



# Technical Advisory Committee

April 27, 2026

# Item 1: Certification of Quorum



# Item 2: Approval of March 23, 2026 Meeting Summary





## Recommendation



Staff recommends TAC approval of the March 23, 2026 meeting summary.



Item 3: Discussion and  
Recommendation on  
Draft 2027-2030 TIP and  
Amendments to 2050 RTP



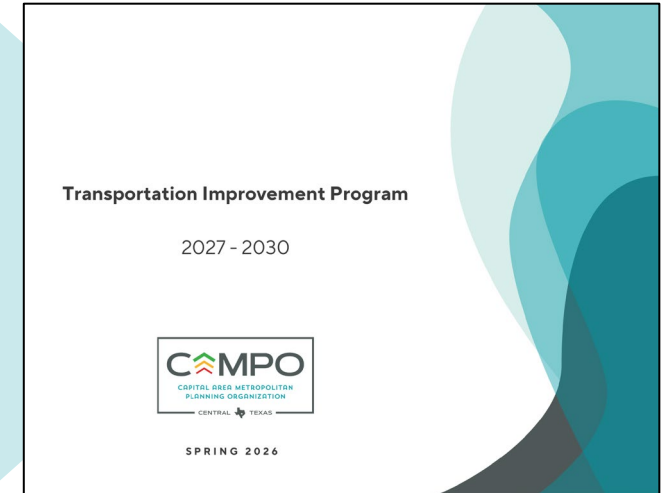


## Regional Transportation Plan



When projects in the Regional Transportation Plan (RTP) receive a commitment of federal funding, they are submitted to the Transportation Improvement Program (TIP) for required authorization by the Transportation Policy Board.

## Transportation Improvement Program



20 Year Horizon  
Adopted Every 5 Years  
**Amended Regularly**  
Environmental Clearance  
Federal Funding Eligibility

**Public Hearing  
April 13, 2026**

4 Year Horizon  
**Adopted Every 2 Years**  
Amended Regularly  
Federal Funding Authorization  
Letting Certification





**Transportation Improvement Program**

2027 - 2030



SPRING 2026

| 2027-2030 TIP Overview |                 |               |               |
|------------------------|-----------------|---------------|---------------|
| Type:                  | Highway         | Transit       | Grouped       |
| Projects:              | 32              | 41            | 330           |
| Sponsors:              | 6               | 4             | 10            |
| Funding:               | \$3,873,850,784 | \$737,545,355 | \$889,741,331 |





# 2050 Regional Transportation Plan - Amendments

## 2050 Regional Transportation Plan – Amendments (Draft for Comment)

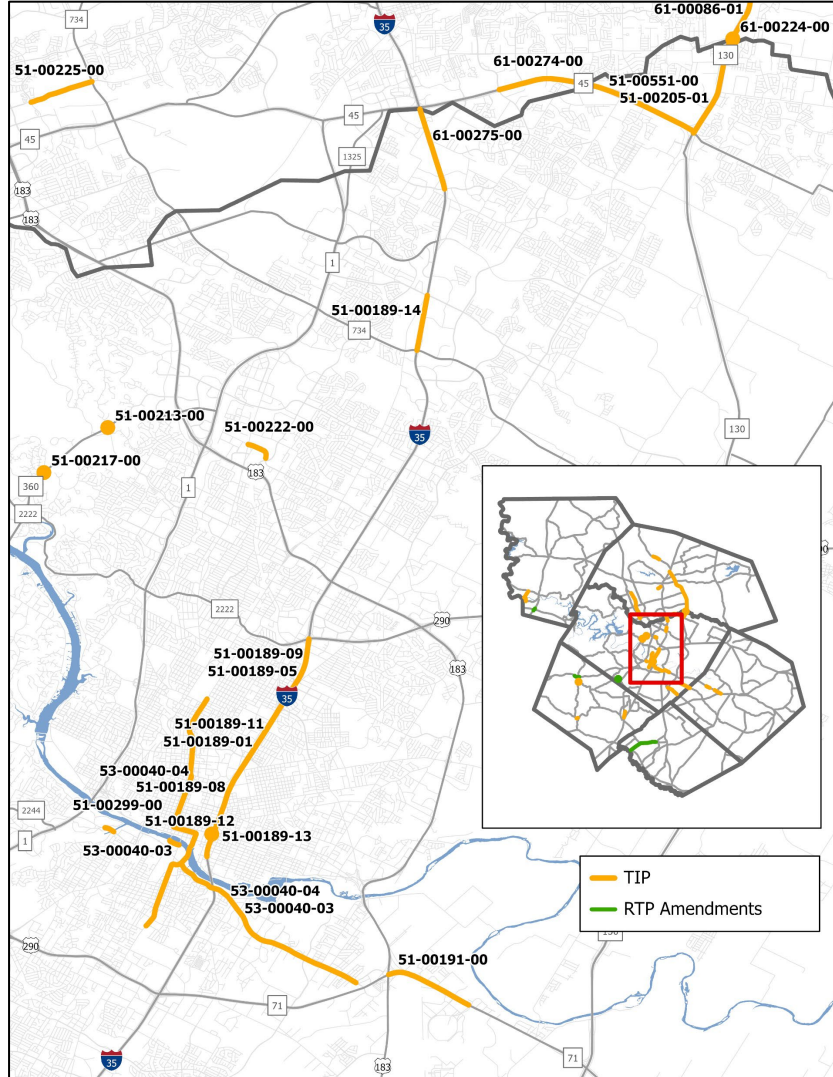
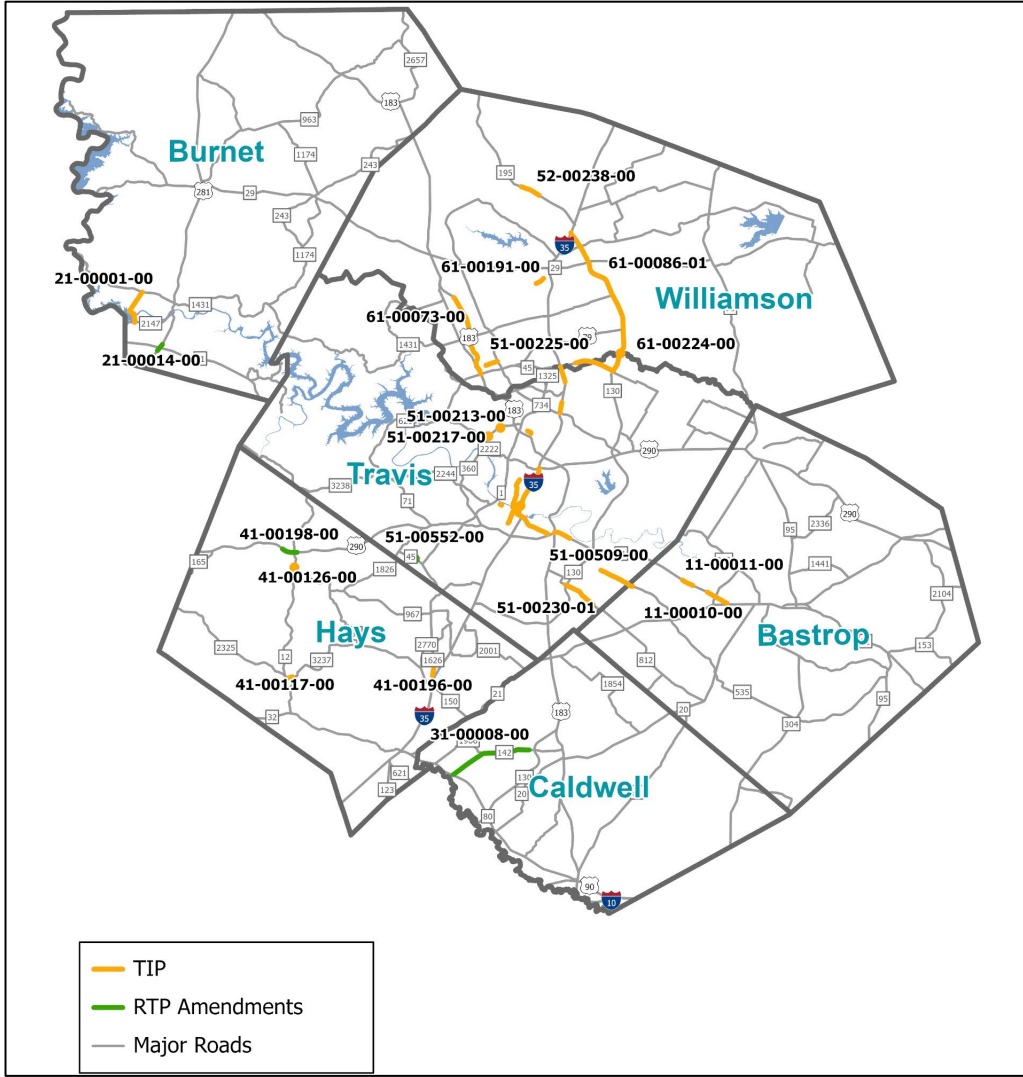
| MPO ID      | CSJ         | County   | Sponsor | Project Name | Limits (From)      | Limits (To)         | Description  | Phase        | Fiscal Year | Total Cost    | Amendment Detail   |
|-------------|-------------|----------|---------|--------------|--------------------|---------------------|--|--------------|-------------|---------------|--|
| 21-00014-00 | 0252-02-058 | Burnet   | TxDOT   | US 281       | 1.5 MI N of SH 71  | 2.00 MI S of SH 71  | Reconstruct interchange and construct 2-lane frontage roads  | Construction | 2031        | \$226,240,000 | <b>Project Description:</b> Updating existing project description from “reconstruct interchange” to include the addition of 2-lane frontage roads in each direction.<br><b>Let Year:</b> Updating anticipated Let Year from 2030 to 2031 |
| 31-00008-00 | 0384-01-026 | Caldwell | TxDOT   | SH 142       | SH 80              | SH 130              | Widen existing SH 142 from 2-lane undivided to a 4-lane divided facility, with overpass over new CR 238 intersection | Construction | N/A*        | N/A*          | <b>Project Description:</b> Updating existing illustrative project description from a 6-lane widening project to a 4-lane divided roadway with an overpass at CR 238.  |
| 41-00198-00 | 1200-06-014 | Travis   | TxDOT   | SH 45        | At Escarpment Blvd | -                   | Construct U-turn lanes for west and east bound SH 45 frontage roads at Escarpment Blvd                               | Construction | N/A*        | N/A*          | <b>New Listing:</b> Adding to illustrative list.   |
| 51-00552-00 | 0113-07-080 | Hays     | TxDOT   | US 290       | Roger Hanks Pkwy   | E of Rob Shelton Dr | Upgrade 4-lane divided to 6-lane divided with center turn lane   | Construction | N/A*        | N/A*          | <b>New Listing:</b> Adding to illustrative list.   |

**Transportation Improvement Program (TIP) Amendment** (All approved amendments to the Transportation Improvement Program are automatically amended in the Regional Transportation Plan per CFR 450.218.)

**Regional Transportation Plan (RTP) Amendment**

\*Value is not applicable (N/A) because the project is illustrative and not part of the financially constrained RTP project list.



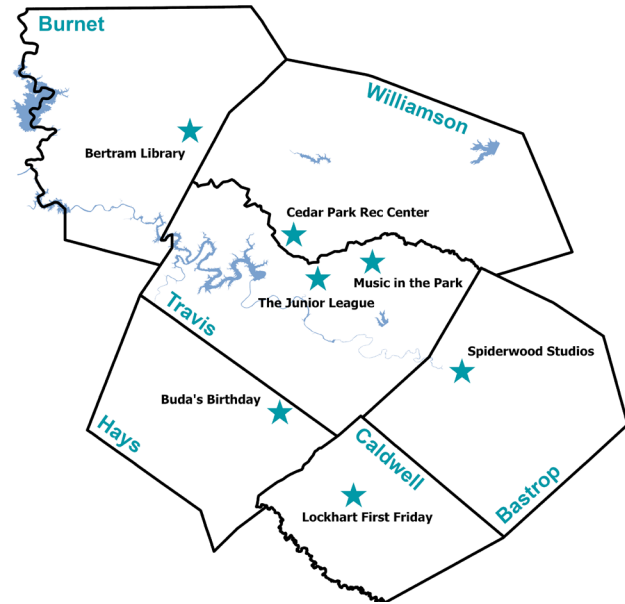


## Regional Map and Central Inset





# 2027-2030 TIP Outreach



- Public comment period and open houses: March 16 – April 20
- Seven in person open house events
- Online open house
- Commenting online, by mail, and phone
- 79 comments





## Recommendation



**Staff request the Technical Advisory Committee make a recommendation to the Transportation Policy Board regarding the 2027-2030 TIP and amendments to the 2050 RTP.**



# Item 4: Discussion and Recommendation on 2026 Federal Performance Measure Targets





## Transportation Performance Management

### Performance Measure Report

2023



- 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.
- CAMPO **utilizes the TPM process** through a variety of actions including:
  - Performance-based project selection
  - **Adopting regional targets**
  - Monitoring investment progress and impact
  - Planning products including the TIP, RTP and studies

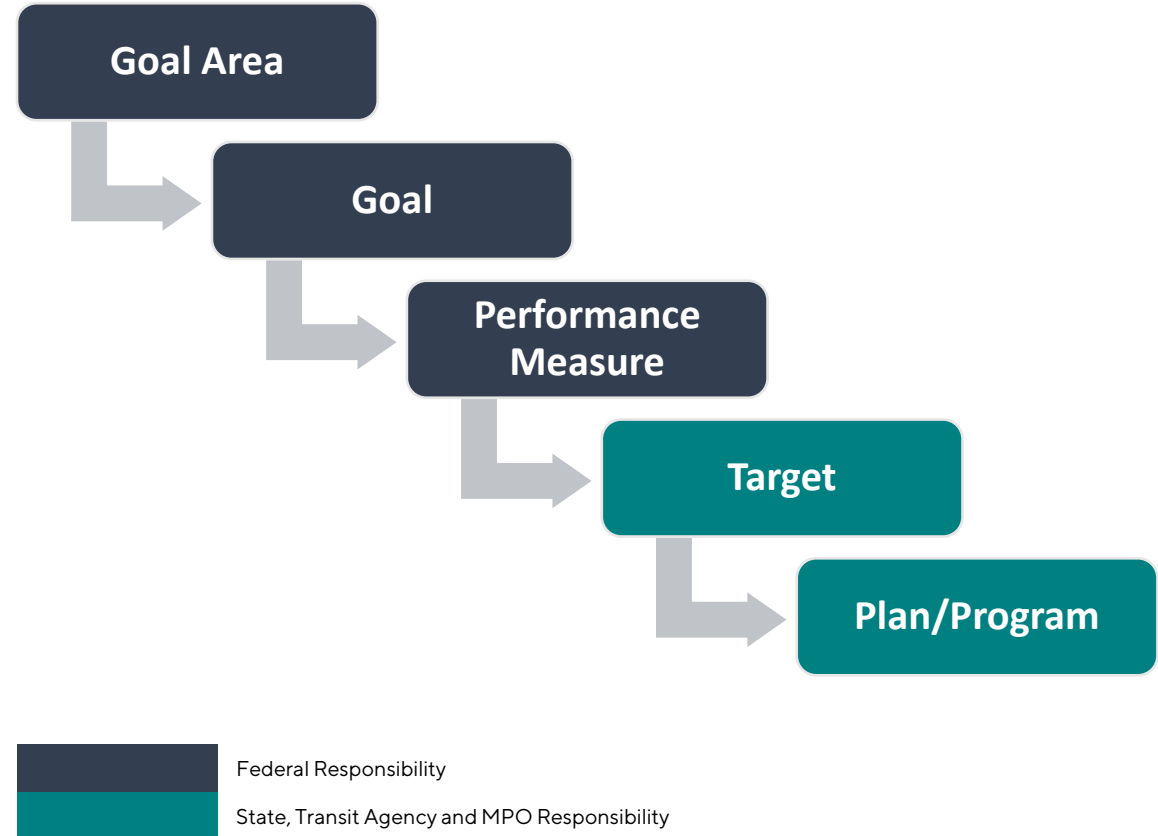




## Performance Measure Goal Areas

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

## Performance Measure Process





| Safety (PM1)  | Safety (PM1)    | Infrastructure (PM2)           | Infrastructure (PM2) | System Performance (PM3)    | System Performance (PM3) | Transit Asset Management (TAM)                              | Transit Asset Management (TAM) | Transit Safety Targets                          | Transit Safety Targets |
|---|-----------------|--------------------------------|----------------------|-----------------------------|--------------------------|---|--------------------------------|---|------------------------|
| Number of Fatalities                                    | 4,506 (3,046)   | IH Pavement in Good Condition  | 63.9% (63.9%)        | IH Travel Time Reliability  | 70% (70%)                | Percentage of Revenue Vehicles that meet or exceed ULB      | <18%                           | Number of Fatalities                            | 1                      |
| Rate of Fatalities                                      | 1.44 (1.14)     | IH Pavement in Poor Condition  | .2% (.2%)            | NHS Travel Time Reliability | 70% (70%)                | Percentage of Non-Revenue Vehicles that meet or exceed ULB  | <18%                           | Rate of Fatalities                              | 0                      |
| Number of Serious Injuries                              | 18,884 (17,062) | NHS Pavement in Good Condition | 48.5% (45.5%)        | Freight Time Reliability    | 1.55 (1.55)              | Percentage of facilities with a conditions rating below 3.0 | <15%                           | Number of Injuries                              | 44                     |
| Rate of Serious Injuries                                | 6.30 (6.39)     | NHS Pavement in Poor Condition | 1.15 (1.5%)          |                             |                          | Percentage of Rail with performance restrictions            | 0%                             | Rate of Injuries                                | 0.34                   |
| Number of Non-Motorized Fatalities and Serious Injuries | 2,802 (2,357)   | Bridge Deck in Good Condition  | 48.5% (48.5%)        |                             |                          |   |                                | Number of Safety Events                         | 108                    |
|   |                 | Bridge Deck in Poor Condition  | 2.5% (1.5%)          |                             |                          |   |                                | Rate of Safety Events                           | 0.195                  |
|   |                 |                                |                      |                             |                          |   |                                | Mean distance between major mechanical failures | 17,200                 |

Please note the metric being evaluated when reviewing the impact of the target change. New targets indicated in brackets.





## Recommendation



**Staff requests the Technical Advisory Committee make a recommendation to the Transportation Policy Board to adopt the 2026 Performance Measure Report and Targets.**



# Item 5: Briefing on Interchange Bottlenecks Study





# Outline



- **Project Goals**
- **Interchange Selection and Prioritization**
- **Bottleneck Locations**
- **Recommendations**
- **Delay Savings and Project Costs**
- **Next Steps**





# Project Goals

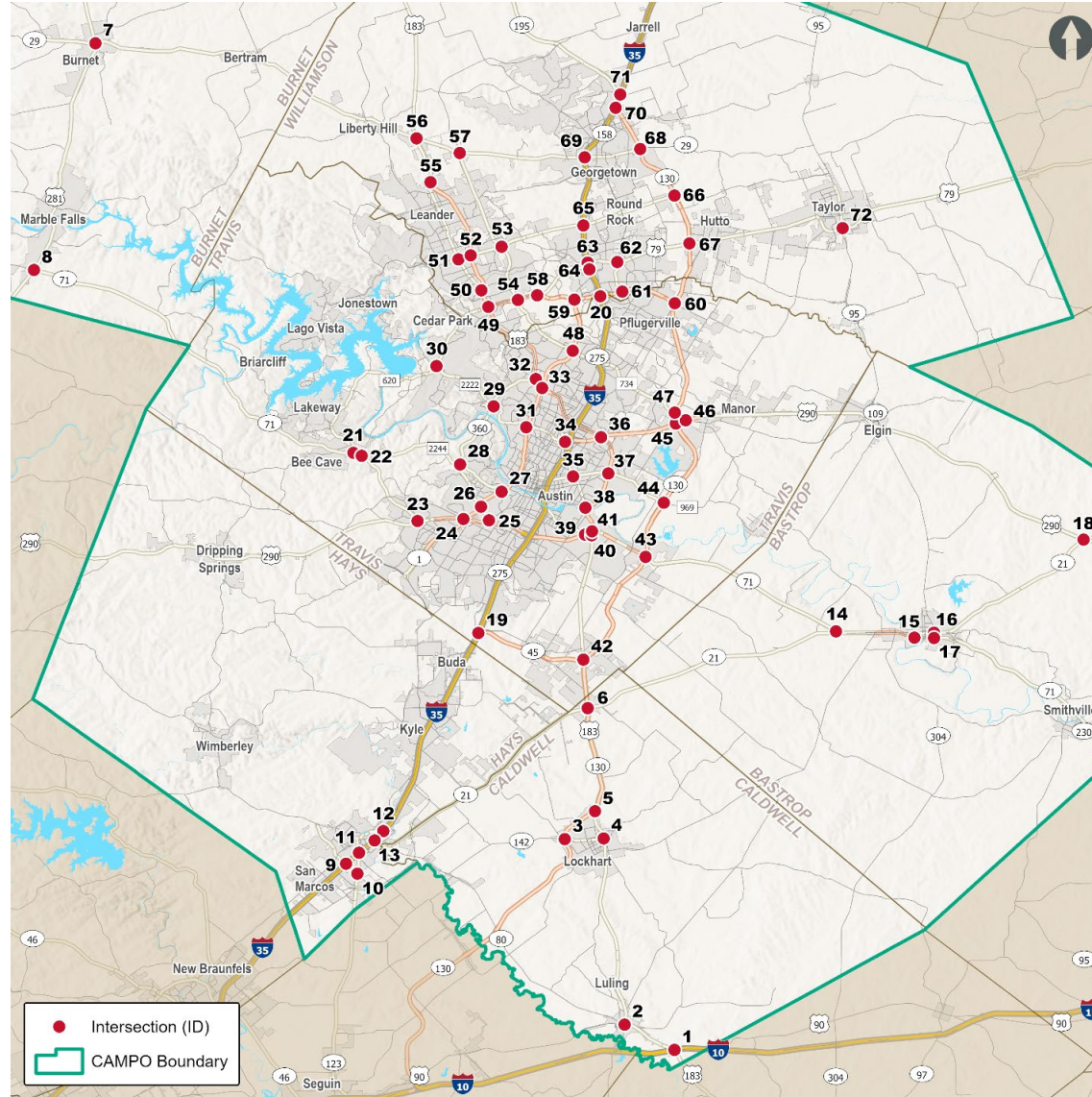


1. Understand which intersections / interchanges are high contributors of congestion and crashes within the region
2. Develop a prioritized list of bottleneck locations based on factors related to congestion, safety, multimodal environment, and demographics
3. Facilitate project readiness by advancing intersection / interchange projects towards project development (planning-level concept development)





# 72 Study Interchanges & Intersections



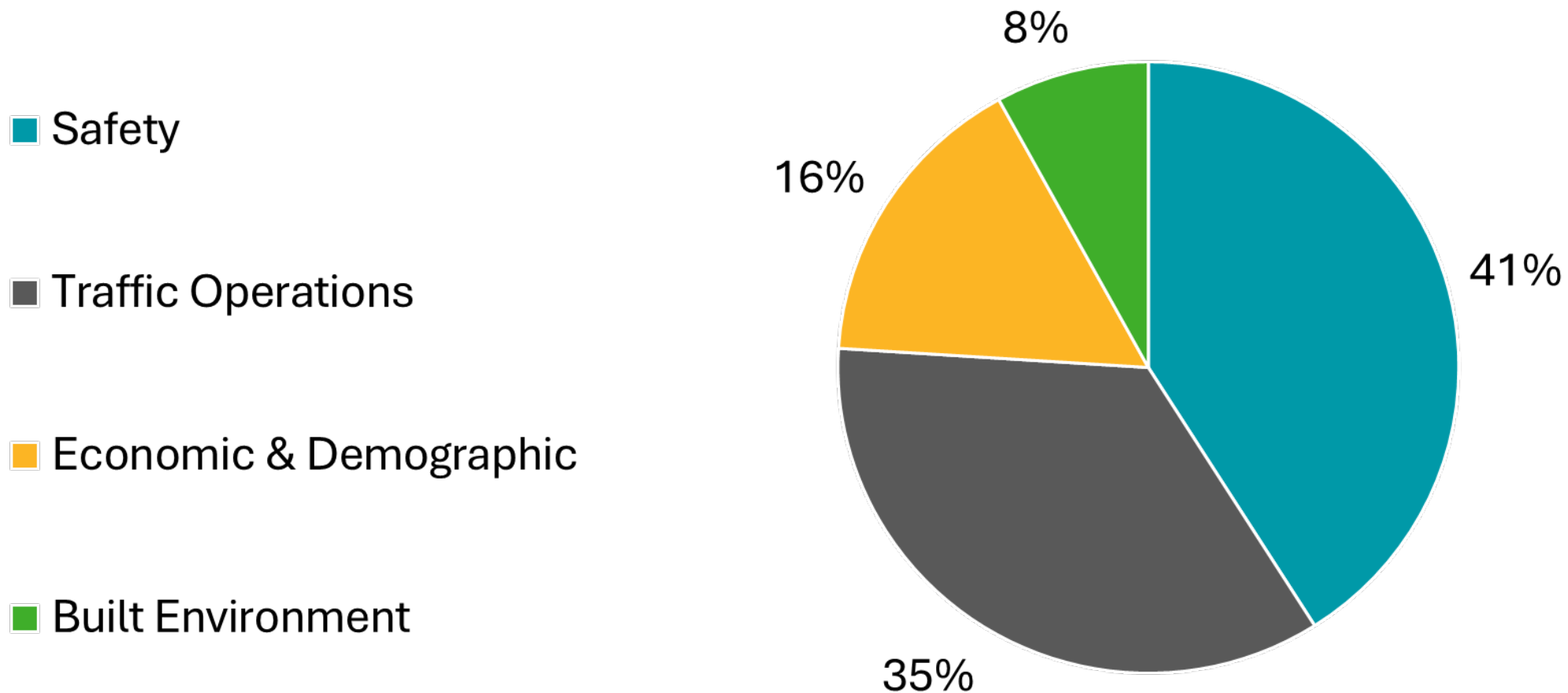
## Requirements:

- Freeway interchanges
- Intersections of two Principal Arterials
- Not within Capital Express North, Central, and South project limits





## Prioritization Criteria Weighting



# Priority Interchange Selection



| Rank | Final Weighted Score | Intersection/ Interchange Name | City       | County | Driving Sub-Criteria |                              |                               |
|------|----------------------|--------------------------------|------------|--------|----------------------|------------------------------|-------------------------------|
| 2    | 64.20                | SH 71 / Riverside Dr           | Austin     | Travis | Fatal Crashes        | Serious Injuries             | Maximum Volume-Over-Capacity  |
| 8    | 56.31                | IH-35 / Wonder World Dr        | San Marcos | Hays   | Fatal Crashes        | Serious Injuries             | Maximum AADT 19-year % change |
| 10   | 52.05                | IH-35 / SH 80                  | San Marcos | Hays   | Serious Injuries     | Maximum Volume-Over-Capacity | Vulnerable Population Tract   |
| 11   | 51.99                | Loop 1 (MoPac) / FM 734        | Austin     | Travis | Serious Injuries     | Maximum Volume-Over-Capacity | Vulnerable Population Tract   |

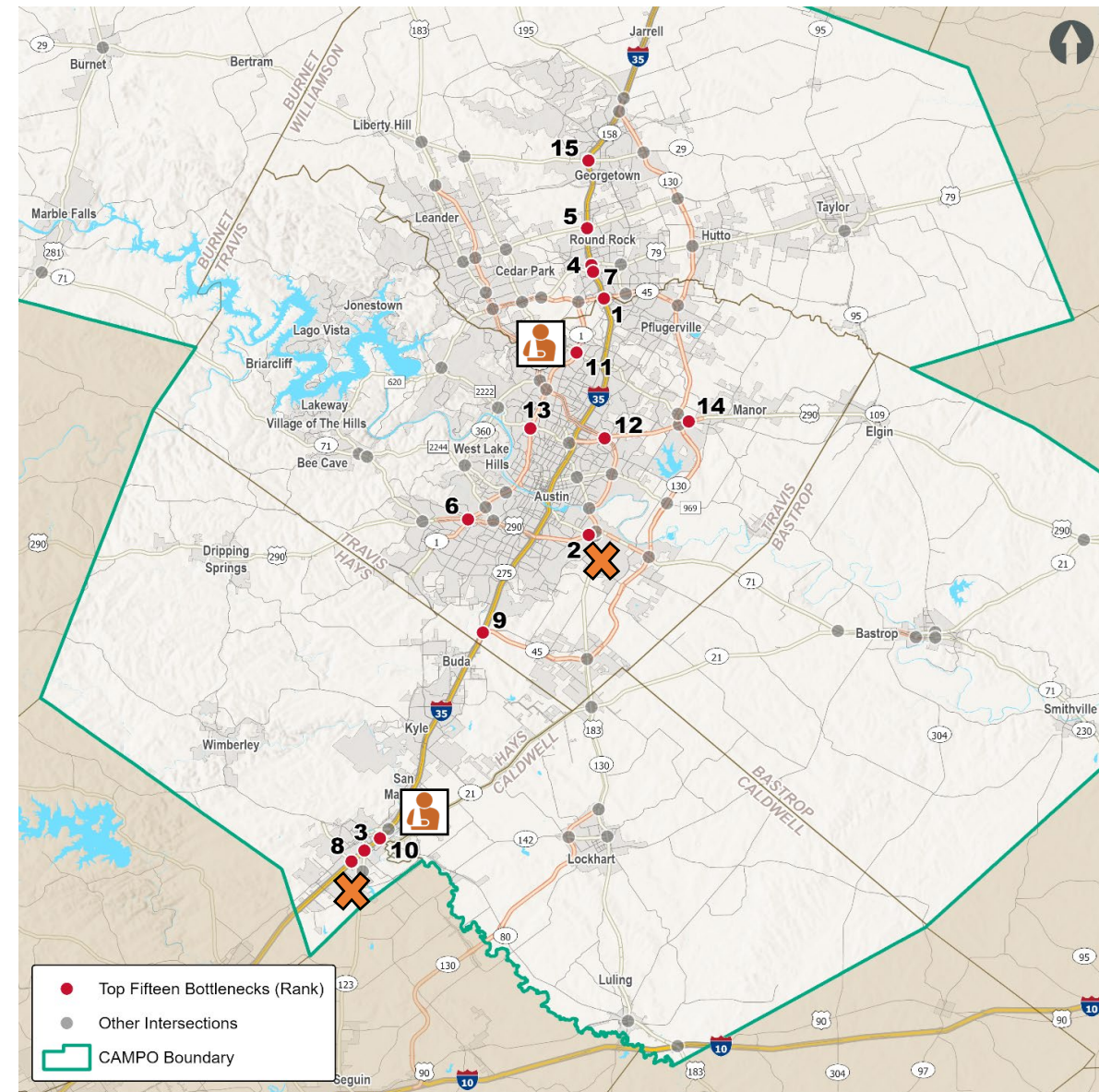
### Top Driving Sub-Criteria:



= Fatal Crashes



= Serious Injuries





# Evaluation



- **Crash Analysis**
- **Operational Analysis**
- **ITS Assessment**
- **Concept Development**





# Stakeholder Engagement



- **Pre-Prioritization Questionnaire**
- **Innovative Intersection Questionnaire**
- **Post-Prioritization Meetings**
  - » **7 Stakeholder Meetings**
- **Stakeholder Feedback on Final Report**





## Near-Term Improvements:

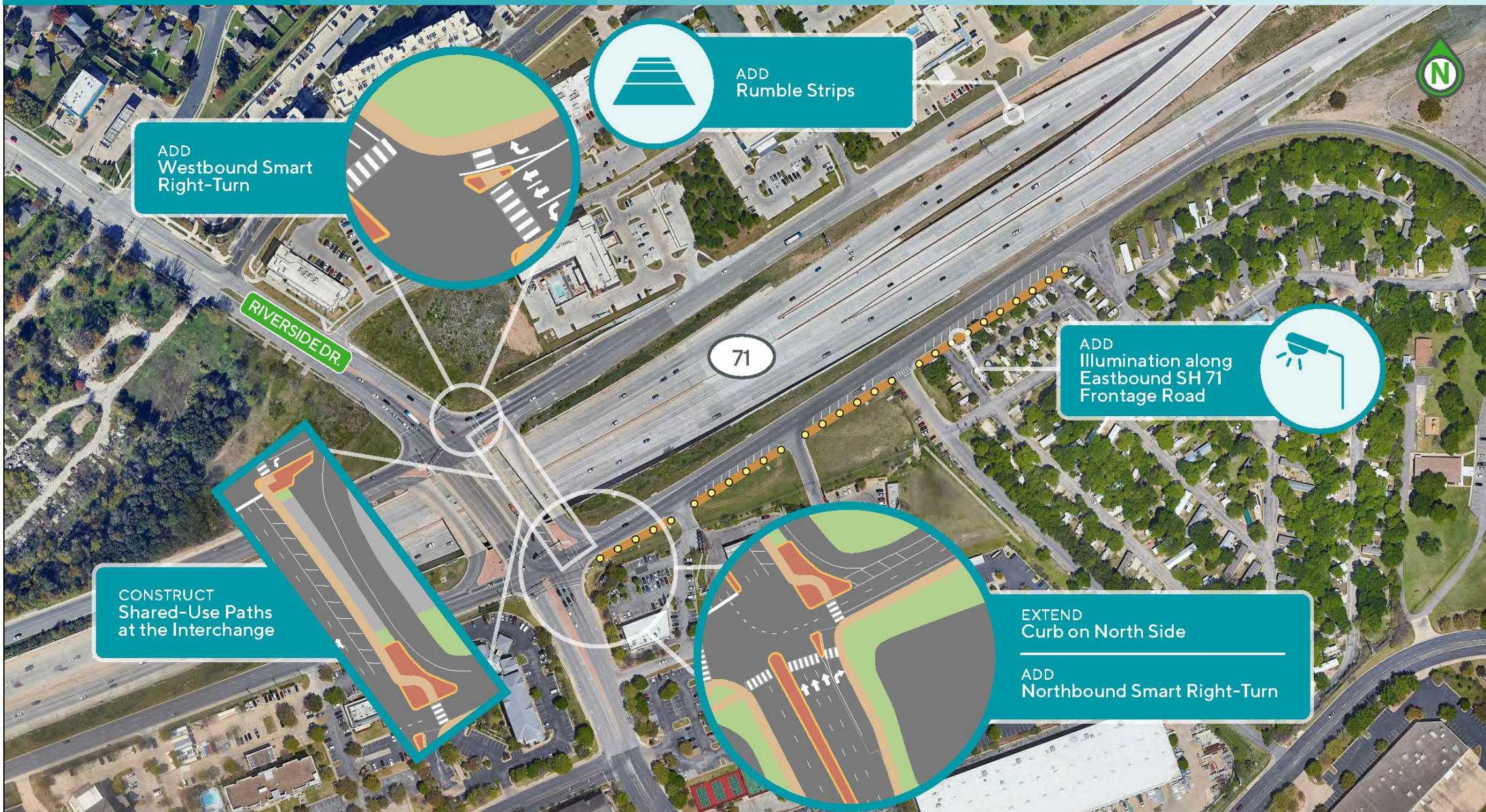
- » Turn Lanes
- » Access Management
- » Misc. Safety Improvements
- » Pedestrian Infrastructure
- » Bicycle Infrastructure
- » Illumination



## Long-Term Improvements:

- » Interchange Reconstruction
- » Direct Connectors
- » U-Turn Lanes
- » Corridor Widening





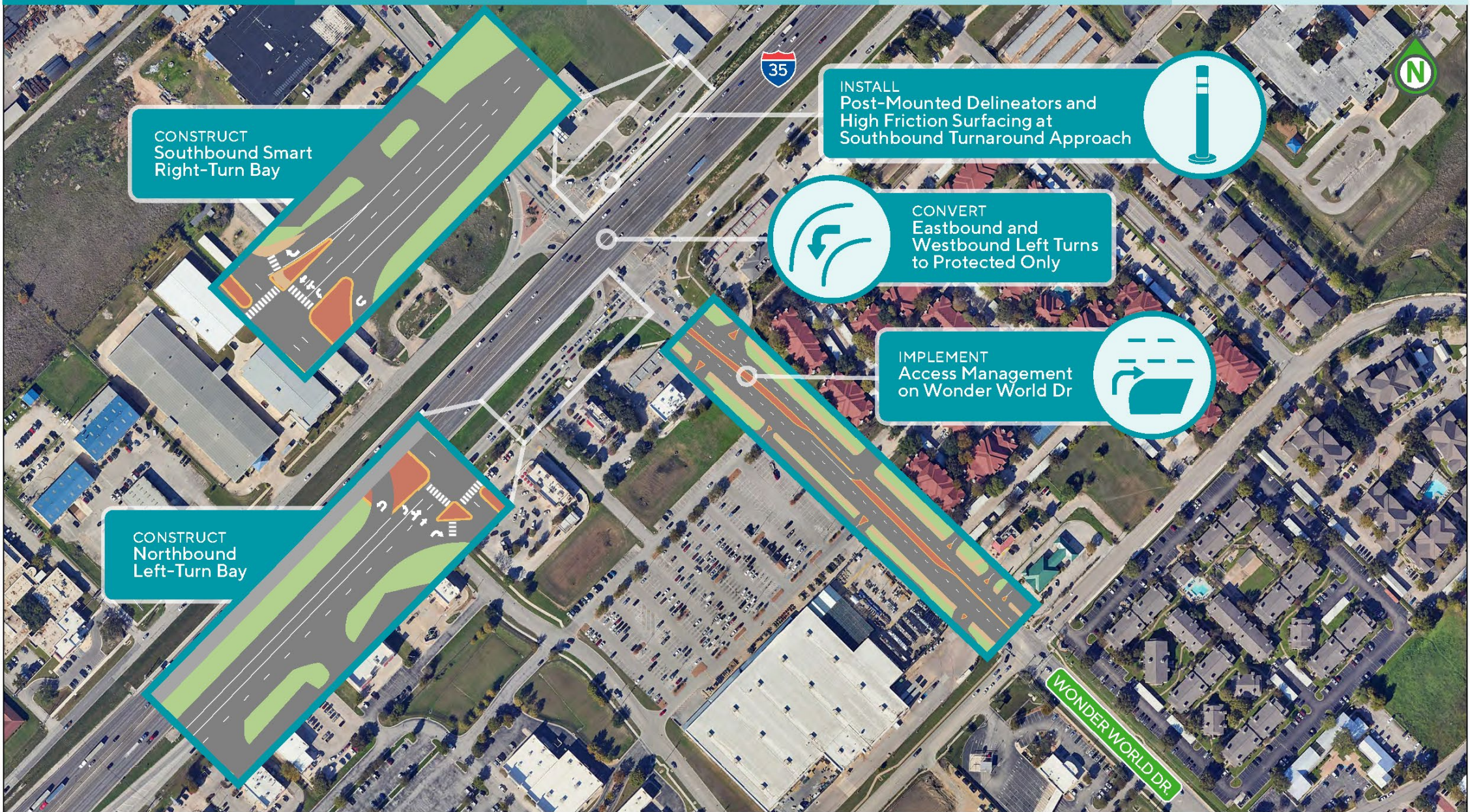
ADD  
Westbound Smart  
Right-Turn

ADD  
Rumble Strips

ADD  
Illumination along  
Eastbound SH 71  
Frontage Road

CONSTRUCT  
Shared-Use Paths  
at the Interchange

EXTEND  
Curb on North Side  
ADD  
Northbound Smart Right-Turn



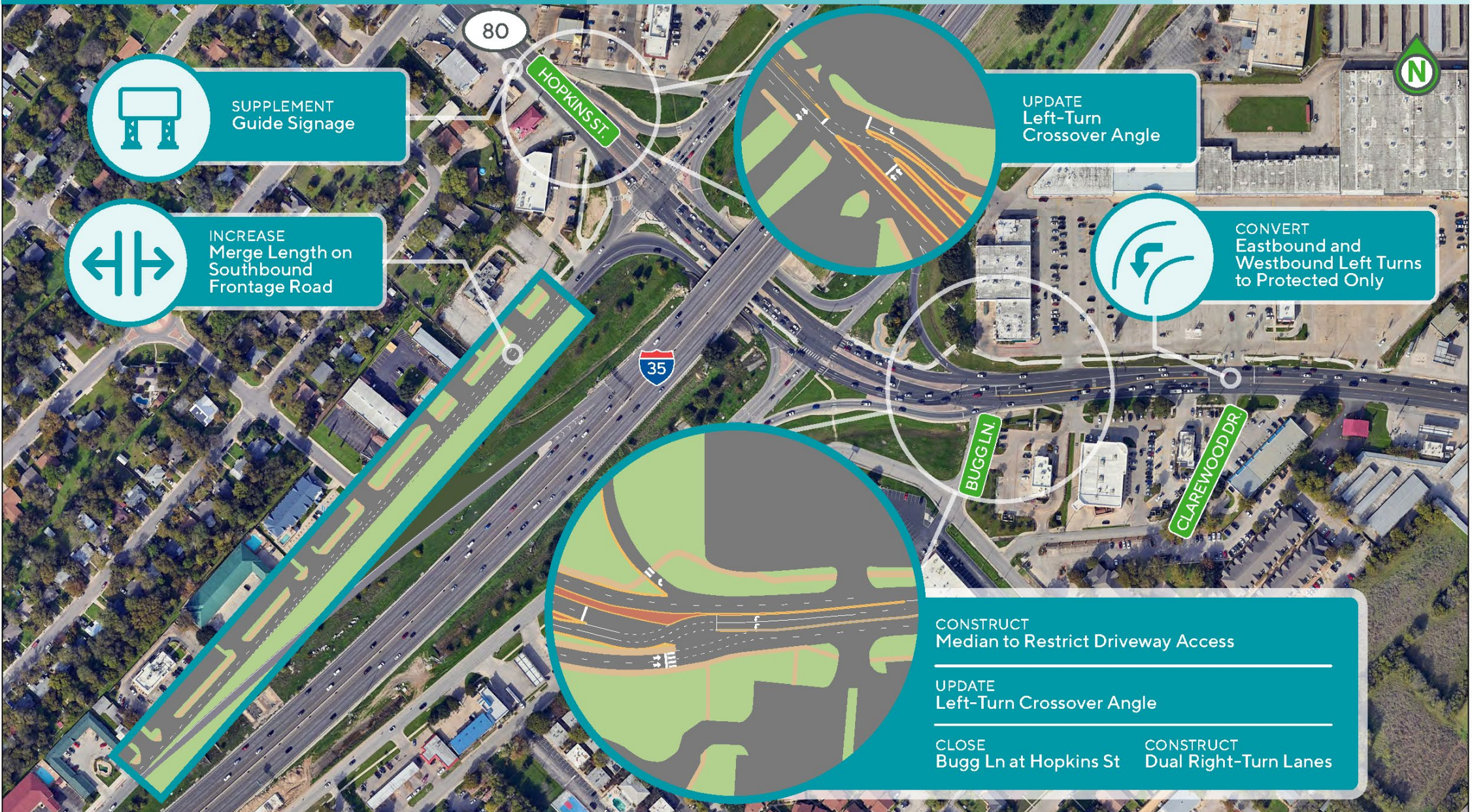


WIDEN Diamond Interchange      WIDEN Frontage Road Approaches

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CONSTRUCT Dual Eastbound and Westbound Left-Turn Bays





 SUPPLEMENT Guide Signage

 INCREASE Merge Length on Southbound Frontage Road

UPDATE Left-Turn Crossover Angle

 CONVERT Eastbound and Westbound Left Turns to Protected Only

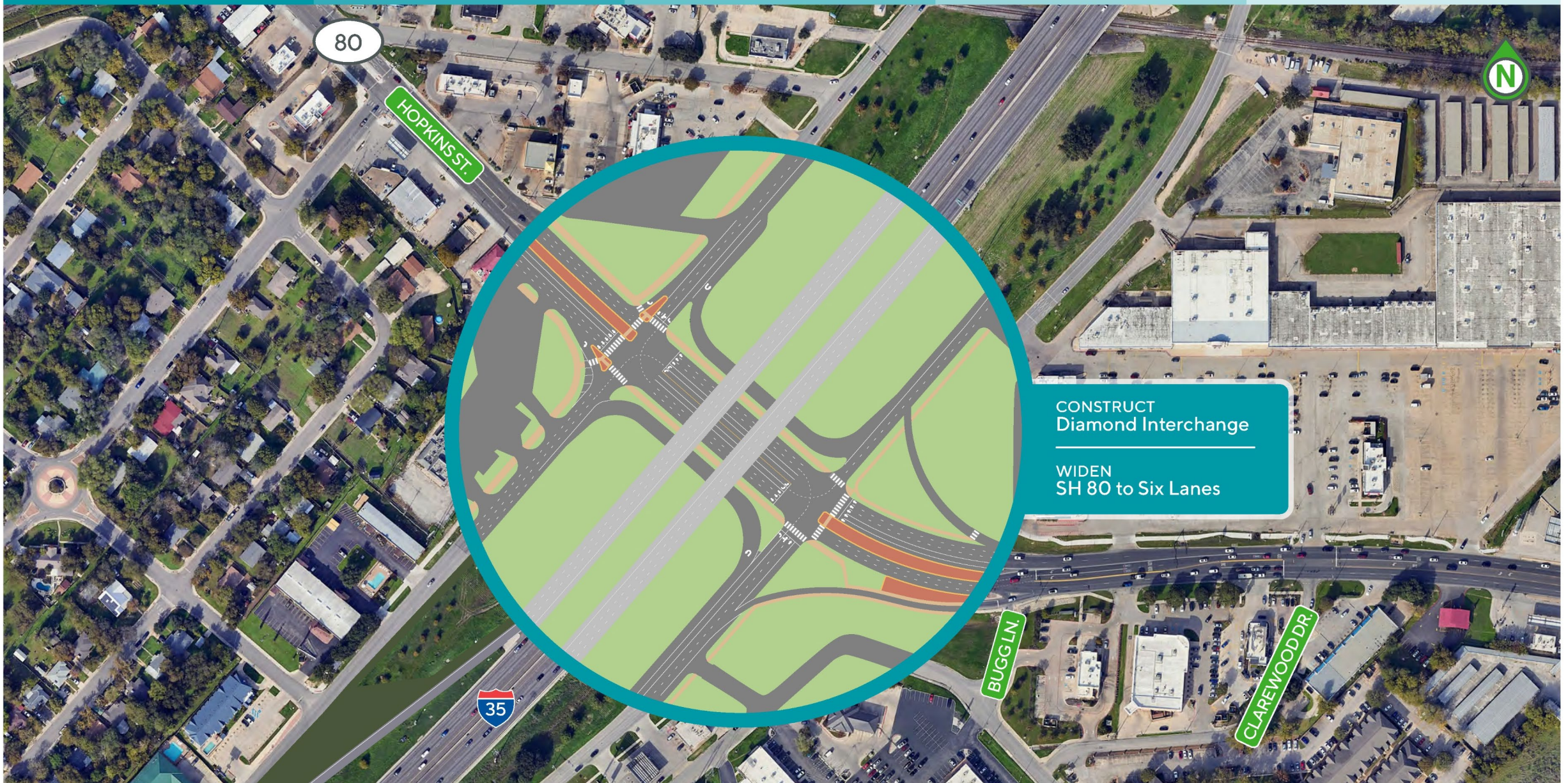
CONSTRUCT Median to Restrict Driveway Access

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UPDATE Left-Turn Crossover Angle

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CLOSE Bugg Ln at Hopkins St      CONSTRUCT Dual Right-Turn Lanes





RELOCATE  
Bicycle Traffic to a  
Shared-Use Path

PARMER LN.



ADD  
Triple Left Turn Lane Markings

CONSTRUCT  
Northbound Smart Right-Turn

ELIMINATE  
Free-Flowing Operations

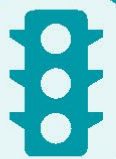


ADD  
Pedestrian Signal



CONVERT  
Span Wire Signal  
Equipment to Mast Arm

ADD  
Supplemental  
Signal Heads

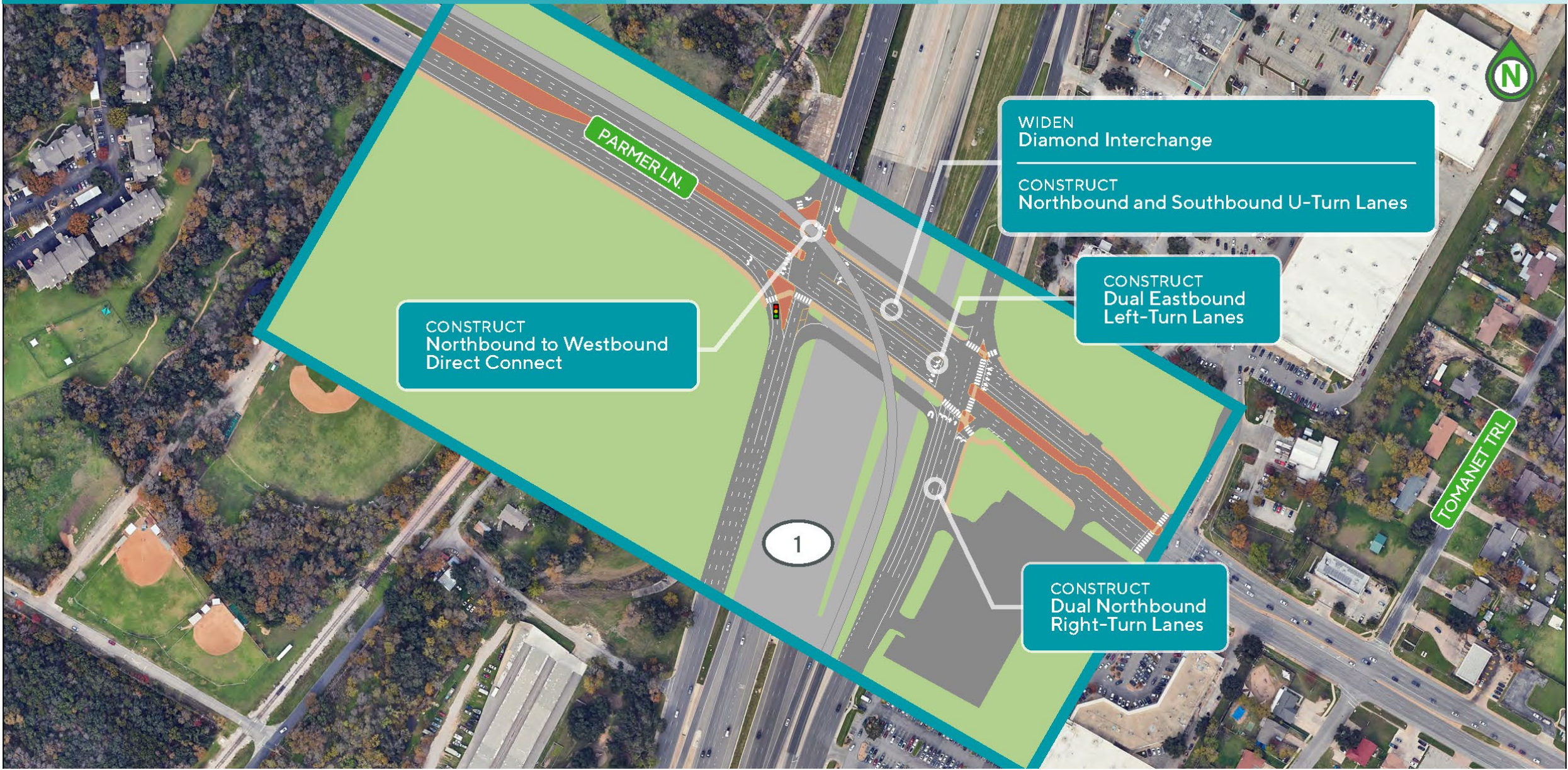


RESTRICT  
Through Traffic  
on Tomanet Trail



1







| Term      | Interchange           | Annual User Savings<br>(Year 2030/2050<br>Dollars) | Improvement<br>Cost<br>(Year 2030/2050<br>Dollars) | Years to Recoup<br>Investment |
|-----------|-----------------------|--|--|-------------------------------|
| Near-Term | SH 71 / Riverside Dr. | \$301,200  | \$838,500  | 2.8                           |
| Near-Term | IH-35 / RM 12         | \$8,864,600  | \$2,652,400  | 0.3                           |
| Near-Term | IH-35 / SH 80         | \$3,687,000  | \$2,534,000  | 0.7                           |
| Near-Term | Loop 1 / FM 734       | \$2,750,900  | \$2,861,900  | 1.0                           |





| Term      | Interchange           | Annual User Savings<br>(Year 2030/2050<br>Dollars) | Improvement<br>Cost<br>(Year 2030/2050<br>Dollars) | Years to Recoup<br>Investment |
|-----------|-----------------------|--|--|-------------------------------|
| Long-Term | SH 71 / Riverside Dr. | n/a  | n/a  | n/a                           |
| Long-Term | IH-35 / RM 12         | \$33,330,000                                       | \$140,596,600                                      | 4.2                           |
| Long-Term | IH-35 / SH 80         | \$3,770,000  | \$164,216,000                                      | 43.6                          |
| Long-Term | Loop 1 / FM 734       | \$60,870,000                                       | \$137,740,559                                      | 2.3                           |





## Next Steps



- **Progress design & implementation of near-term improvements**
- **Incorporate long-term improvements into future planning studies**
- **Continue to utilize prioritization list to identify locations for further study**
- **Briefing at Transportation Policy Board Meeting – 05/11/26**



Item 6: Update on 2028-2031  
Call for Projects





### 2028-2031 Call for Projects – Detailed Schedule

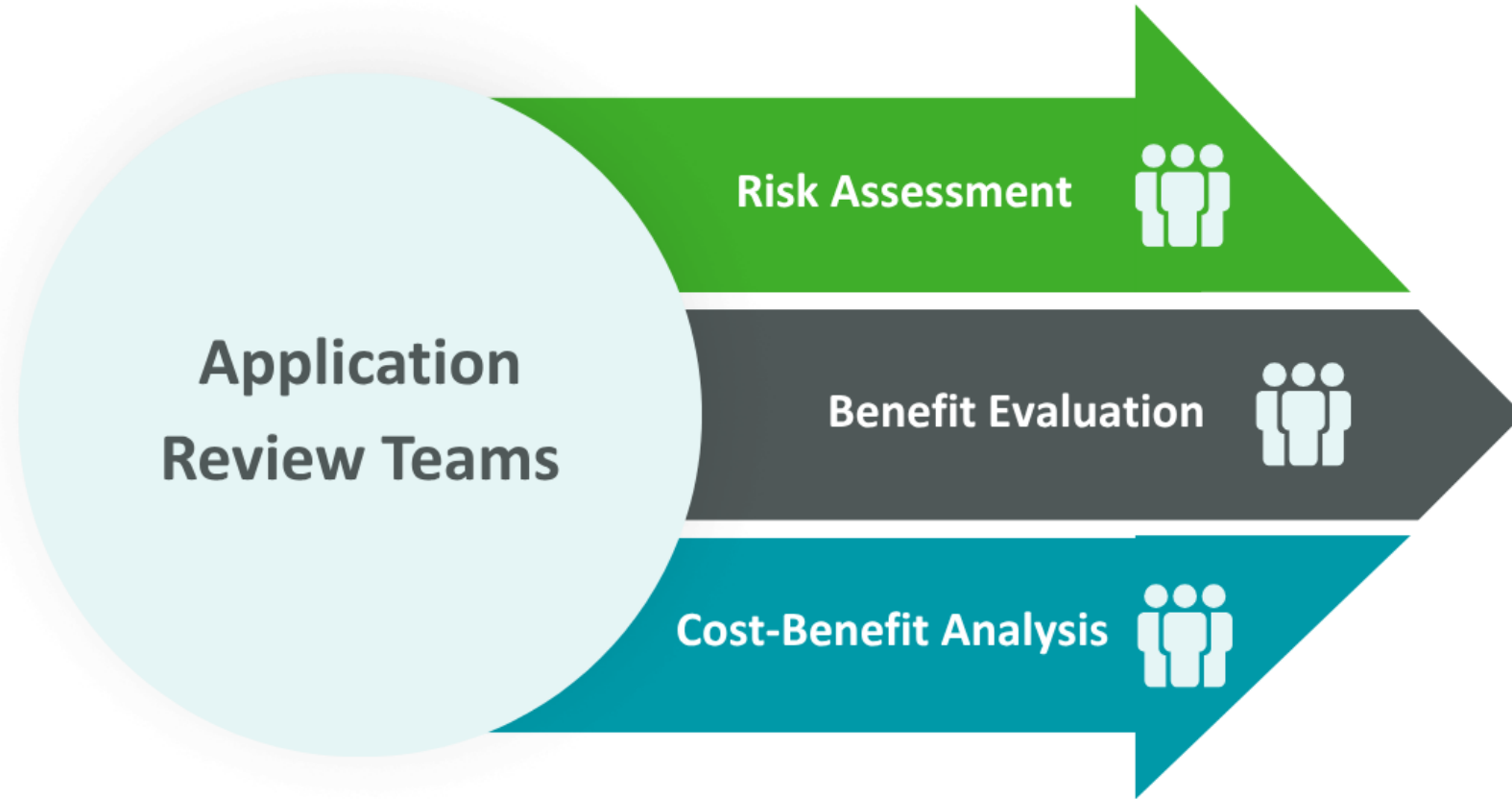
|                      | Monday                 | Tuesday                 | Wednesday          | Thursday          | Friday               |
|----------------------|------------------------|-------------------------|--------------------|-------------------|----------------------|
| Week 1 – February    |                        |                         | 11 (Scoring Start) | 12                | 13                   |
| Week 2 – February    | 16                     | 17                      | 18                 | 19                | 20                   |
| Week 3 – February    | 23                     | 24                      | 25                 | 26                | 27                   |
| Week 4 – March       | 2                      | 3                       | 4                  | 5                 | 6                    |
| Week 5 – March       | 9                      | 10                      | 11                 | 12                | 13 (Halfway Point)   |
| Week 6 – March       | 16                     | 17                      | 18                 | 19                | 20                   |
| Week 7 – March       | 23 (TAC)               | 24                      | 25                 | 26                | 27 (EC)              |
| Week 8 – March/April | 30                     | 31                      | 1                  | 2                 | 3                    |
| Week 9 – April       | 6                      | 7                       | 8                  | 9                 | 10 (Scoring End)     |
| Week 10 – April      | 13 (TPB)               | 14 (Review Preparation) | 15                 | 16                | 17                   |
| Week 11 – April      | 20                     | 21                      | 22 (Risk Review)   | 23                | 24                   |
| Week 12 – April/May  | 27 (TAC) (EC)          | 28                      | 29                 | 30 (Score Review) | 1                    |
| Week 13 – May        | 4 (Draft List Release) | 5 (Report Start)        | 6                  | 7                 | 8                    |
| Week 14 – May        | 11 (TPB )              | 12                      | 13                 | 14                | 15                   |
| Week 15 – May        | 18 (TAC)               | 19                      | 20                 | 21                | 22                   |
| Week 16 – May        | 25                     | 26                      | 27                 | 28                | 29 (Report End) (EC) |
| Week 17 – May/June   | 1 (Report Release)     | 2                       | 3                  | 4                 | 5                    |
| Week 18 - June       | 8 – (TPB)              |                         |                    |                   |                      |

**We Are Here** →





# Application Review Process

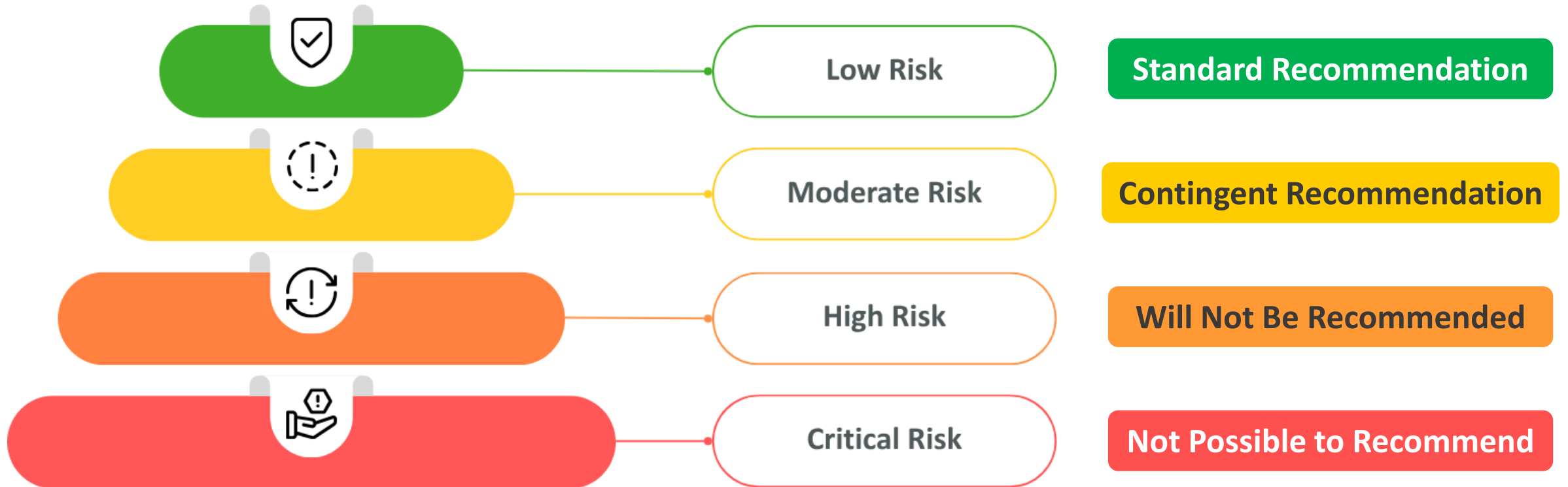


Every application is being evaluated independently by 9 Reviewers (3 Teams of 3)





# Readiness (Risk) Assessment – Determination Framework

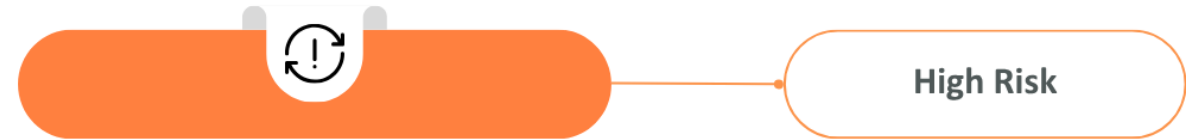




## Risk Level Cut-Off Line: Moderate Risk vs High Risk



- Contingent recommendation
- Lower risk, minor issues identified (ex: resolution clarification)
- Issues can be addressed quickly (within 60-days)
- Will not be programmed until issues addressed
- Issues DO NOT impact other projects (funding availability)

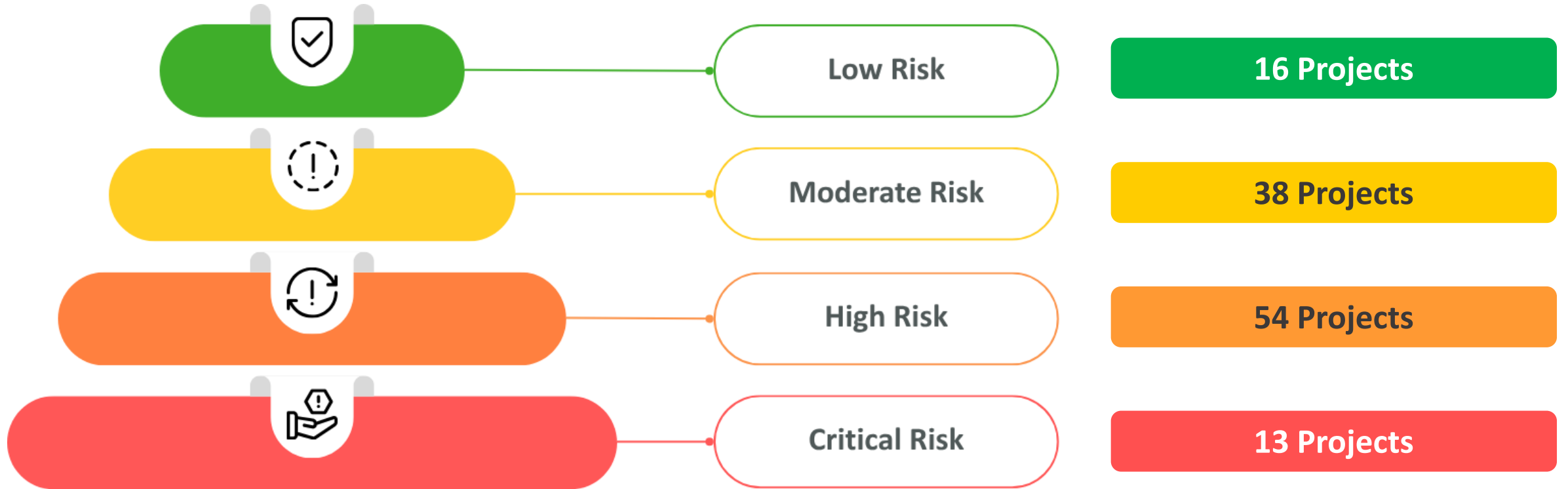


- Not recommended.
- High risk, major issues identified (ex: cost-estimate)
- Issues would require extensive work to rectify
- Will not be programmed
- Issues impact other projects (funding availability)





## Readiness (Risk) Assessment – Pending Results

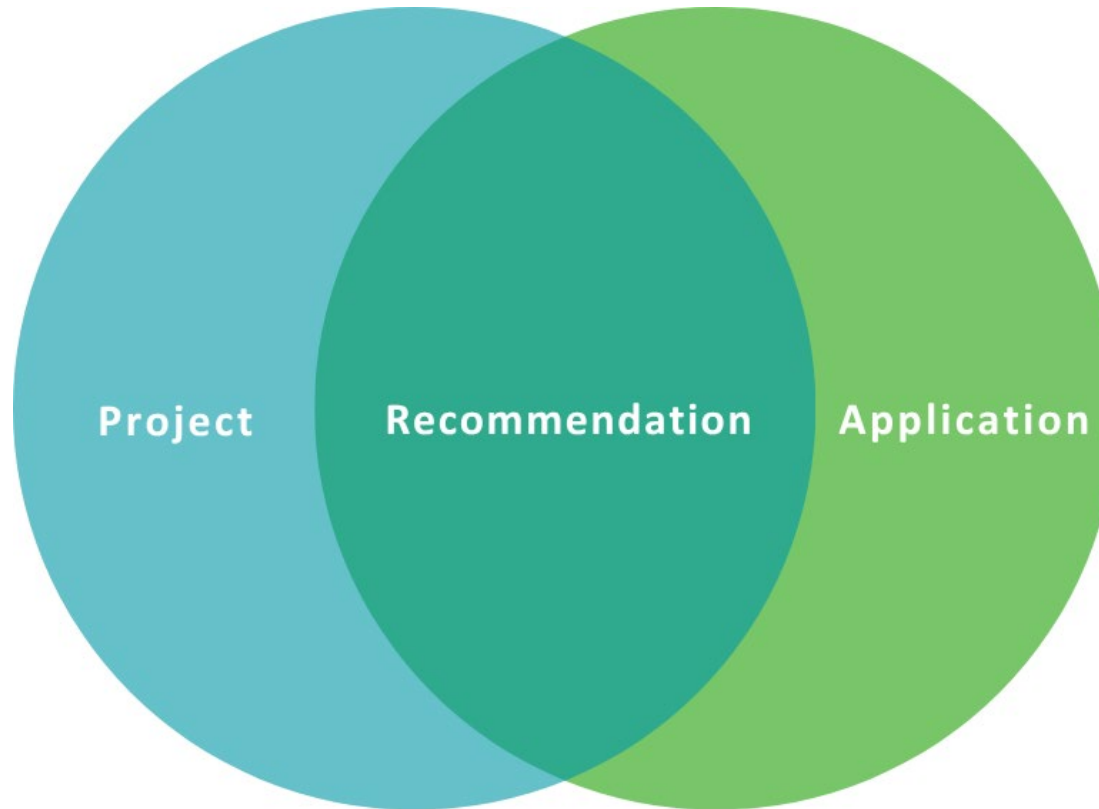




## Required Elements for Recommendation

### Project Attributes

- Low-Risk Profile
- Phase Ready
- Regional Impact
- Cost-Effective



### Application Attributes

- Completed Form
- Clear and Accurate
- Followed Process
- Verifiable Information



# Item 7: Update on Regional Truck Parking Plan





# Topics



- **Why a Truck Parking Plan?**
- **Plan and Schedule Overview**
- **Early Findings**
- **Future Project Work**





# Truck Parking is a Crucial Part of Logistics with Impacts to the Traveling Public



## Hours of Service

30-minute break after 8 hours of driving

Maximum on-duty period of 14 hours

10-hour break after shift



## Logistics Needs

Next-day staging within ~2 hours of customer

Same-day staging closer to customer

Affected by customer delivery windows



## Public Impacts

Increased driving and emissions while searching for parking

Wear to shoulders and ramps

Safety risk of lower visibility around parked trucks





# Increasing Opportunities to Fund Truck Parking

## Federal Developments

Heightened federal emphasis through Jason's Law (2012)

Broadened federal eligibility within formula and discretionary programs (2024)

**\$200 million of INFRA funding earmarked for truck parking (2026)**





# Plan Overview

## Key Objectives

- Identify sites for near- and mid-term development
- Use industry and partner input to select most effective and feasible locations
- Ensure sites can accommodate next-gen parking facilities that are community assets

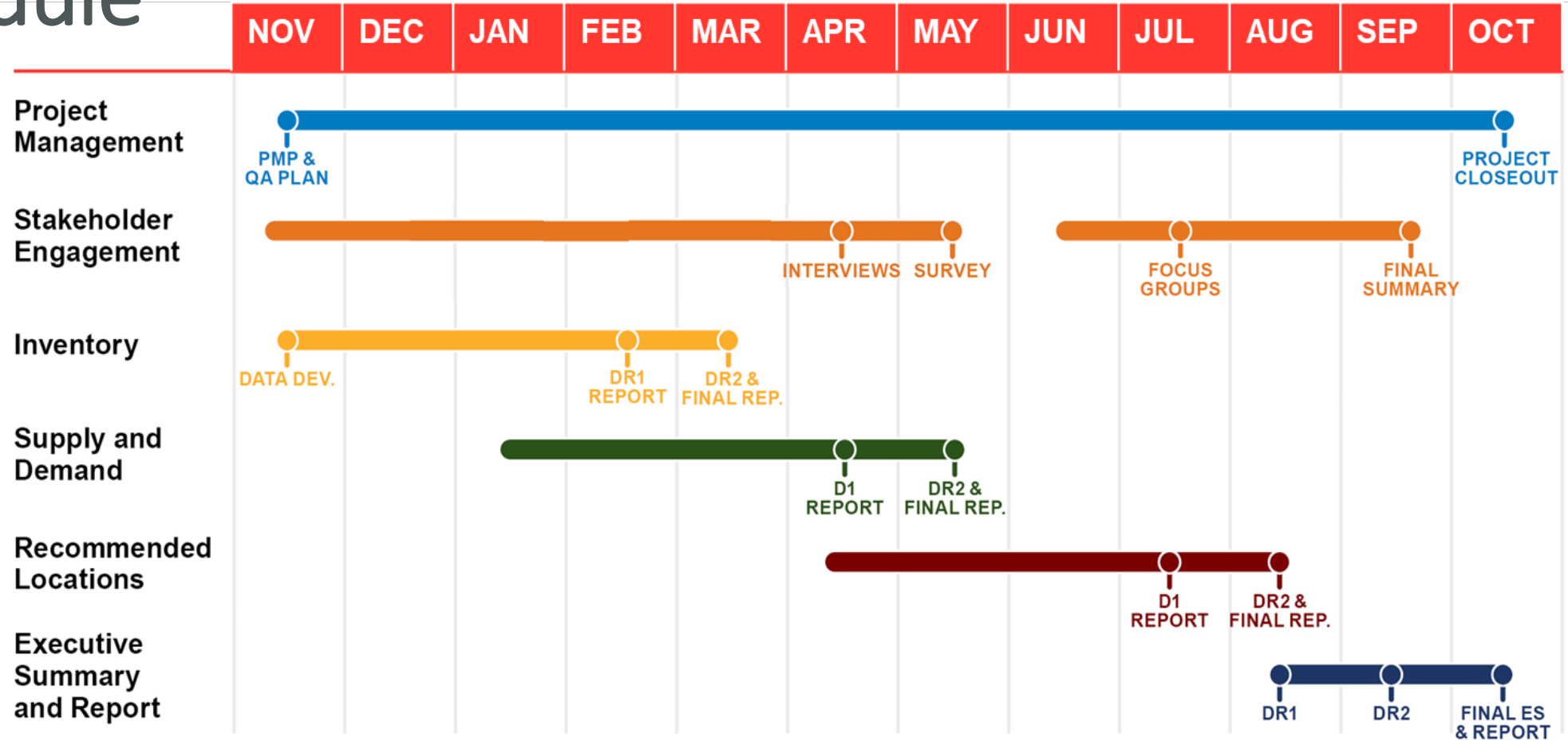
## How We Get There

- 3 technical stages: inventory, demand, and site recommendation
- 2 engagement stages: needs and solutions





# Schedule



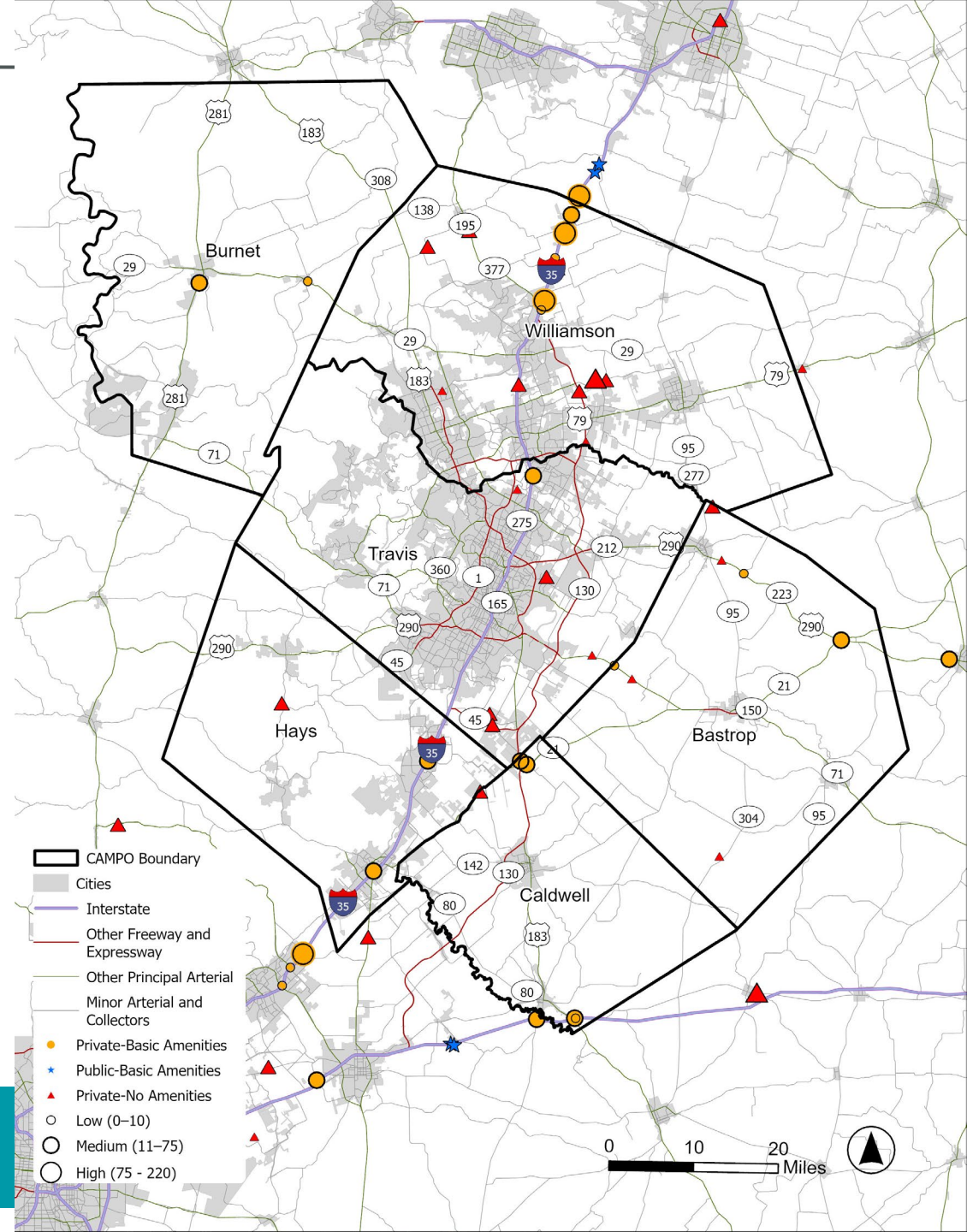


# Dedicated Truck Parking in the CAMPO Region is Limited

- Only one publicly-owned site within CAMPO (Hays County, 3 spaces)
- Limited options within urbanized areas
- Of 42 sites, only 20 have basic amenities
- Just outside of the CAMPO region, numerous options exist on I-35 and I-10

## What does this mean?

- Plan must consider how parking beyond CAMPO impacts the region (20-mile radius)
- Staging parking is significantly underserved
- GPS analysis will identify where on-street staging is most prevalent



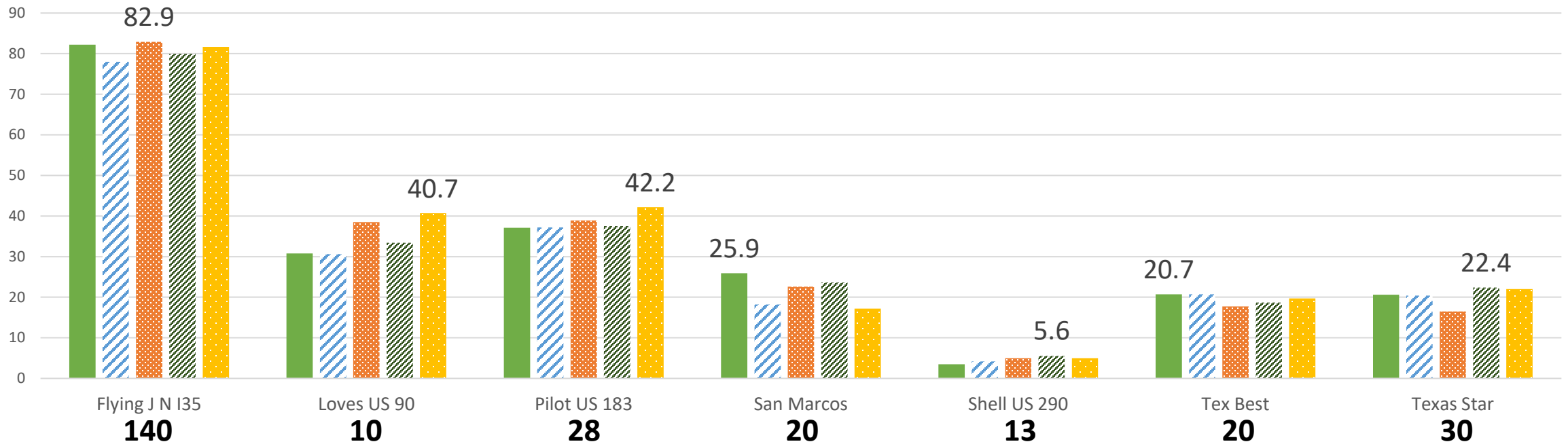


# Current Facilities Are Strained

- Occupancy counts conducted at 7 sites in February over two weeks
- Counts are being used to calibrate truck GPS data
- Final assessment of utilization will be based on peak periods

Average Occupancy by Day of Week

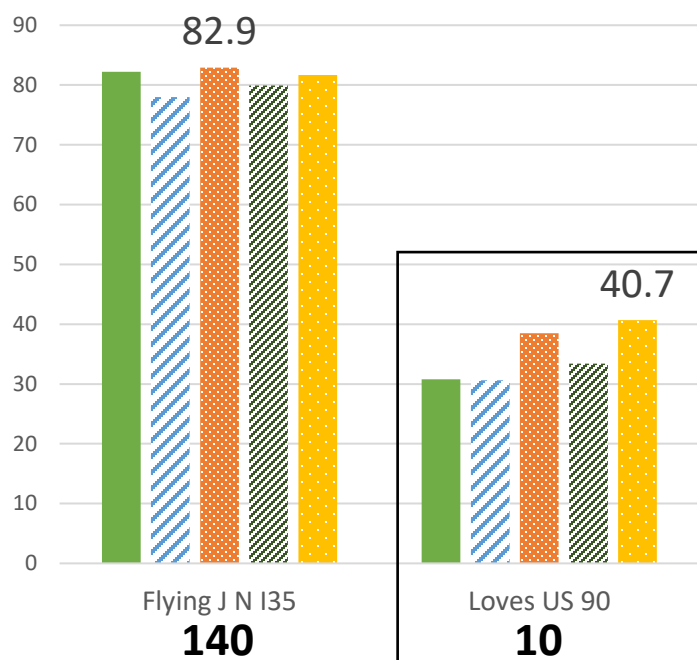
Monday Tuesday Wednesday Thursday Friday





# Current Facilities Are Strained

- Occupancy counts conducted at 7 sites in February over two weeks
- Counts are being used to calibrate truck GPS data
- Final assessment of utilization will be based on peak periods





# Semi-Formal Lots are Filling the Demand Gap





# Engagement Target Audiences

SPRING 2026

## Stage 1

## Stage 2

### INTERVIEWS

- Manufacturing industry organizations, such as the **Austin Regional Manufacturers Association**
- Large and growing freight generators, such as **Samsung, Tesla, and Amazon**
- Carriers and individual drivers, identified through trucking associations
- Governments and Law Enforcement

### SURVEY

- **Truck drivers**, to be identified through trucking associations, federal registries, and TxDOT collaboration

### FOCUS GROUPS

- Trucking industry advocates, such as the **Texas Trucking Association, the Owner-Operator Independent Drivers Association (OOIDA), and the Specialized Carrier & Rigging Association (SC&RA)**
- Partner agencies that can advance truck parking planning and development with CAMPO, such as **TxDOT, Central Texas RMA, and municipalities**





# Analyze Supply and Demand

SPRING/SUMMER 2026

Designated Parking



Undesignated Parking



Tying Parking to Economic Activity



Future Demand





# Step 1. Designated Parking Analysis

## LOCUS-based GPS Parking Demand within 20 miles of CAMPO Region

We use LOCUS GPS data to estimate the demand profile for all parking facilities within CAMPO and within a 20-mile radius.

Calibrated and validated using completed site occupancy counts

Example LOCUS Site Profile

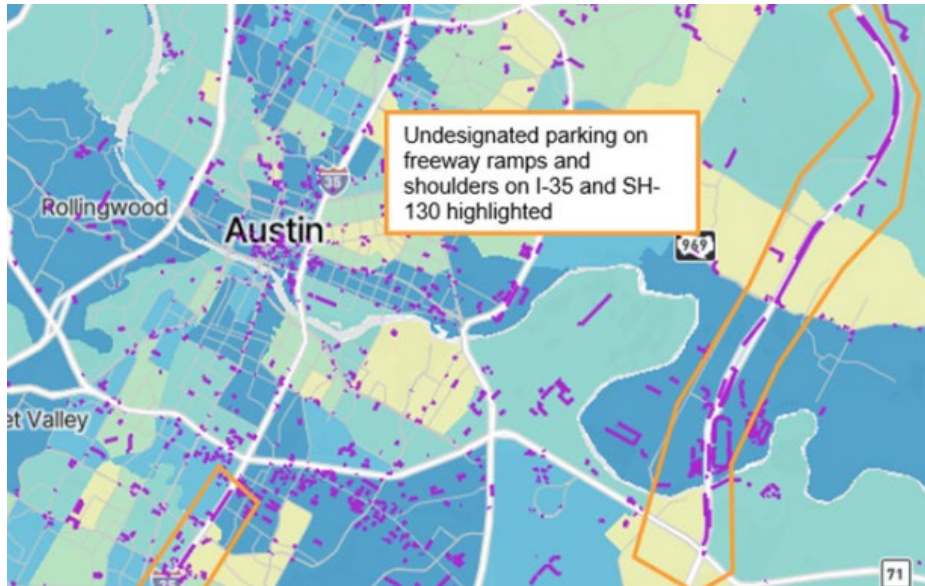




# Step 2. Undesignated Parking Analysis

Geotab Truck Telematics Data  
through LOCUS

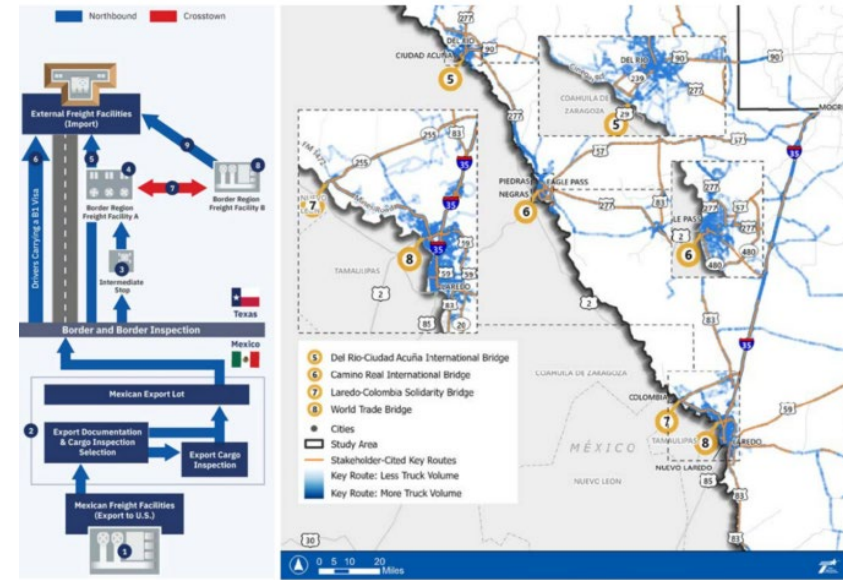
Rapid analysis through LOCUS to identify undesignated parking.



Potential Undesignated Parking Locations CAMPO Region

INRIX Trip Paths, the largest truck GPS data set in Texas,  
analyzed through WSP DeepView Freight

Identify routes, origins, and destinations associated with  
undesignated parking.



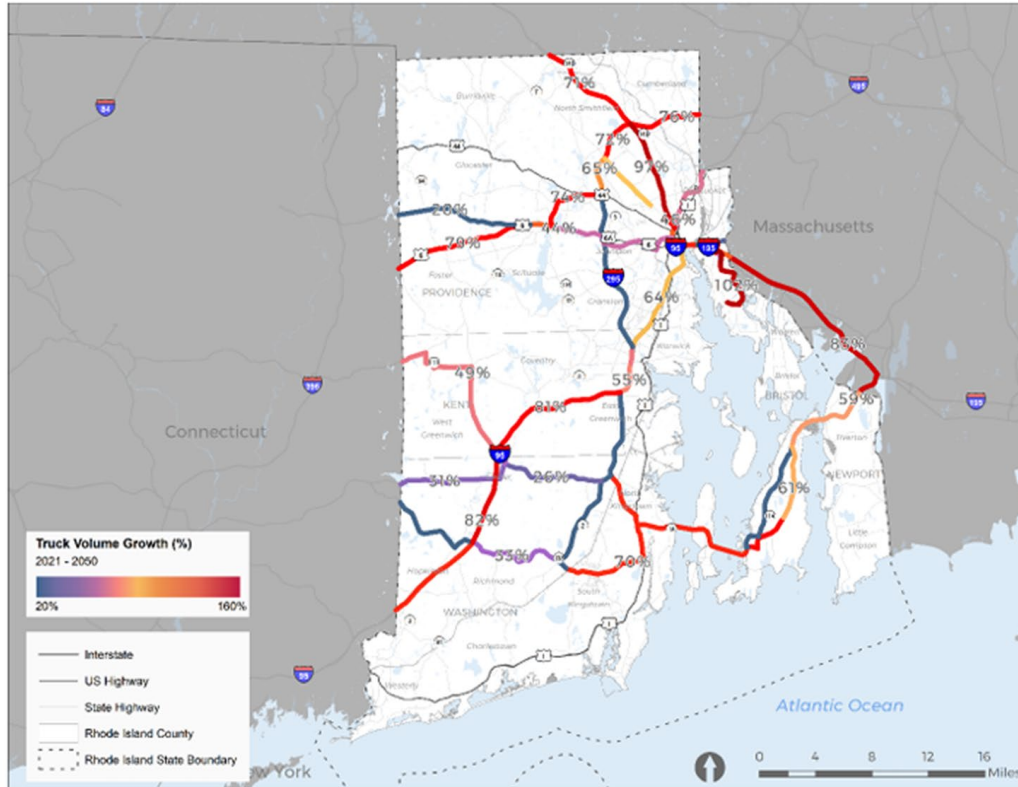
Parking and Staging Analysis of Texas INRIX Data







# Step 4. Forecasting Future Truck Parking Demand



**Forecasted Truck Volume Growth - 2021 to 2050**  
(Source: WSP analysis, Rhode Island Truck Parking Study)

## Transearch Data will Forecast Pass-through and Long-Haul Truck Traffic

Transearch data provides county-level truck traffic growth projections up to 2050 for long-haul and passthrough traffic.

## Freight Generator Parking Demand Forecasted using Employment and Industry Projection

Trucks traveling to and from warehouses, manufacturing plants, and freight facilities will be tracked with the INRIX data.

## Explore Impacts of Connected and Autonomous Technology

How will parking and staging needs evolve in the future?





# Identify Recommended Locations

FALL 2026

## Stage 1: Minimum Requirements

- Parcel size
- Land availability
- Proximity to highways
- Zoning and land use compatibility
- Environmental constraints
- Utilities

## Stage 2: Detailed Evaluation

- Parcel configuration
- Capacity potential
- Accessibility to truck drivers based on routes
- Adjacent roadway capacity
- Potential noise, air quality, and community impacts





# Result: Detailed Site Prioritization Matrix

## Ease of Development

- Parcel configuration
- Adjacent transportation network

## Potential to Alleviate Truck Parking Challenges

- Proximity to needs observed
- Proximity to existing truck parking facilities

## Environmental and Community Impacts

- Adjacent sensitive receptors or communities
- Environmental vulnerability

| CSI/Project ID | Project Name  | HIGHWAY        | AL YEAR | Source     | 1. Safety | 2. Asset | 3. Econo | 4. System | 5. Innov | 6. Comm | 7. Equity | 8. Environ | 9. Climate | 10. Susst | 1. Comm | 2. Place | 3. Stake | 4. Comsi | 5. Readit | TOTAL S |
|----------------|---|----------------|---------|------------|-----------|----------|----------|-----------|----------|---------|-----------|------------|------------|-----------|---------|----------|----------|----------|-----------|---------|
| 0018-06-218    | Vallecillo Road Interchange at IH 35                        | IH 35          |         | TxDOT, RMA | 10        | 2        | 10       | 10        | 8        | 0       | 0         | 10         | 10         | 10        | 7.45    | 5.73     | 7.55     | 7.36     | 6.27      | 104.36  |
| 0086-16-009    | SL 20 Interchange at Cielito Lindo Blvd.                    | SL 20          |         | TxDOT      | 8         | 2        | 10       | 10        | 0        | 0       | 10        | 10         | 5          | 10        | 7.64    | 7.18     | 7.36     | 8.45     | 6.91      | 102.54  |
| 0086-16-010    | SL 20 Interchange at Sierra Vista Blvd.                     | SL 20          |         | TxDOT      | 8         | 2        | 10       | 10        | 0        | 0       | 10        | 10         | 5          | 10        | 7.55    | 7.18     | 7.73     | 8.09     | 6.91      | 102.46  |
| 13             | Future River Road   | River Road     |         | RMA        | 8         | 5        | 4        | 10        | 0        | 10      | 0         | 10         | 5          | 10        | 7.64    | 6.82     | 6.82     | 6.82     | 4.55      | 94.65   |
| 0922-33-039    | Future Laredo Outer Loop, Segment 5                         | Various        |         | TxDOT      | 0         | 2        | 4        | 4         | 0        | 10      | 10        | 10         | 5          | 10        | 8.18    | 8.18     | 8.27     | 9        | 4.73      | 93.36   |
| 2150-04-086    | FM 1472   | FM 1472        |         | TxDOT      | 10        | 6        | 10       | 10        | 0        | 0       | 0         | 5          | 10         | 0         | 8.55    | 8.18     | 8.55     | 8.55     | 5         | 89.83   |
| 0922-33-216    | Future Laredo Outer Loop, Segment 1                         | Various        |         | TxDOT      | 0         | 2        | 2        | 4         | 0        | 10      | 10        | 10         | 5          | 10        | 7.36    | 7.27     | 7.27     | 7.73     | 5.73      | 88.36   |
| 0542-01-094    | US 59 Widening (Future IH 69)                               | US 59          |         | TxDOT      | 0         | 6        | 10       | 10        | 0        | 0       | 5         | 0          | 8          | 10        | 6.36    | 6.18     | 6.27     | 7        | 5.18      | 79.99   |
| 0922-33-203    | Loop 20 Extension, Segment 3B                               | Various        |         | TxDOT      | 0         | 5        | 2        | 4         | 0        | 8       | 0         | 10         | 5          | 10        | 7.45    | 7.18     | 7.27     | 7.45     | 5.91      | 79.26   |
| 0922-33-214    | Future Laredo Outer Loop, Segment 4                         | Various        |         | TxDOT      | 0         | 2        | 2        | 4         | 0        | 8       | 0         | 10         | 5          | 10        | 7.64    | 7.55     | 7.55     | 7.82     | 5.36      | 76.92   |
| 19             | Uniroyal Drive to Reuthinger Interchange Truck Relief Route | Uniroyal Drive |         | Citizen    | 0         | 5        | 2        | 2         | 0        | 8       | 0         | 10         | 5          | 8         | 7.64    | 6.82     | 7.73     | 8        | 5.18      | 75.37   |



# Item 8: Report on Transportation Planning Activities





## Upcoming Meetings



- TPB → May 11, 2026
- TAC → May 18, 2026



# Adjournment



**COMPO**

CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION