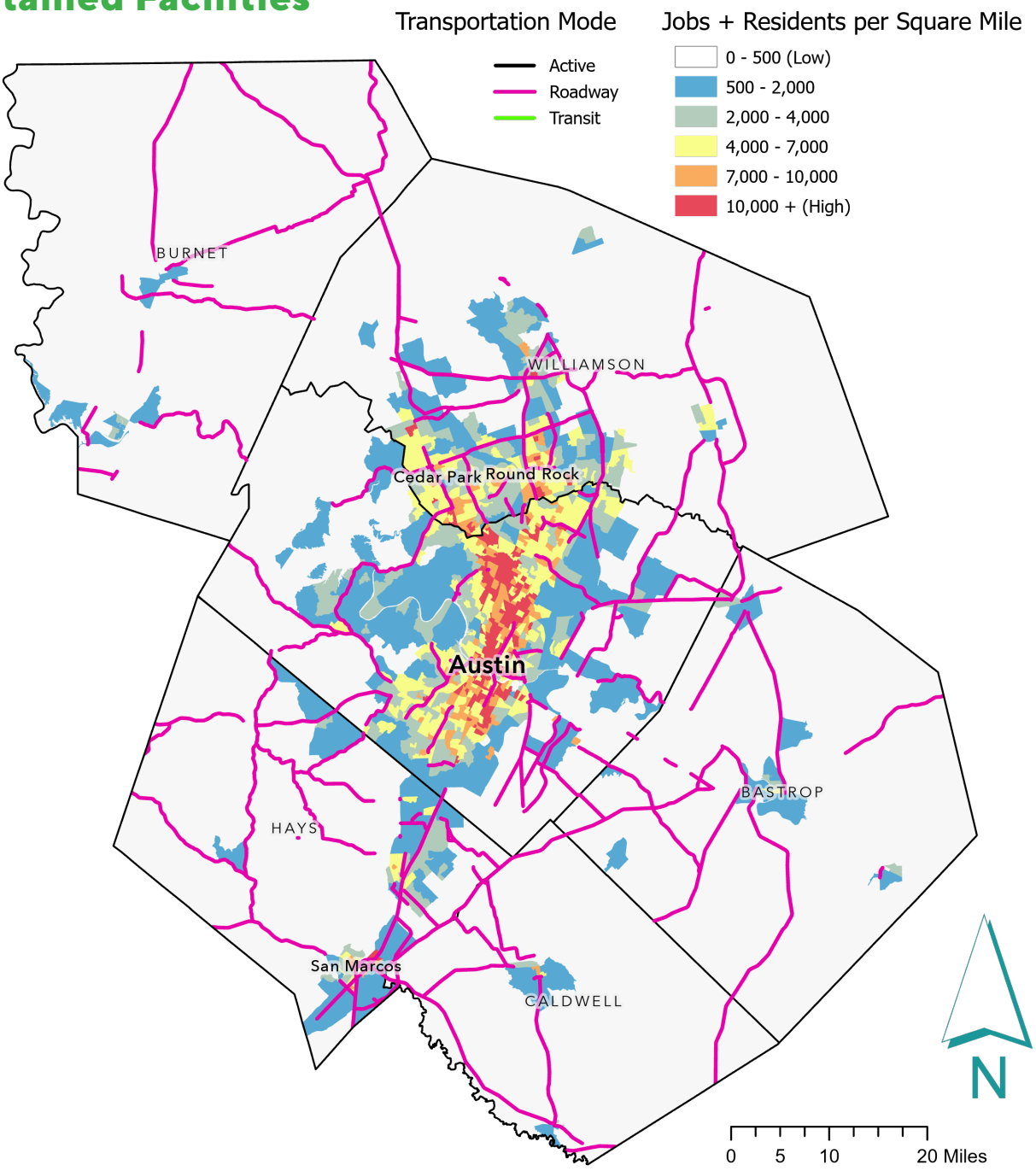



**Figure 4.** 2050 RTP Roadway Projects Along or Crossing TxDOT Maintained Facilities

| | |
|---|---|
| **Date:** | January 27, 2025 |
| **Continued From:** | August 26, 2024 |
| **Action Requested:** | Information |

| | |
|---|---|
| **To:** | Technical Advisory Committee |
| **From:** | Mr. Nicholas Samuel, Senior Regional Planner<br>Mr. Brian Chandler, DKS Associates |
| **Agenda Item:** | 5 |
| **Subject:** | Update on CAMPO Regional Safety Action Plan (RSAP) |

## RECOMMENDATION

None. This presentation is for informational purposes.

## PURPOSE AND EXECUTIVE SUMMARY

In spring of 2024, CAMPO began the development of a Regional Safety Action Plan (RSAP) to enhance its existing safety plan and assess subregional traffic safety needs as part of the Safe Streets for All (SS4A) grant program. This plan will include both a region-wide plan and individual plans for each member county. A safety action plan for Travis County is being supported through a separate SS4A grant and the results of that effort will be incorporated into the CAMPO RSAP. The two project teams have coordinated closely since the initial stages of the planning efforts.

County Task Forces have been active in developing county-level safety action plans. The initial Task Force meetings were held in July 2024, a second round in October 2024, and a third round in December 2024. The County Task Forces have had active involvement in the development of the plans and have provided significant guidance on drafting recommendations to meet with the safety issues and locations of concern the project team has detailed through county-level crash hot spot analysis and high injury network (HIN) identification.

The CAMPO TAC will serve as the steering committee for the regional planning effort and an initial item for information was presented in August 2024. This information item serves an update on the progress of the County Task Forces, an overview of the crash hot spot analysis, the process of identifying draft county-level HIN segments and intersections, and the methodology for drafting initial recommended safety improvements on select high-crash corridors and intersections.

## FINANCIAL IMPACT

None.

## BACKGROUND AND DISCUSSION

The United States Department of Transportation (USDOT) released a notice of funding opportunity (NOFO) in May 2022 for the SS4A discretionary grant program. CAMPO was awarded an SS4A planning grant to develop a roadway safety action plan for the agency's six-county planning area. CAMPO's Regional Safety Action Plan is a regionwide planning effort to identify specific projects, policies, and programs to improve safety in the CAMPO region. Five county-specific Safety Action Plans (Bastrop, Burnet, Caldwell, Hays, and Williamson Counties) will provide detailed analysis and municipal-level recommendations, where applicable. A safety action plan for Travis County is being supported through

a separate grant, and coordination between the CAMPO RSAP and the Travis County Safety Action Plan is underway. The Regional Safety Plan will build upon regional safety planning efforts by CAMPO, while ensuring consistency with the 2045 Regional Transportation Plan (RTP) goals, the ongoing 2050 RTP, and other recent planning work from CAMPO and its member agencies.

The RSAP will be a comprehensive and data-informed initiative aimed at reducing fatal and serious injury crashes and improving multimodal transportation systems. Greater consideration will be given to projects or actions that support disadvantaged or equity focus areas and crashes that involve vulnerable road users (i.e., bicyclists and pedestrians). The plans will encompass targeted revisions in road design, policy recommendations, traffic enforcement, education, and transportation infrastructure design that includes addressing equitable investment in historically underserved communities.

The county plans will be nested and incorporated into the overall Regional Safety Action Plan in a manner that avoids redundancy. The CAMPO-led plans will incorporate safety considerations such as low-cost, high-impact strategies; inclusive public engagement and public safety campaign(s); adoption of innovative technologies and strategies; and inclusion of evidence-supported projects and strategies. Projects and strategies recommended in this plan could become eligible for future SS4A discretionary grant programs (implementation, supplemental planning, or demonstration grants) or potential candidates for other safety focused grant programs, such as the TxDOT Highway Safety Improvement Program (HSIP).

**SUPPORTING DOCUMENTS**

None