TECHNICAL ADVISORY COMMITTEE MEETING
via Microsoft Teams
Monday, April 27, 2026
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 March 23, 2026 Meeting Summary ..... Mr. Chad McKeown, CAMPO
Mr. McKeown will seek TAC approval of the March 23, 2026 meeting summary.

3. Discussion and Recommendation on Draft 2027-2030 Transportation Improvement Program (TIP) and Amendments to 2050 Regional Transportation Plan (RTP)
..... Mr. Ryan Collins and Ms. Christine Tremblay, CAMPO
Mr. Collins and Ms. Tremblay will present the draft 2027-2030 Transportation Improvement Program (TIP), amendments to the 2050 Regional Transportation Plan (RTP), and request TAC recommendation.

4. Discussion and Recommendation on 2026 Federal Performance Measure Targets
..... Mr. Nirav Ved, CAMPO
Mr. Ved will lead the discussion on the update to the annual performance measure targets and request TAC recommendation.

INFORMATION:

5. Briefing on Interchange Bottlenecks Study..... Mr. Will Lisska, CAMPO
Mr. Lisska and CAMPO's consultant HDR will brief the TAC on the final report for the Interchange Bottlenecks Study, including improvement concepts for four prioritized intersection/interchange locations.

6. Update on 2028-2031 Call for Projects ..... Mr. Ryan Collins, CAMPO
Mr. Collins will provide a preview of the draft results of the 2028-2031 Call for Projects for discussion.

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.

7. Update on Regional Truck Parking Plan..... Mr. Nirav Ved, CAMPO
   Mr. Ved will provide an update to the TAC on the progress of the Regional Truck Parking Plan which includes a report on truck parking inventory within the CAMPO region.

8. Report on Transportation Planning Activities

9. TAC Chair Announcements
   - Next TPB Meeting – May 11, 2026, 2:00 p.m.
   - Next TAC Meeting – May 18, 2026, 2:00 p.m.

10. Adjournment

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for assistance.

Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting
via Microsoft Teams
Meeting Minutes
March 23, 2026 – 2:00 p.m.

Livestream at: www.campotexas.org

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

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:00 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate/ Attended By
1.	Richard Mendoza, P.E.	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Lila Valencia	City of Austin	Y	
4.	Randall Skinner	City of Cedar Park	Y	
5.	Lua Saluone	City of Georgetown	N	
6.	Mike Trimble	City of Kyle	N	Ravali Kosaraju
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.	Kayla Ewt	Bastrop County	Y	

12.	Alondria Macias	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Russell Sander	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	Y	
16.	David Fowler	Caldwell County (Smaller Cities)	Y	
17.	Marti Reich	Hays County	Y	
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Michelle Meaux, AICP	Travis County	Y	
20.	Charlie Watts	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	N	
22.	Matt Rector	Williamson County (Smaller Cities)	N	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	N	Oscar Solis, P.E.
25.	Sharmila Mukherjee	Capital Metro	N	Katherine Youngbluth
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

2. Approval of February 23. 2026 Meeting Summary

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the February 23, 2026 meeting summary, as presented.

Mr. Charlie Watts moved for approval of the February 23, 2026 meeting summary, as presented.

Ms. Michelle Meaux seconded the motion.

The motion prevailed unanimously.

Video of this item can be viewed here. Start Video at 00:10:20

3. Update on Regional Transit Coordination Committee (RTCC)

The Chair recognized Ms. Simone Serhan, CAMPO Regional Planner who informed the Committee that the RTCC provides coordination support for transportation organizations, health and human services agencies, and other transit providers. Ms. Serhan identified and discussed RTCC goals, service areas, transportation providers, service recipients, and online funding resources. Ms. Serhan also highlighted RTCC mapping tools and functions.

Ms. Serhan later informed the Committee that the RTCC Plan is currently being updated and serves as a toolbox for regional coordination. Ms. Serhan added that the staff is working on provider profiles. The update concluded without questions or comments.

Video of this item can be viewed here. Start Video at 00:11:04

4. Discussion on Presentation of 2027-2030 Transportation Improvement Program (TIP) and Amendments to 2050 Regional Transportation Plan (RTP)

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who provided a brief overview of the TIP and 2050 RTP. Mr. Collins reported that the 2050 RTP is adopted every five (5) years and the TIP is adopted biennially. Mr. Collins further reported that the TIP and RTP are amended regularly and noted that there are no amendments to the current TIP, which is the 2025-2028 TIP. Mr. Collins informed the Committee that a public hearing for the 2027-2030 TIP and amendments to the 2050 RTP will be held on April 13, 2026 at the next Transportation Policy Board Meeting. Mr. Collins later provided a high-level overview of the contents of the 2027-2030 TIP and presented a visual representation of the 2027-2030 TIP and amendments to the 2050 RTP.

Mr. Will Lisska, CAMPO Regional Planning Manager later identified and briefly discussed a total of four (4) amendments to the 2050 RTP for Burnet, Caldwell, Travis, and Hays Counties.

Ms. Doise Miers, CAMPO Community Outreach Manager informed the Committee that the public comment period for the 2027-2030 TIP and amendments to the 2050 RTP began on March 16, 2026 and will close on April 20, 2026. Ms. Miers provided a calendar of upcoming in-person public outreach events in each county. Ms. Miers briefly discussed various options for submitting public comment and added that opportunity to provide public comments during the online open house which opened on March 16, 2026 will also be available. The Committee was informed that a summary of the public comments received will be provided to the TAC for review and recommendation at the close of the public comment period. The presentation concluded without questions or comments.

Video of this item can be viewed here. Start Video at 00:18:13

5. Update on 2028-2031 Call for Projects

The Chair recognized Mr. Ryan Collins who continued with an update on the 2028-2031 Call for Projects. Mr. Collins informed the Committee that the project application review and readiness assessment process is in progress and noted that the deadline for the review process is April 10, 2026. Mr. Collins provided a brief overview of the project application review and readiness assessment processes.

Mr. Collins later highlighted the determination framework for the readiness (Risk) Assessment, foundation for project recommendation, and schedule for the 2028-2031 Call for Projects. The update concluded without questions or comments.

Video of this item can be viewed here. Start Video at 00:25:05

6. Report on Transportation Planning Activities

Mr. Chad McKeown, CAMPO Deputy Executive Director informed the Committee that CAMPO Staff did not have any transportation planning activities to report.

Video of this item can be viewed here. Start Video at 00:33:04

7. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on April 13, 2026 at 2:00 p.m. The Chair also announced that the next Technical Advisory Committee Meeting will be held on April 27, 2026 at 2:00 p.m.

Video of this item can be viewed here. Start Video at 00:33:24

8. Adjournment

The March 23, 2026 meeting of the Technical Advisory Committee was adjourned at 2:23 p.m.

Date:	April 27, 2026
Continued From:	March 23, 2026
Action Requested:	Recommendation

To:	Technical Advisory Committee
From:	Mr. Ryan Collins, Short-Range Planning Manager Ms. Christine Tremblay, Transportation Finance Specialist
Agenda Item:	3
Subject:	Discussion and Recommendation on Draft 2027-2030 Transportation Improvement Program (TIP) and Amendments to 2050 Regional Transportation Plan (RTP)

RECOMMENDATION

Staff is requesting the Technical Advisory Committee (TAC) provide a recommendation to the Transportation Policy Board (TPB) regarding the draft 2027-2030 Transportation Improvement Program (TIP) and amendments to 2050 Regional Transportation Plan (RTP).

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) is conducting community outreach for the upcoming 2027-2030 Transportation Improvement Program (TIP) as well as the routine amendment cycle for the 2050 Regional Transportation Plan (RTP). This process includes a public hearing, 30 days of public comment, in-person and online open houses, and concludes with direct approval by the Transportation Policy Board as detailed in both the Public Participation Plan and Amendment Procedures. Refer to Attachment A for a summary of the 2027-2030 TIP and submitted amendments to the 2050 RTP.

FINANCIAL IMPACT

Any projects selected for federal funding through surface transportation programs including federal highway and transit formula and discretionary programs, must be authorized by the Transportation Policy Board through the TIP and RTP for federal funding to be obligated to projects or sponsors.

BACKGROUND AND DISCUSSION

CAMPO develops and maintains the TIP and RTP. The TIP is adopted every two years and the RTP every 5 years. The TIP and RTP are also amended on a regular basis to ensure that the most up-to-date project information is authorized by the TPB. Sponsors may submit a request for an amendment at any time using the online application which are then processed according to the amendment policies either through a regular amendment cycle, administratively, or as an out-of-cycle amendment. The nature of the request is determined upon review of the submission and additional coordination with the project sponsors as needed.

SUPPORTING DOCUMENTS

Attachment A – *2027-2030 TIP Project List and 2050 RTP Amendment Summary*

2027- 2030 Transportation Improvement Program – Highway Projects (Draft for Public Comment)										
MPO ID	CSJ	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Fiscal Year	Total Cost
11-00010-00	0265-03-042	Bastrop	TxDOT	SH 71	0.04 MI W of Holman Lane	0.07 MI E of Still Forest Drive	Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	Construction	2027	$85,620,333.00
11-00011-00	0265-03-041	Bastrop	TxDOT	SH 71	Zip Lost Pines Way	SH 21	Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	Construction	2030	$161,370,436.00
21-00001-00	0914-24-028	Burnet	TxDOT	Wirtz Dam Road	RM 1431	RM 2147	Construct bridge over Lake LBJ and add 2-lane roadway in each direction.	Construction	2028	$49,299,488.00
41-00117-00	0914-33-113	Hays	Hays County	Old Kyle Road	RM 12	RM 3237	Multimodal improvements, conversation from two-way to one-way facility, and construction of roundabout at Blue Hole Lane.	Construction	2027	$4,961,957.00
41-00126-00	1197-01-029	Hays	Hays County	RM 150	At RM 12	-	Construction of new roundabout and intersection improvements including channelized approaches, yield control, a truck apron, rumble strips, and geometric curvature to improve safer travel speeds.	Construction	2027	$5,848,972.00
41-00196-00	0914-33-076	Hays	Hays County	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	Construction	2028	$28,919,021.00
51-00189-01	0015-13-423	Travis	TxDOT	IH 35	51st Street	Martin Luther King Jr. Boulevard	Reconstruct IH-35 to add 2 northbound (NB) and 2 southbound (SB) non-tolled managed lanes, add 1 NB and 1 SB frontage road lane between 32nd St. and MLK Blvd., construct bypass lanes, railroad bridge, structures, drainage, shared use paths, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	Construction	2029	$2,594,120,187.00
51-00189-05	0015-13-432	Travis	TxDOT	IH 35	US 290E	Martin Luther King Jr. Blvd.	Reconstruct IH-35 main lanes at Manor Rd, 32nd St, and from Concordia Ave to 40th St, partially reconstruct northbound frontage road from Manor to 51st St, and southbound frontage road from Concordia Ave to 51st St, reconstruct bridges at Manor, 32nd, & 38 1/2 St, drainage, shared use paths, reconstruct intersections, bypass lane at 51st St, and ramps.	Construction	2027	$251,110,932.00
51-00189-08	0015-13-437	Travis	TxDOT	IH 35	Martin Luther King Jr. Blvd.	Holly Street	Reconstruct IH-35 cross streets including bridges from 1st to 12th St, main lanes between 9th and 13th St, reconstruct southbound frontage road from 1st to 13th St including adding a boulevard section between 1st ST and 12th ST, reconstruct northbound frontage road from Lambie St to Flores St, add railroad bridge at 4th St, drainage, shared use paths, reconstruct intersections, and temporary ramp construction.	Construction	2027	$490,743,039.00
51-00189-09	0015-13-441	Travis	TxDOT	IH 35	US 290E	51st Street	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.	Construction	2027	$188,329,938.00

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51-00189-11	0015-13-452	Travis	TxDOT	IH 35	US 290 East	Holly Street	Relocate Austin Water facilities that are in conflict with IH 35 Cap Ex Central project including water and waste water lines.	Construction	2027	$158,852,740.00
51-00189-12	0914-04-373	Travis	TxDOT	Various	Along Colorado River from South Congress Ave.	South 1st Street	Construct boardwalk extension as mitigation for IH-35 Capital Express Central	Construction	2028	$30,218,822.00
51-00189-13	0015-13-461	Travis	TxDOT	IH 35	At 4th St. CapMetro Red Line	-	Transport rail passengers by bus, between the Plaza Saltillo Station and the Downtown Station, for the portion of the Red Line route affected by the IH35 Capital Express (Central) project.	Construction	2027	$9,400,000.00
51-00189-14	0015-13-462	Travis	TxDOT	IH 35	Howard Lane	Parmer Lane	Construct a bus-only direct connector from IH 35 managed lanes to CapMetro Tech Ridge Park and Ride	Construction	2027	$13,412,278.00
51-00191-00	0265-01-113	Travis	TxDOT	SH 71	SH 71/US 183 Interchange	Presidential Boulevard	Construct 3-lane eastbound frontage road, 1-lane direct connector from 183S to 71E and 1-lane direct connector from 183N to 71E	Construction	2030	$84,953,181.00
51-00205-01	0440-06-030	Travis	TxDOT	SH 130	Gattis School Road	RM 685	Widen from 4 to 6-lane facility, adding 1 lane in each direction on main lanes.	Construction	2027	$65,735,846.00
51-00213-00	0113-13-167	Travis	TxDOT	SL 360	At Spicewood Springs	-	Grade separate current at-grade signalized intersection	Construction	2030	$89,466,648.00
51-00217-00	0113-13-169	Travis	TxDOT	SL 360	At Lakewood Drive	-	Grade-separate current at-grade signalized intersection with SL 360 main-lane overpass	Construction	2029	$92,949,052.00
51-00222-00	0914-04-314	Travis	City of Austin	West Rundberg Lane	Metric Blvd	Burnet Road	Extend current roadway as a four-lane divided arterial with sidewalks, bike lanes, and new signalized intersection.	Construction	2028	$21,603,880.00
51-00225-00	0914-05-194	Williamson	City of Austin	Lakeline Blvd	Parmer Lane	Lyndhurst Street	Reconstruct South Lakeline Blvd from a 2-lane undivided roadway to a 4-Lane divided roadway with sidewalks and bike path.	Construction	2027	$26,160,341.00
51-00230-00	0914-04-329	Travis, Bastrop	Travis County	Pearce Lane	Kellam Road	Wolf Lane	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks.	Construction	2028	$84,331,307.00
51-00230-01	0807-05-024	Bastrop	Travis County	FM 535	Travis County Line	East of Stoney Point Drive	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	Construction	2028	$18,123,842.00
51-00299-00	0000-00-000	Travis	City of Austin	Barton Springs Road	Lou Neff	Azie Morton	Bridge replacement with bicycle and pedestrian accommodations.	Engineering, ROW, Construction	2028	$40,000,000.00

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51-00509-00	1149-01-033	Travis	TxDOT	FM 812	0.02 Miles West of SH 130 Southbound Frontage Road	Peterson Road	Upgrade from a 2-Lane roadway to a 4-Lane divided roadway with a continuous left turn lane, curb and gutter, signals, striping, and 10-foot wide shared-use paths in both directions.	Construction	2028	$83,537,346.00
51-00551-00	0683-07-013	Travis	TxDOT	SH 45	Williamson County Line	SH 130	Restripe existing eastbound main lanes from 2 lanes to 3 lanes	Construction	2027	$3,394,139.00
52-00238-00	0440-09-005	Williamson	Williamson County	SH 195	1.33 MI W of Ronald Reagan Blvd	0.60 MI E of Ronald Reagan Blvd	Interchange improvements on SH 195 including the addition of two entrance ramps and one exit ramps.	Construction	2030	$20,772,834.00
61-00073-00	0914-05-238	Williamson	TxDOT	183A	Hero Way	SH 45N	Widen from 3 toll lanes to 4 toll lanes northbound and southbound.	Construction	2028	$197,207,538.00
61-00086-01	0440-05-015	Williamson	TxDOT	SH 130	IH 35	Gattis School Road	Widen from 4 to 6-lane facility, adding 1 lane in each direction on main lanes.	Construction	2027	$328,679,230.00
61-00191-00	2103-01-036	Williamson	City of Georgetown	RM 2243 (Leander Rd)	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	Construction	2027	$21,703,460.00
61-00224-00	0440-05-016	Williamson	TxDOT	SH 130	At Gattis School Road	-	Construct diverging diamond intersection	Construction	2027	$19,174,374.00
61-00274-00	0683-06-035	Williamson	TxDOT	SH 45	A.W. Grimes	Travis County Line	Restripe existing eastbound main lanes from 2 lanes to 3 lanes	Construction	2027	$4,148,392.00
61-00275-00	0015-10-073	Williamson	TxDOT	IH 35	SH 45N	Grand Avenue Parkway	Operational Improvements, Construct Direct Connectors to Construct NB IH 35 direct connectors to EB/WB SH 45 and EB/WB SH 45 direct connectors to SB IH 35	Construction	2027	$224,824,398.00

Draft for Public Comment

2027- 2030 Transportation Improvement Program – Transit Projects (Draft for Public Comment)									
MPO ID	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Fiscal Year	Total Cost
43-00011-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Public Transit Operations	Operations	2030	$10,858,014.00
43-00012-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Revenue Rolling Stock	Capital, Operations, Administration	2029	$161,042.00
43-00013-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Public Transit Operations	Operations	2029	$10,415,760.00
43-00014-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Revenue Rolling Stock	Capital, Operations, Administration	2030	$165,873.00
53-00040-03	Travis	Austin Transit Partnership	Various	Various	Various	Austin Light Rail Phase I (Guadalupe / 3rd St. / Trinity / S. Congress / Riverside Dr.)	Capital	2027	$190,100,000.00
53-00040-04	Travis	Austin Transit Partnership	Various	Various	Various	Austin Light Rail Phase I (Guadalupe / 3rd St. / Trinity / S. Congress / Riverside Dr.)	Capital	2028	$198,000,000.00
61-00118-00	Williamson	City of Round Rock	Various	Various	Various	Facility Improvements and Upgrades	Capital	2027	$133,862.00
61-00133-00	Williamson	City of Round Rock	Various	Various	Various	Facility Improvements and Upgrades	Capital	2028	$137,875.00
63-27000-00	Williamson	City of Round Rock	Various	Various	Various	Other capital program items including ADA complementary paratransit service, capital cost of contracting.	Operations	2028	$2,612,000.00
63-27001-00	Williamson	City of Round Rock	Various	Various	Various	Other capital program items including ADA complementary paratransit service, capital cost of contracting.	Operations	2029	$2,750,000.00
63-27002-00	Williamson	City of Round Rock	Various	Various	Various	Other capital program items including ADA complementary paratransit service, capital cost of contracting.	Operations	2030	$2,825,000.00
63-27003-00	Williamson	City of Round Rock	Various	Various	Various	Facility Improvements and Upgrades	Capital	2029	$150,000.00

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63-27004-00	Williamson	City of Round Rock	Various	Various	Various	Facility Improvements and Upgrades	Capital	2030	$162,500.00
73-00095-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operations, Administration	2027	$2,377,252.00
73-00100-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital	2027	$2,437,687.00
73-00101-00	Travis	CapMetro	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.	Capital, Operations, Administration	2027	$51,669,876.00
73-00102-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2027	$8,153,312.00
73-00103-00	Travis	CapMetro	Various	Various	Various	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2027	$6,443,379.00
73-00104-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2027	$4,220,659.00
73-00106-00	Travis	CapMetro	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.	Capital	2028	$51,669,876.00
73-00107-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2028	$8,153,312.00
73-00108-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operations, Administration	2027	$2,437,687.00
73-00109-00	Travis	CapMetro	Various	Various	Various	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2028	$6,443,379.00
73-00110-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2028	$4,220,659.00
73-00111-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operations, Administration	2028	$2,437,687.00

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73-00115-00	Williamson	City of Round Rock	Various	Various	Various	On Demand	Operations	2027	$752,500.00
73-00115-01	Williamson	City of Round Rock	Various	Various	Various	Other capital program items including ADA complementary paratransit service, capital cost of contracting.	Operations	2027	$1,314,000.00
73-00118-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Public Transit Operations	Operations	2027	$9,936,620.00
73-00119-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Public Transit Operations	Operations	2028	$10,234,718.00
73-00122-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Revenue Rolling Stock	Capital, Operations, Administration	2027	$158,123.00
73-00123-00	Hays	City of San Marcos	Various	Various	Various	City of San Marcos Revenue Rolling Stock	Capital, Operations, Administration	2028	$162,866.00
73-27000-00	Travis	CapMetro	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.	Capital, Operations, Administration	2029	$51,669,876.00
73-27001-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2029	$8,153,312.00
73-27002-00	Travis	CapMetro	Various	Various	Various	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2029	$6,443,379.00
73-27003-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2029	$4,220,659.00
73-27004-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operations, Administration	2029	$2,437,687.00
73-27005-00	Travis	CapMetro	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.	Capital, Operations, Administration	2030	$51,669,876.00
73-27006-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2030	$8,153,312.00

Draft for Public Comment

73-27007-00	Travis	CapMetro	Various	Various	Various	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Capital	2030	$6,443,379.00
73-27008-00	Travis	CapMetro	Various	Various	Various	Revenue rolling stock	Capital	2030	$4,220,659.00
73-27009-00	Travis	CapMetro	Various	Various	Various	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Capital, Operations, Administration	2030	$2,437,687.00

Draft for Public Comment

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	**Project Description:** Updating existing project description from "reconstruct interchange" to include the addition of 2-lane frontage roads in each direction. **Let Year:** 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*	**Project Description:** 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*	**New Listing:** 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*	**New Listing:** Adding to illustrative list.

Draft for Public Comment

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.

Date: April 27, 2026
Continued From: February 23, 2026
Action Requested: Recommendation

To: Technical Advisory Committee

From: Mr. Nirav Ved, Data and Operations Manager

Agenda Item: 4

Subject: Discussion and Recommendation on 2026 Federal Performance Measure Targets

RECOMMENDATION

Staff recommends the Technical Advisory Committee recommend to the Transportation Policy Board the adoption of the 2026 Performance Measure Targets.

PURPOSE AND EXECUTIVE SUMMARY

As part of the performance-based transportation planning process, the Transportation Policy Board (TPB) has adopted performance targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) as well as Transit Asset Management (TAM) and Transit Safety. As part of this process, the TPB must adopt PM1, TAM, and Transit Safety annually. PM2 and PM3 are adopted in response to TxDOT's target updates which typically occur every two years.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

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) including the adoption of performance targets in key areas. On an annual basis, the TPB adopts updated performance measure targets included in the Performance Measure Report, which are then incorporated into the programming and planning processes.

SUPPORTING DOCUMENTS

Attachment A – *2026 Performance Measure Report*

Performance Measure Report

2026

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.

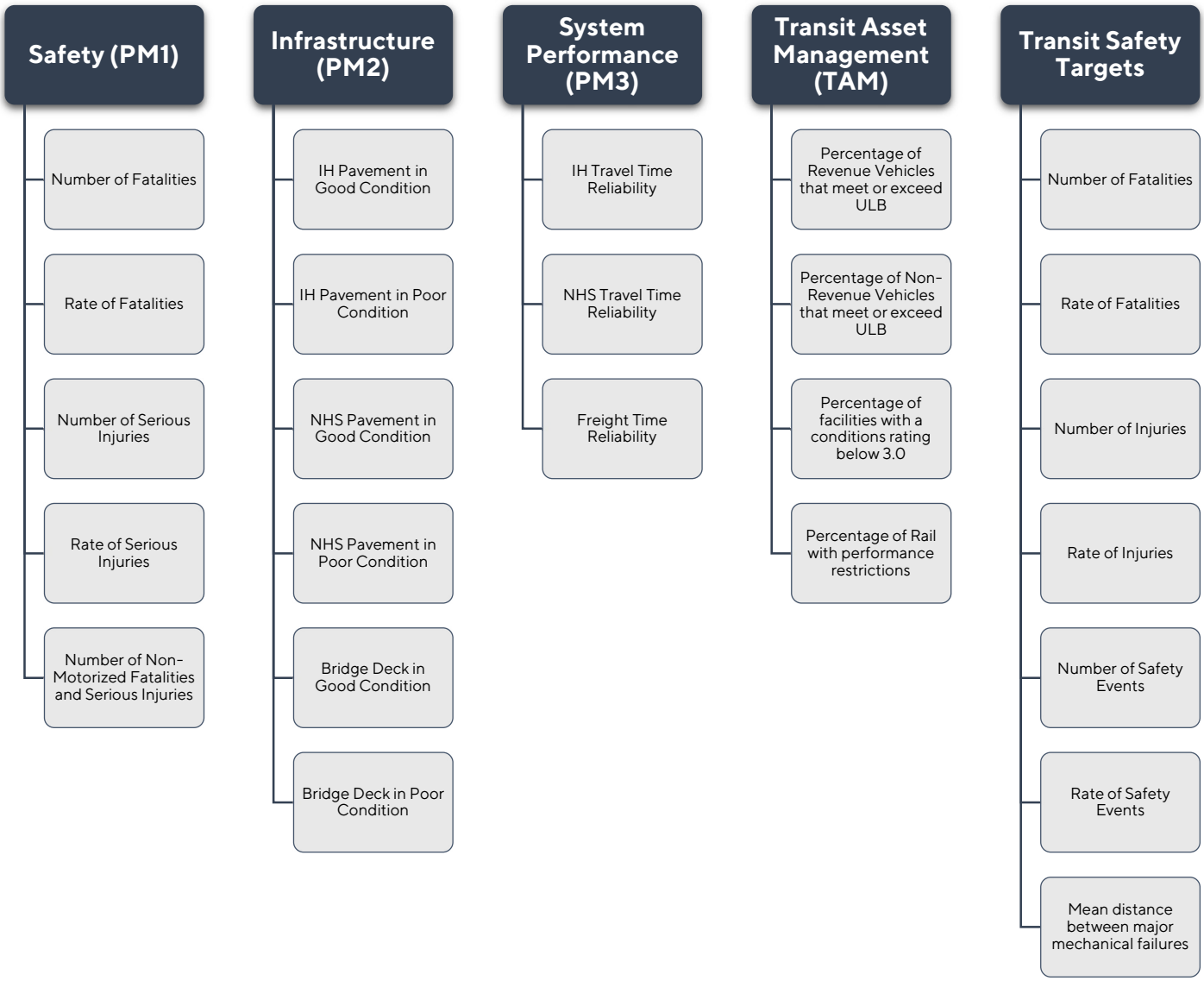
- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

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.

Safety (PM1)	Current Target	2026 Target	5 Year Rolling Average Target
Number of Fatalities	3,046	4,506	3,693
Rate of Fatalities	1.14	1.44	1.35
Number of Serious Injuries	17,062	18,884	18,383
Rate of Serious Injuries	6.39	6.30	6.78
Number of Non-Motorized Fatalities and Serious Injuries	2,357	2,802	2,490

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%	49.2%	48.5%	47.6%
NHS Pavement in Poor Condition	14.2%	1.1%	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%	2.5%

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	2026 Target
Percentage of Revenue Vehicles that meet or exceed ULB	<15%	<18%
Percentage of Non- Revenue Vehicles that meet or exceed ULB	<15%	<18%
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	2026 Targets
Number of Fatalities	0	1
Rate of Fatalities	0	0
Number of Injuries	65	44
Rate of Injuries	0.35	.34
Number of Safety Events	85	108
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: • Regional Transportation Plan • Transportation Improvement Program • Regional Safety Plan • Regional Freight Study • Regional Bottlenecks/Interchange Study • Mobile Emission Reduction Plan • Local Studies

Appendix A – Federal Performance Measure Fact Sheets

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at http://safety.fhwa.dot.gov/hsip/shsp/.

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would …	If an MPO establishes its own HSIP target, the MPO would…
■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets	■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.

Pavement
Performance Measures

TPM
HOW WE GET THERE

Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR 5886) a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures
✓ % of Interstate pavements in Good condition
✓ % of Interstate pavements in Poor condition
✓ % of non-Interstate NHS pavements in Good condition
✓ % of non-Interstate NHS pavements in Poor condition

About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

Penalty Provisions

If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

Target Setting

State DOTs:

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.

Pavement
Performance Measures

Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4-year performance period begins.
May 20, 2018	State DOT targets must be established.
January 1, 2018	State DOTs collect data for Interstate pavements that conform to the final rule (IRI, Rutting, Cracking %, Faulting, and Inventory).
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support state target or establish separate quantifiable target.
October 1, 2018	Baseline Performance Period Report for 1st Performance Period due. State DOTs report 4-year targets for Interstate and 2-year and 4-year targets for non-Interstate NHS; etc.
April 15, 2019, and each April 15 thereafter	State DOTs submit first Interstate data that conform to the final rule.
January 1, 2020	State DOTs collect data for non-Interstate NHS pavements that conform to the final rules.
October 1, 2020	Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
June 15, 2021, and each June 15 thereafter	State DOTs submit non-Interstate NHS data that conform to the final rule.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1st Performance Period due. State DOTs reports 4-year condition/performance; progress toward achieving 4-year targets, etc. Baseline Performance Period Report for 2nd Performance Period due. State DOTs report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline condition; etc.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.

BRIDGE
PERFORMANCE MEASURES

TPM
HOW WE GET THERE

Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal* Register (82 FR5886) a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures
✓ % of NHS bridges by deck area classified as in Good condition
✓ % of NHS bridges by deck area classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.

BRIDGE
PERFORMANCE MEASURES

TPM
HOW WE GET THERE

Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4- year performance period begins.
May 20, 2018	Initial 2- and 4-year targets established.
October 1, 2018	Baseline Performance Period Report for the 1st Performance Period due. State DOTs report 2-year and 4-year targets; etc.
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support State target or establish separate quantifiable target.
October 1, 2020	Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1st performance period due. State DOTs report 4-year condition/ performance; progress toward achieving 4-year targets; etc. Baseline report due for 2nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc.

Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs' totals.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.

NHS Travel Time Reliability Measures

WHAT: Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the *Federal Register* [82 FR 5970 (January 18, 2017)].

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

WHEN: Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018.** Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020.** For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022.**

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

Note: The FHWA is preparing guidance on how all rules should be implemented.

Freight Reliability Measure

WHAT: Measurement of travel time reliability on the Interstate System (Truck Travel Time Reliability (TTTR) Index). Read the final rule in the *Federal Register* [82 FR 5970 (January 18, 2017)].

WHO: State DOTs and MPOs.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including freight movement on the Interstate. The measure considers factors that are unique to this industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts to the system in planning for on-time arrivals. [23 CFR 490.607]

WHEN: State DOTs must establish 2- and 4-year targets by **May 20, 2018.** Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Freight movement will be assessed by the TTTR Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

State DOTs and MPOs will have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS) as data set includes truck travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer.

Note: The FHWA is preparing guidance on how all rules should be implemented.

FTA
FEDERAL TRANSIT ADMINISTRATION

TRANSIT ASSET MANAGEMENT

TAM Performance Measures

Background

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

Performance Measures

Rolling Stock: The percentage of revenue vehicles (by asset class) that have met or exceeded the useful life benchmark (ULB).

Equipment: The percentage of non-revenue service vehicles (by asset class) that have met or exceeded the ULB.

Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. Condition assessments must be no more than four years old.

Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

Resources:

- ULB Cheat Sheet
- Facility Performance Measure Guidebook.
- Infrastructure Performance Measure Guidebook.
- Narrative report template

Data To Be Reported to the National Transit Database (NTD)

Rolling Stock: The NTD lists 26 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

Equipment: Only 3 classes of non-revenue service vehicles are collected and used for target setting: 1) automobiles, 2) trucks and other rubber tire vehicles, and 3) other steel wheel vehicles.

Useful Life Benchmark (ULB): Default ULBs represent maximum useful life for rolling stock and equipment based on the TERM model. Agencies can choose to use the FTA provided default ULB OR to customize based on analysis of their data.

Facilities: Four types of facilities are reported to NTD; they are combined to two categories for target setting: 1) Administrative and Maintenance and 2) Passenger and Parking.

Infrastructure: The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.

BRT and Ferry are NTD fixed guideway modes but are not included in TAM performance measures and targets.

TAM Performance Metrics: Agencies report data on current year performance and targets for the next fiscal year through the NTD Asset Inventory Module (AIM).

TAM Narrative Report: Agencies submit this report to the NTD annually. The report describes conditions in the prior year that impacted target attainment.

For more details visit
www.transit.dot.gov/TAM
or email TAM@dot.gov

TERM Scale: Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

What You Need to Know About Establishing Targets

Include:

- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measures.
- Only vehicles that are part of the active fleet.

Group Plans:

- Only one unified target per asset class.
- Sponsors may choose to develop more than one Group Plan.

MPOs:

- MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider(s) establish their targets.
- Coordinate with transit providers.

Example Target Calculations

Rolling Stock and Equipment: Each target is based on the agency's fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year's target. The performance metric calculation does not include emergency contingency vehicles.

Rolling Stock	Over the road bus (BU)	10	5	14 years		
		15	13	14 years	0%	60%
	Cutaway bus (CU)	19	8	10 years		
		5	12	10 years	21%	21%
	Mini Van (MV)	5	5	8 years	0%	0%
	Van (VN)	1	10	8 years		
		2	5	8 years	67%	67%
Equipment	Auto (AO)	5	4	8 years	0%	0%

This example assumes no new vehicle purchases in the calculation of targets for FY22, therefore the FY22 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the appropriate classes and asset types associated with the modes reported.

Safety Performance Targets Fact Sheet

Overview

The Public Transportation Agency Safety Plan (PTASP) regulation at 49 CFR § 673.11(a)(3) states that an Agency Safety Plan must include performance targets based on the safety performance measures established in the National Public Transportation Safety Plan. This fact sheet contains guidance on how to determine safety performance targets (SPTs) to meet that requirement. [1]

Setting Targets

Generally, an agency sets SPTs for each mode that represent its goals for the upcoming year (calendar, fiscal, or National Transit Database [NTD] reporting year). These goals could maintain current safety performance levels or aim to improve upon current safety performance. The Federal Transit Administration (FTA) has not specified how transit providers must set their targets nor established a required methodology.

You may choose to set your targets based on the safety data reported for each mode to the NTD in the past year or an average of the data (per mode) you reported over a certain number of years. You may consider benchmarking peer agencies or transit industry averages based on data reported to the NTD (see resources section for a link to the NTD time-series data).

Fatality Target

For the fatality safety performance measure, FTA uses the NTD definition of fatality (death confirmed within 30 days) and excludes trespassing and suicide-related fatalities. This means that although you may have to report a trespassing fatality to the NTD, you would exclude that trespassing fatality from your fatality performance target.

Injury Target

For the injury safety performance measure, FTA uses the NTD definition of injury (harm to a person requiring immediate medical attention away from the scene). FTA uses injuries reported on both the NTD S&S-40 (major) and S&S-50 (non-major) forms and excludes injuries resulting from assaults and other crimes (security events). This means you may have to report a crime-

[1] The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.

related injury to the NTD, but you would exclude that injury from your injury performance target.

Safety Event Target

For the safety event performance measure, FTA uses all *safety* events meeting an NTD major event threshold (events reported on the S&S-40 form). For this measure, FTA includes only major *safety* events and excludes major *security* events (both of which are reported to the NTD). This means you may have to report a major security event to the NTD, but you would exclude that security event from your safety events performance target.

System Reliability Target

The system reliability target is expressed in miles and is the mean (average) distance between major mechanical failures. The NTD defines a major mechanical system failure as "a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns." NTD Full Reporters report major mechanical failures to the NTD on the Maintenance Performance form (R-20). To calculate the mean distance between failures for a transit mode, you divide total vehicle revenue miles (VRM) by the total number of failures.

> Agency B, which operates 45 fixed-route Vehicles Operated in Annual Maximum Service (VOMs), reported 2,560,000 total VRM and 250 major mechanical failures in the past year.
>
> VRM / failures = SPT
> 2,560,000 / 250 = 10,240 miles

Data for NTD Reduced Reporters

Reduced Reporters report the total annual number of fatalities and injuries that occur in their systems, the total number of reportable events, and their annual VRM.[2] You can use this information to support the development of SPTs for fatalities, injuries, and safety events. As noted above, when you develop SPTs for fatalities, you will exclude trespassing and suicide-related fatalities; for injuries, you will exclude injuries resulting from assaults and other crimes (security events).

Reduced Reporters are not required to report major mechanical failures to the NTD. To set the system reliability performance target, you may, for example, review vehicle maintenance records to determine the number of major mechanical failures experienced in the prior year or the average of major mechanical failures over a certain number of years.

[2] Reduced reporters receive or benefit from Section 5307 funding, operate 30 vehicles or less across all modes and types of service, and do not operate fixed guideway and/or high intensity busway.

Resources

- Safety Performance Targets Guide provides information to help transit agencies develop SPTs based on the safety performance measures in FTA's National Public Transportation Safety Plan. See, for example, the section "Strategies for Establishing SPTs."
- PTASP Safety Performance Targets Webinar Presentation (February 4, 2020) reviews the requirements for SPTs in the PTASP regulation.
- The most recent *NTD Safety and Security Policy Manual* lists the major reporting thresholds for rail and non-rail modes. For more information on NTD reporting, see the most recent *NTD Reporting Policy Manual* or *NTD Reduced Reporting Manual*. See the full list of NTD manuals here.
- NTD Glossary includes definitions for reporting fatalities, injuries, safety events, and major mechanical system failures to the NTD and lists the NTD forms on which they are reported.
- NTD Safety & Security Major-Only Time Series Data includes data on events, injuries, and fatalities reported in previous years to the NTD by Full Reporters.
- NTD Safety & Security Quick Reference Guides define reportable Safety & Security events and identify reporting thresholds for rail and non-rail modes reporting to the NTD.

PTASP TECHNICAL ASSISTANCE CENTER

PTASP Technical Assistance Available Now

- Access one-on-one Agency Safety Plan support
- Learn and share through the PTASP Community of Practice
- Explore the PTASP Resource Library

https://www.transit.dot.gov/PTASP-TAC

Date:	April 27, 2026
Continued From:	February 23, 2026
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. William Lisska, Regional Planning Manager
Agenda Item:	5
Subject:	Briefing on Interchange Bottlenecks Study

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO developed the Interchange Bottlenecks Study, which includes an analysis of freeway interchange and major arterial intersection locations throughout the six-county region and the identification of multimodal mobility and safety improvement concepts for a short list of prioritized locations. CAMPO, in coordination with agency staff, developed near-term and long-term conceptual improvements for four interchange locations identified through the study's prioritization analysis.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The purpose of the Interchange Bottlenecks Study is for CAMPO to assist regional partners in the identification of bottlenecks at freeway interchanges and major arterial intersections across the six-county region. There are two primary tasks in the Study:

(1) Identifying and prioritizing which freeway interchange and major arterial intersection locations throughout the CAMPO region need mobility and safety improvements the most based on a planning-level screening analysis.
(2) Selecting and developing planning-level improvement concepts at up to four prioritized locations.

CAMPO and its consultants, HDR, completed the first task by developing a draft list of the top 15 interchanges and major arterial intersections in need of improvement, based on screening criteria related to traffic operations, built environment, safety, and economic/demographic factors. The project team then met with TxDOT and local agency representatives to determine which locations are part of an active project development process. Based on the prioritization analysis and agency coordination, four locations were advanced into planning level concept development:

(1) SH 71 (E Ben White Boulevard) / East Riverside Drive
(2) SL 1 (MoPac Expressway) / FM 734 (Parmer Lane)
(3) IH 35 / SH 80 (East Hopkins Street)
(4) IH 35 / RM 12 (Wonder World Drive)

The prioritization methodology and resulting short list of locations was presented to the TAC on August 25, 2025.

The four prioritized locations underwent additional traffic operations and crash analysis to identify specific needs and develop near-term and long-term mobility and safety improvements, incorporating input from state and local agency staff. The project team met with agency staff (TxDOT, City of Austin, and City of San Marcos) in December and January to present the preliminary conceptual improvements. The project team then revised the concepts according to their feedback. The revised concepts were presented to the TAC on February 23, 2026, and a report describing the process and findings was completed in late March.

SUPPORTING DOCUMENTS

Attachment A – *Interchange Bottlenecks Study Report*

INTERCHANGE BOTTLENECK STUDY

MARCH 2026

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CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

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ACKNOWLEDGEMENTS

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City of Austin

City of San Marcos

The Project Team also acknowledges the participation of additional stakeholders including cities and counties in the CAMPO region.

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ACKNOWLEDGEMENTS

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INTERCHANGE BOTTLENECK STUDY

EXECUTIVE SUMMARY

The purpose of this study is to assist the Capital Area Metropolitan Planning Organization (CAMPO), the Texas Department of Transportation (TxDOT), regional transportation authorities, and local governments in understanding mobility at freeway interchanges and major arterial intersection locations across CAMPO's six-county region and identify improvements that reduce congestion and improve safety in both the near-term and the long-term.

Bottleneck Prioritization

Accurately identifying these bottlenecks is critical, as it enables agencies to strategically develop a shortlist of key interchanges and intersections to advance into preliminary concept development. A comprehensive methodology was developed to identify, prioritize, and rank bottleneck intersections and interchanges within the CAMPO region. The prioritization methodology was centered on four main criteria: Traffic Operations, Built Environment, Safety, and Economics and Demographics. The methodology ranked 72 potential bottleneck locations with the CAMPO region.

The top fifteen ranked intersections / interchanges are located in Austin, Round Rock, Georgetown, and San Marcos, spanning Travis, Williamson, and Hays Counties. Stakeholder feedback on highly ranked interchanges / intersections, in combination with a review of ongoing projects, was used to select four interchanges for further study and preliminary concept development:

- SH 71 / Riverside Drive, Austin
- IH-35 / RM 12 (Wonder World Drive), San Marcos
- IH-35 / SH 80 (Hopkins Street), San Marcos
- Loop 1 (Mopac Expressway) / FM 734 (Parmer Lane), Austin

Traffic and Safety Analysis

Traffic and safety analysis was completed to identify improvements that reduce congestion and improve safety in both the near-term and long-term at these priority bottleneck locations. All four intersections were evaluated for safety improvements. Traffic operations were evaluated at three locations including IH-35 / RM 12, IH-35 / SH 80, and Loop 1 / FM 734.

The four interchanges under study have displayed unique, excessive crash histories. Total crashes, fatal crashes, and pedestrian / bicyclist crashes were reviewed to identify crash mitigation factors appropriate for near-term implementation at each interchange.

IH-35 / RM 12 and Loop 1 / FM 734 operate with high delays in 2025 existing conditions. Each interchange has specific movements currently operating over capacity. All three interchanges (IH-35 / RM 12, IH-35 / SH 80, and Loop 1 / FM 734) are projected to operate at failing conditions without

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improvements under 2050 future conditions. Without improvements, all three interchanges face increasing congestion and significant delays in both the near-term and long-term future conditions.

Project Recommendations

At each interchange, proposed improvements were grouped into near-term (2030) and long-term (2050) categories. Near-term improvements focused on safety and operations and include improvements that can be relatively easily implemented within existing right-of-way and with limited investment. Example projects include turn lane construction and extensions, signal improvements, shared-use paths, and restriping. Near-term improvements yield benefits ranging from $30,000 to $7.3 million annually and each interchange achieves a return on investment in less than three years.

Long-term improvements require more substantial infrastructure investment to provide significant operational improvements and reduce crashes. Long-term improvements include major projects such as interchange reconstruction, addition of u-turn lanes, and construction of direct connectors. Long-term improvements yield benefits ranging from $3.8 million to $60.9 million annually with the largest benefits realized at Loop 1 and FM 734. Two interchanges (IH-35 / RM 12 and Loop 1 / FM 734) are expected to achieve a return on their investment in less than five years. These long-term projects would be appropriately combined with an adjacent corridor investment program.

It is recommended that near-term improvements progress to design and implementation by TxDOT, City of Austin, and / or City of San Marcos. Long-term improvements should be incorporated into future planning studies.

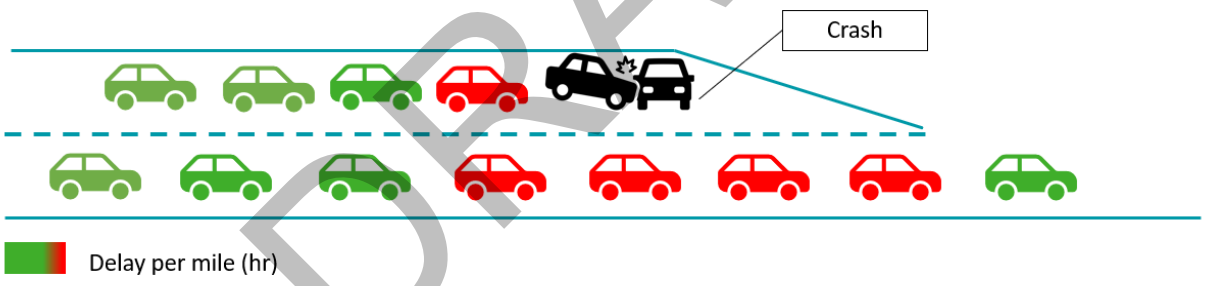
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BACKGROUND

Interchanges and intersections are the most constrained points for travel in the transportation network, resulting in a significant portion of travel delays and congestion. While highway reconstruction projects are costly and focus on large-scale mobility improvements, smaller, localized investments in the transportation infrastructure can have a significant impact on operations and safety with lower funding requirements. This study of "bottlenecks" identifies pinch-points in the network to encourage development of localized improvements to mobility and safety. The purpose of this study is to assist the Capital Area Metropolitan Planning Organization (CAMPO), the Texas Department of Transportation (TxDOT), regional transportation authorities, and local governments in understanding mobility at freeway interchanges and major arterial intersection locations across CAMPO's six-county region and identify improvements that reduce congestion and improve safety in both the near-term and the long-term.

BOTTLENECK DEFINITION

A bottleneck is a physical condition in the transportation infrastructure that causes recurring disruptions in traffic flow which leads to localized congestion, vehicular queueing, and / or delays. These disruptions can result from temporary obstructions—such as crashes or construction work zones—or permanent capacity constraints, like insufficient numbers of travel lanes. Additionally, bottlenecks can vary throughout the day due to peak-hour traffic demand.



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PROJECT GOALS

The Interchange Bottleneck Study identified three primary goals:

1 Understand which intersections / interchanges are high contributors of congestion and delay within the region.

2 Develop a prioritized list of intersection / interchange projects that will have the greatest reduction in congestion.

3 Facilitate project readiness by advancing intersection / interchange projects towards project development.

PROJECT OBJECTIVES

The following objectives support the identified goals of the Interchange Bottleneck Study:

1. Understand the region's physical and planning contexts as they relate to environmental factors, roadway conditions, operational characteristics, and existing and future land uses.
2. Identify interchange / intersection locations with congestion, safety, and multimodal connectivity challenges.
3. Develop a prioritization matrix to rank bottleneck locations for future improvements.
4. Propose solutions to address operations, safety, and connectivity at bottleneck locations.
5. Identify projects for future design, funding, and implementation.
6. Collaborate with agency partners to initiate the project development process at prioritized locations.

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BOTTLENECK PRIORITIZATION

Accurately identifying bottlenecks is critical, as it enables agencies to strategically develop a shortlist of key interchanges and intersections with the potential to advance into preliminary concept development. The next section presents a comprehensive methodology for identifying, prioritizing, and ranking bottleneck intersections and interchanges within the CAMPO region.

INTERCHANGE SELECTION AND PRIORITIZATION

To refine the scope of the study, the bottleneck locations were limited to freeway interchanges and intersections of two or more principal arterials. This resulted in 72 intersections / interchanges across the CAMPO region, as shown in Figure 1.

EVALUATION REQUIREMENTS

- Freeway interchanges
- Intersections of two or more Principal Arterials
- Outside Capital Express North, Central, and South project limits

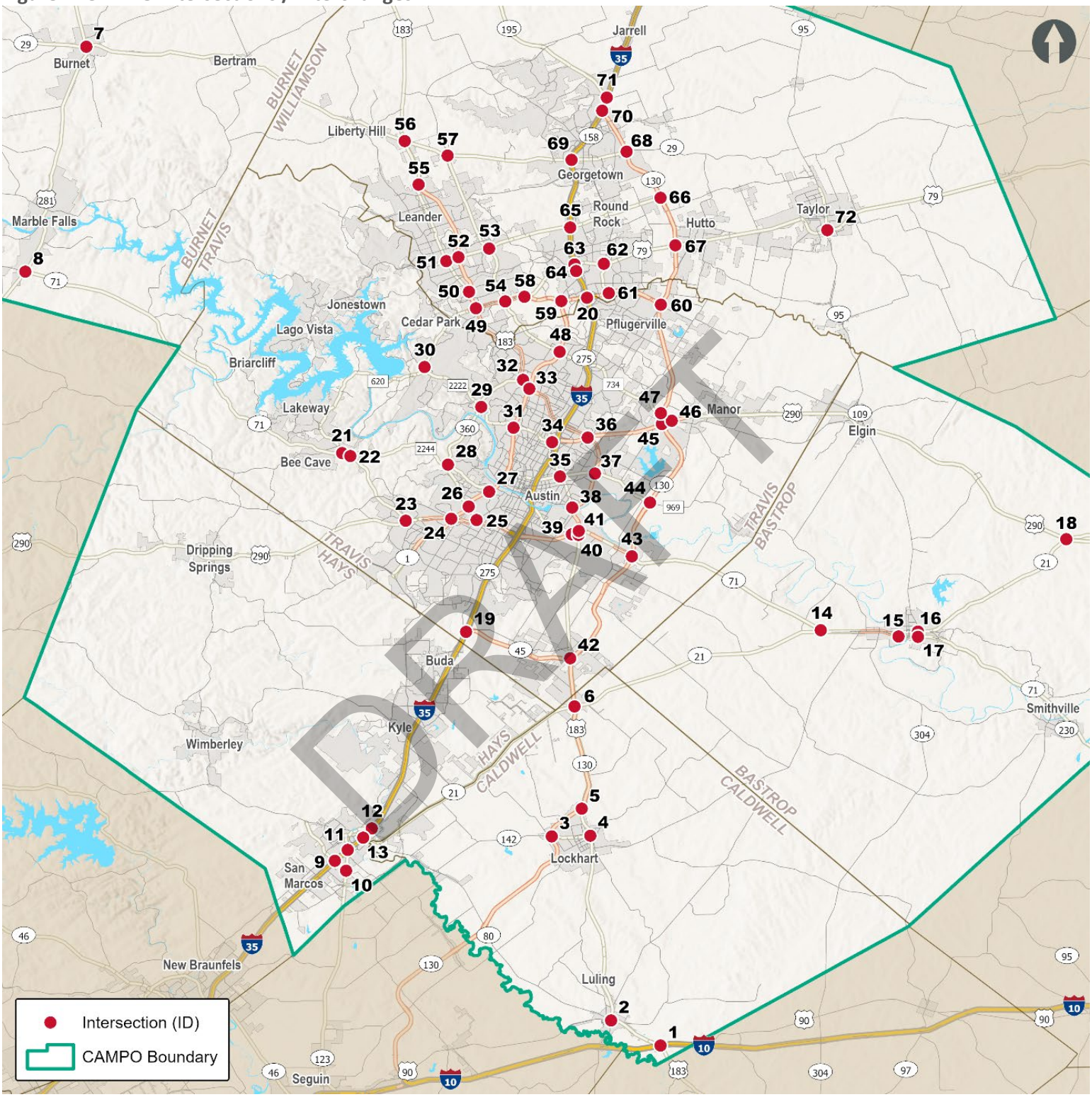
With this understanding of bottlenecks, prioritization goals were developed focused on congestion, multi-modal transportation, crashes, and surrounding social and economic vitality. These goals translated into the following four evaluation criteria: Traffic Operations, Built Environment, Safety, and Economics & Demographics, as shown in Table 1.

Table 1: Prioritization Goals and Criteria

Prioritization Goal	Criteria
Prioritize intersections with high levels of congestion	Traffic Operations
Prioritize major roadway networks that serve multiple modes of transportation	Built Environment
Prioritize intersections with high crash rates and severity	Safety
Prioritize socially vulnerable and / or economically vital areas	Economics & Demographics

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Figure 1: CAMPO Intersections / Interchanges



The four main criteria serve as high-level categories, each containing multiple sub-criteria used for prioritization. With this structure, the 72 intersections went through a prioritization analysis using currently available data. Descriptions of the sub-criteria, as well as their data sources, are shown in Table 2.

Table 2: Sub-Criteria and Data Sources

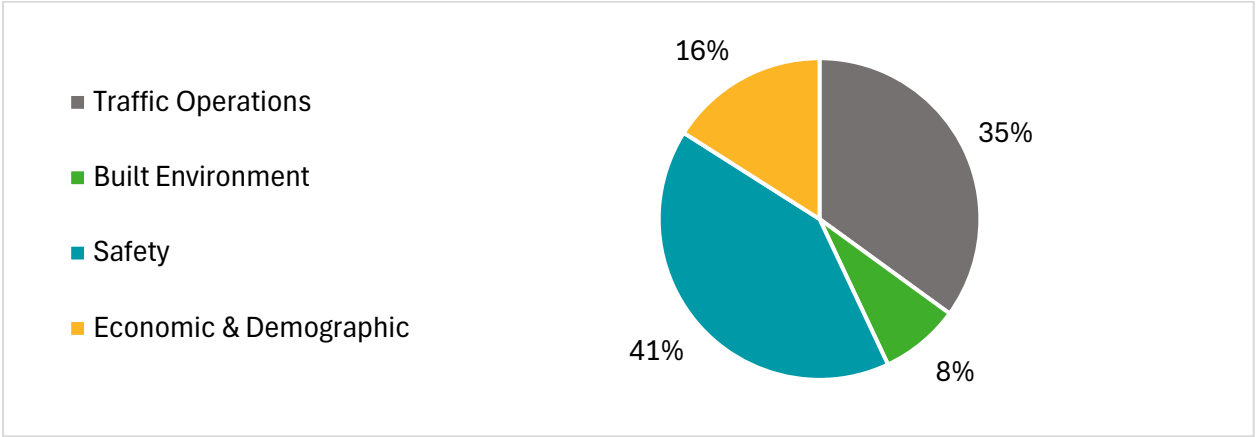
Criteria	Sub Criteria	Data Source
Traffic Operations	Vehicular Delay	TTI Top 100 Congested Road Segments
	Maximum Average Annual Daily Traffic	TxDOT Roadway Inventory
	Maximum Volume-to-Capacity Ratio, and Total Vehicle-Miles traveled	CAMPO 2050 Travel Demand Model
Built Environment	Max Speed Limit	TxDOT Posted Speed Limits
	Length of Existing and Future Bicycle Networks	CAMPO Bicycle Network Inventory Map
	No. of Transit Stops	Capital Metro Transit Stops
Safety	Crashes: number, rates, severity, multimodal	TxDOT CRIS
Economics & Demographics	Income, Employment, Housing Units, Population, Poverty, Vulnerable Populations	ACS 2023 and CAMPO 2050 Travel Demand Model

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Based on the selected sub-criteria, data was extracted from a 0.25-mile radius from the center of each intersection / interchange outward using ArcGIS Pro. Once extracted, each sub-criterion for each intersection was assigned a score ranging from 1 to 5.

Next, the criteria and sub-criteria were weighed based on relative importance to the prioritization process. The Analytical Hierarchy Process, which is a multi-criteria decision-making tool, was used to evaluate, weigh, and confirm the consistency of the criteria and their relative importance. The resultant criteria weighting is shown in Figure 2. It is important to note that the sub-criteria also contain a percentage breakdown within its criterion category.

Figure 2: Criterion Weights



PRIORITIZATION RESULTS

This methodology identified IH-35 and SH 45N in Round Rock (score 72.48) as the primary bottleneck intersection / interchange within the CAMPO region. The remaining top fourteen intersections / interchanges are located in Austin, Round Rock, Georgetown, and San Marcos, spanning Travis, Williamson, and Hays Counties, as shown in Figure 3 and Table 3.

Table 3: Top 15 Bottlenecks in the CAMPO Region

Rank	Final Weighted Score	Intersection / Interchange Name	City	County
1	72.48	IH-35 / SH 45N	Round Rock	Travis / Williamson
2	64.20	SH 71 / Riverside Dr	Austin	Travis
3	61.37	IH-35 / SH 123	San Marcos	Hays
4	60.91	IH-35 / US 79	Round Rock	Williamson
5	60.40	IH-35 / RM 1431	Round Rock	Williamson
6	58.65	US 290 / Loop 1	Austin	Travis
7	57.77	IH-35 / RM 620	Round Rock	Williamson
8	56.31	IH-35 / RM 12	San Marcos	Hays
9	55.62	IH-35 / SH 45 SE	Austin	Travis
10	52.05	IH-35 / SH 80	San Marcos	Hays
11	51.99	Loop 1 / FM 734	Austin	Travis
12	51.28	US 183 / US 290	Austin	Travis
13	50.22	Loop 1 / RM 2222	Austin	Travis
14	50.00	US 290 / FM 734	Austin	Travis
15	48.55	IH-35 / SH 29	Georgetown	Williamson

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The majority of the fifteen intersections / interchanges are part of recently completed, ongoing, or future planned improvements by TxDOT or other agencies. TxDOT, City of San Marcos, and City of Austin provided relevant feedback to determine a shortlist of intersection / interchanges to progress forward to detailed traffic and safety analysis. Table 4 lists the adjacent projects and studies at each intersection / interchange, plus related agency feedback. Intersections / interchanges that were selected for further study and concept development are highlighted.

Figure 3: Top 15 Bottlenecks in the CAMPO Region

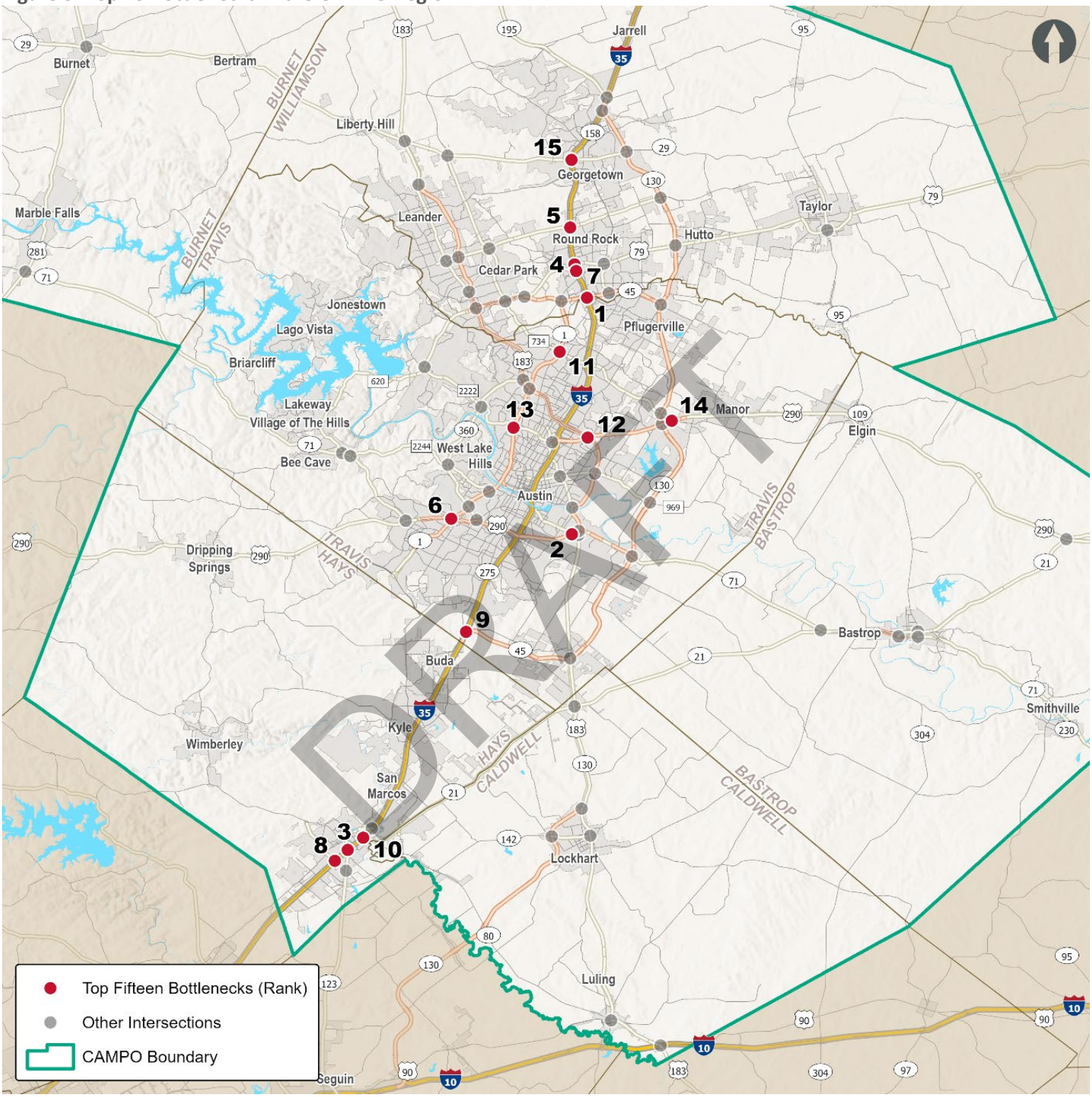


Table 4. Top Fifteen Intersections / Interchanges Bottlenecks and Adjacent Projects

Rank	Intersection / Interchange Name	Adjacent Projects / Studies	Notes
1	IH-35 / SH 45N	IH-35 from US 79 to SH 45N Capital Express North IH-35 Georgetown to Round Rock	TxDOT is considering a fully-directional interchange. Evaluation as part of the Interchange Bottleneck Study is not beneficial.
2	SH 71 / Riverside Dr	Project Connect SH 71 EBFR from East of Riverside to Presidential Blvd.	Project Connect's first phase ends at Yellow Jacket Lane (northwest of SH 71 interchange). Priority extension connects to ABIA in the future. Adjacent and planned projects have not identified safety improvements at this location.
3	IH-35 / SH 123	IH-35 at SH 123 Project IH-35 Austin to San Antonio Planning & Environmental Linkages Study	The interchange was recently reconstructed by TxDOT potentially addressing prioritization criteria. Additional improvements are not required.
4	IH-35 / US 79	IH-35 from US 79 to SH 45N US 79 from IH-35 to east of FM 1460 IH-35 Georgetown to Round Rock	Based on study by other projects, evaluation as part of the Interchange Bottleneck Study is not beneficial.
5	IH-35 / RM 1431	IH-35 Georgetown to Round Rock	Williamson County is studying potential direct connectors. Evaluation as part of the Bottlenecks Study is not beneficial.
6	US 290 / Loop 1	Oak Hill Parkway Mopac South	Additional direct connectors are proposed as part of Mopac South. Evaluation as part of the Interchange Bottleneck Study is not beneficial.
7	IH-35 / RM 620	RM 620 at Railroad / Chisholm Trail IH-35 from US 79 to SH 45N IH-35 Georgetown to Round Rock	Based on study by other projects, evaluation as part of the Interchange Bottleneck Study is not beneficial.
8	IH-35 / RM 12	IH-35 Austin to San Antonio Planning & Environmental Linkages Study	Although this interchange is included in the Planning & Environmental Linkages Study, detailed interchange improvements have not been identified. Additional evaluation as part of the Interchange Bottleneck Study would be beneficial.
9	IH-35 / SH 45 SE	Capital Express South IH-35 Austin to San Antonio Planning & Environmental Linkages Study	Hays County is pursuing improvements at this interchange. Evaluation as part of the Interchange Bottleneck Study is not beneficial.
10	IH-35 / SH 80	IH-35 Austin to San Antonio Planning & Environmental Linkages Study	Although this interchange is included in the Planning & Environmental Linkages Study, detailed interchange improvements have not been identified. Additional evaluation as part of the Bottlenecks Study would be beneficial.
11	Loop 1 / FM 734	Parmer Corridor Study	This intersection is part of the CAMPO Project Readiness Program and the eastern boundary of Parmer Corridor Study. Evaluation of this interchange as part of the Interchange Bottleneck Study would be complementary.
12	US 183 / US 290	None	Any traffic analysis must include a toll revenue impact assessment
13	Loop 1 / RM 2222	None	Loop 1 entrance and exit ramps and RM 2222 (Northland Drive) have limited right-of-way for improvements.
14	US 290 / FM 734	290 Extension Project (CTRMA)	Based on study by other projects, evaluation as part of the Interchange Bottleneck Study is not beneficial.
15	IH-35 / SH 29	IH-35 Georgetown to Round Rock	Based on study by other projects, evaluation as part of the Interchange Bottleneck Study is not beneficial.

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PRIORITY INTERCHANGE SELECTION

As a result of agency feedback, four intersections were selected for concept development of potential mobility and safety improvements:

SH 71 & Riverside Drive | **IH-35 & RM 12** | **IH-35 & SH 80** | **Loop 1 & FM 734**

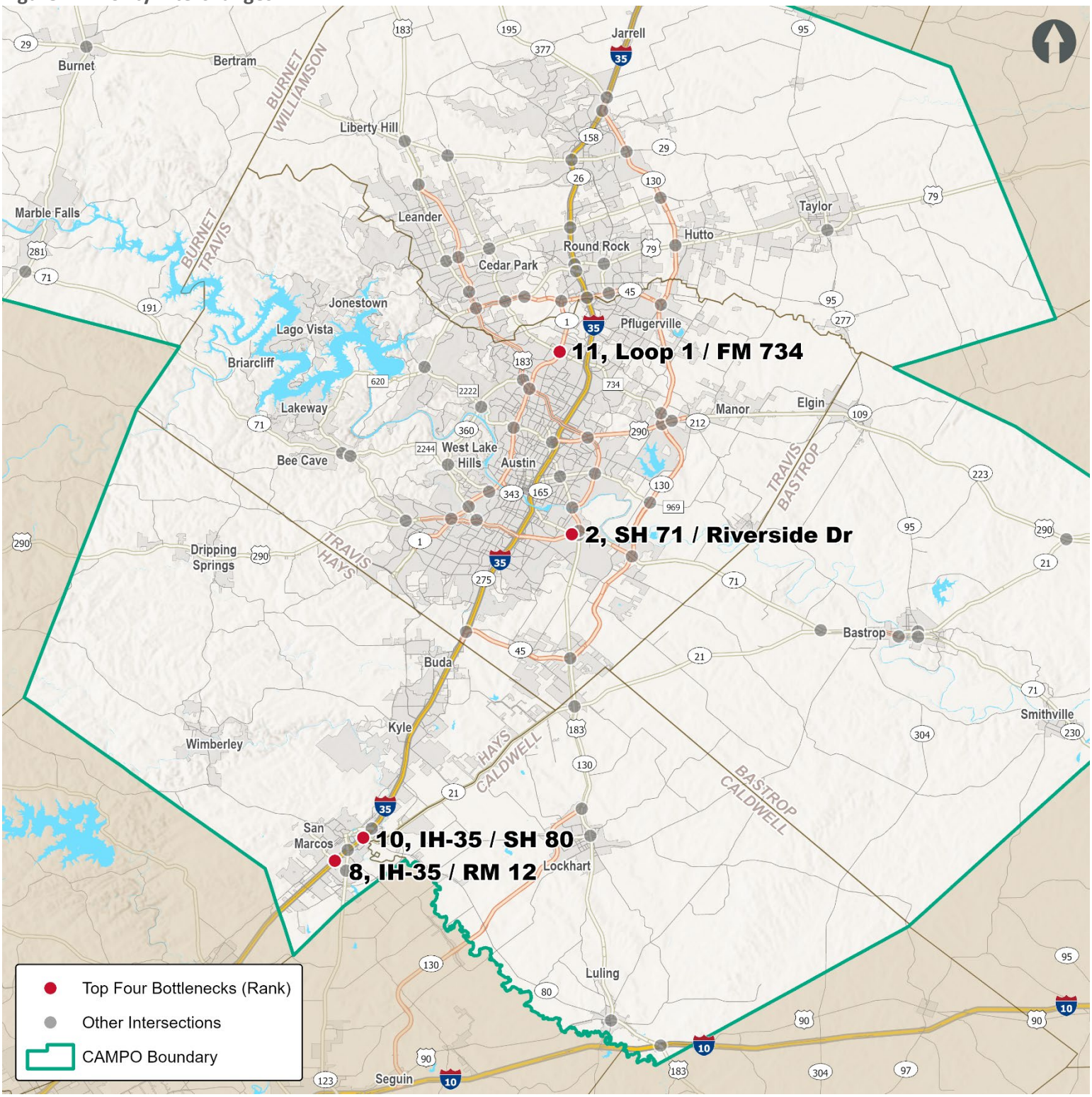
Table 5 provides further context on the driving sub-criteria for the four selected intersections. With the most significant sub-criteria located in the leftmost column of the three sub-criteria, SH 71 / Riverside Drive and IH-35 / RM 12 have fatal crashes as leading sub-criteria, while the two other intersections' leading sub-criteria are serious injury crashes.

Table 5: Priority Interchanges

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 / RM 12 (Wonder World Dr)	San Marcos	Hays	Fatal Crashes	Serious Injuries	Maximum AADT 19-year % change
10	52.05	IH-35 / SH 80 (Hopkins St)	San Marcos	Hays	Serious Injuries	Maximum Volume-Over-Capacity	Vulnerable Population Tract
11	51.99	Loop 1 (Mopac Expy) / FM 734 (Parmer Ln)	Austin	Travis	Serious Injuries	Maximum Volume-Over-Capacity	Vulnerable Population Tract

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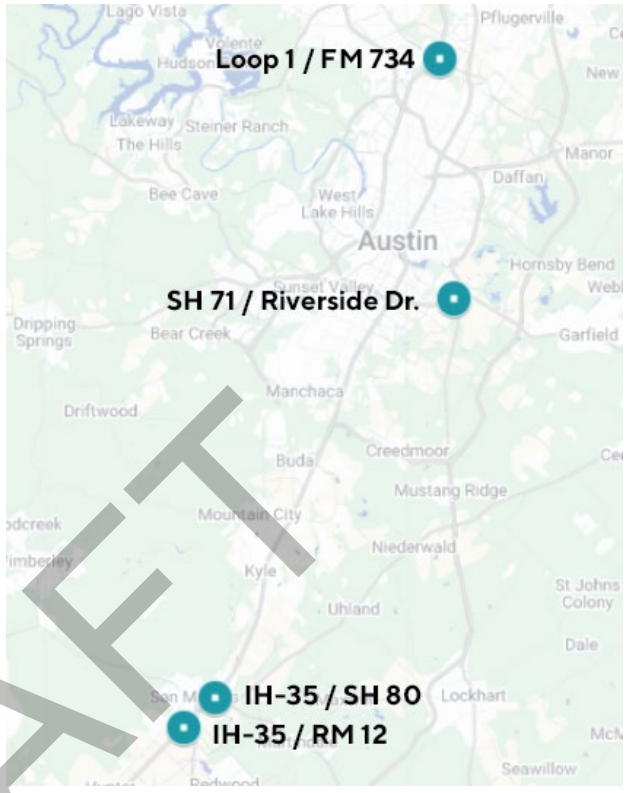
Figure 4. Priority Interchanges



EXISTING AND NO-BUILD CONDITIONS

Traffic and safety analysis was used to identify mitigation measures and improvements at priority bottleneck locations. Based on discussions with CAMPO and local agencies, a safety analysis was identified as a need at all four priority locations.

- SH 71 / Riverside Drive, Austin
- IH-35 / RM 12 (Wonder World Drive), San Marcos
- IH-35 / SH 80 (Hopkins Street), San Marcos
- Loop 1 (Mopac Expressway) / FM 734 (Parmer Lane), Austin



The safety analysis focused on severe (fatal and serious injury) crashes and those involving pedestrians or bicyclists. Traffic operations were evaluated at the two San Marcos interchanges as well as Loop 1 / FM 734 in Austin. Based on current congestion patterns, traffic operations analysis was completed for the weekday p.m. peak period.

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DATA COLLECTION

Traffic count data was readily available for operational analysis of the three interchanges. CAMPO and City of San Marcos provided 2023 turning movement counts. Counts were broken down by automobiles, heavy vehicles, pedestrians, and bicyclists. City of Austin and City of San Marcos also provided existing (2025) signal timing parameters for use in traffic models. Historical crash data (2019–2024) was extracted from the TxDOT Crash Records Information System database to evaluate safety at the study interchanges.

FIELD OBSERVATIONS

Field observations, coinciding with the p.m. peak period, assisted with traffic model coding and calibration / validation to existing conditions. At the three interchanges under traffic analysis, field reviews occurred on Tuesday, October 21, 2025 (San Marcos) and Wednesday, October 22, 2025 (Loop 1 / FM 734) to document existing roadway geometry, signal timing and phasing, and traffic operations. Documentation of traffic operations included driving behaviors, lane changing, gap acceptance, and other factors that contribute to overall and location-specific vehicle delay and queuing. Notable observations include:

IH-35 / RM 12

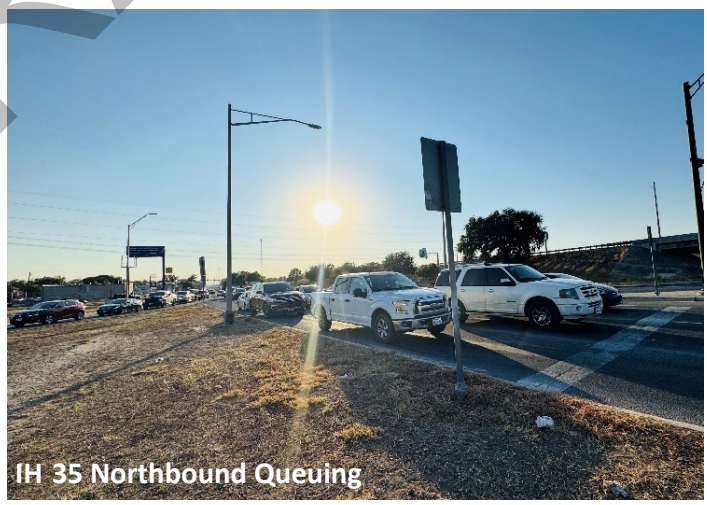
- Southbound frontage road queues blocked access to the turnaround. They did not clear each signal cycle but did not extend to the upstream entrance ramp.
- Northbound frontage road queues blocked access to the turnaround. They did not clear each signal cycle but did not extend to the upstream exit ramp.
- Eastbound RM 12 queues extended onto the upstream bridge and did not clear each signal cycle.
- Westbound RM 12 queues extended approximately 500 feet upstream. They did not clear each signal cycle.



RM 12 Westbound Queuing

IH-35 / SH 80

- Eastbound and westbound through and displaced left-turn (external approaches) movements received adequate green time. Queues cleared each cycle.
- Internal displaced left-turn movements exceeded storage lengths during several cycles.



IH 35 Northbound Queuing

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Loop 1 / FM 734


Loop 1 Northbound Queuing

- Eastbound and westbound FM 734 left turns were protected-only.
- Eastbound FM 734 queues extended approximately 500 feet upstream. They did not clear each signal cycle but did not extend to the adjacent upstream intersection.
- Each cycle, westbound FM 734 queues extended briefly into the adjacent signalized intersection at the commercial driveways located approximately 575 feet to the east.
- Northbound frontage road queues extended approximately 500 feet upstream. Typically, cycle failures occurred at the left-turn movement, and drivers endured multiple cycles to clear the intersection.
- Southbound frontage road queues extended approximately 500 feet upstream due to heavy traffic existing the Loop 1 mainlanes. Queues did not always clear each signal cycle but did not hinder exit ramp operations.

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HISTORICAL CRASH ANALYSIS

Table 6 provides the temporal spread of crashes (all severities) at each of the four study interchanges. The interchange with the most accumulated crashes is IH-35 / SH 80 (237 total crashes), with the highest one-year crash total occurring in 2024 (50 crashes). Overall, 2024 had the largest accumulation of crashes across all interchanges (138).

Figure 8 provides a visual analysis of the spread of crashes throughout time. Trend lines in Figure 5 reveal clear spikes and drops in crashes throughout the seasons. One example is summertime spikes in crashes at IH-35 / SH 80, potentially due to increased travel to / from recreational sites along area rivers. The COVID-19 pandemic likely caused significant dips in total crashes in Spring and Summer 2020 at three of the four interchanges; the IH-35 / SH 80 interchange did not experience this trend.



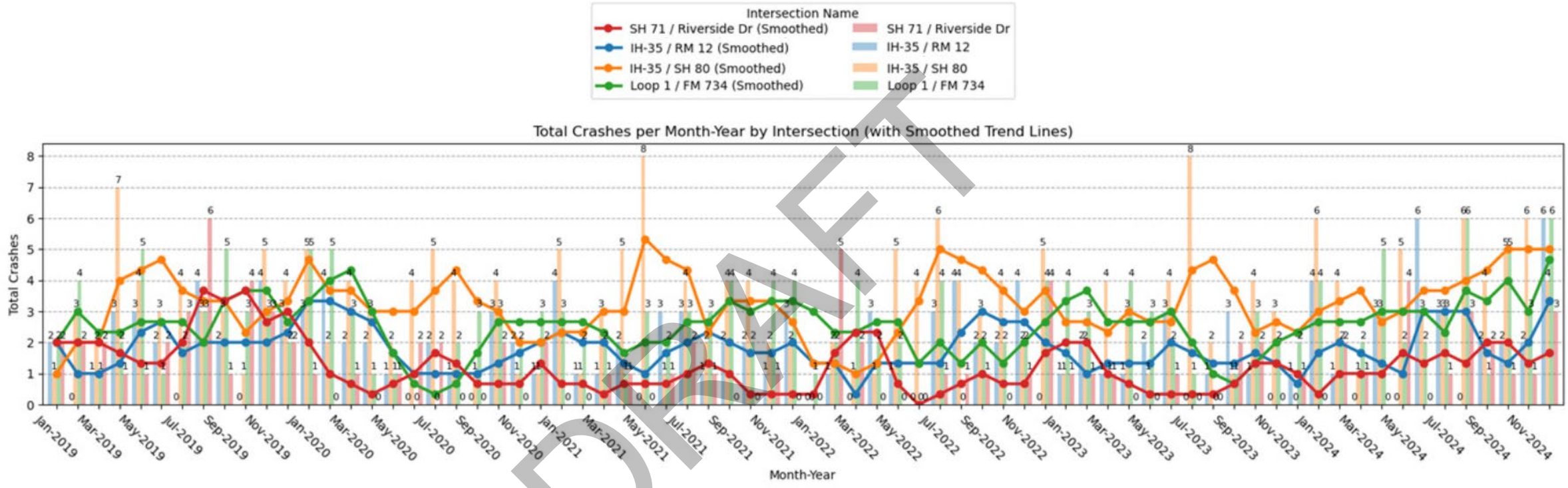
Crash at IH 35 / SH 80 During Observations

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Table 6. Interchange Crashes by Year

Interchange	Crash Year						Total
	2019	2020	2021	2022	2023	2024	
SH 71 / Riverside Dr	29	11	7	15	9	18	89
IH-35 / RM 12	24	21	23	20	16	29	133
IH-35 / SH 80	40	36	41	37	33	50	237
Loop 1 / FM 734	33	28	33	25	26	41	186
Total	**126**	**96**	**104**	**97**	**84**	**138**	**645**

Figure 5. Interchange Crashes Over Time

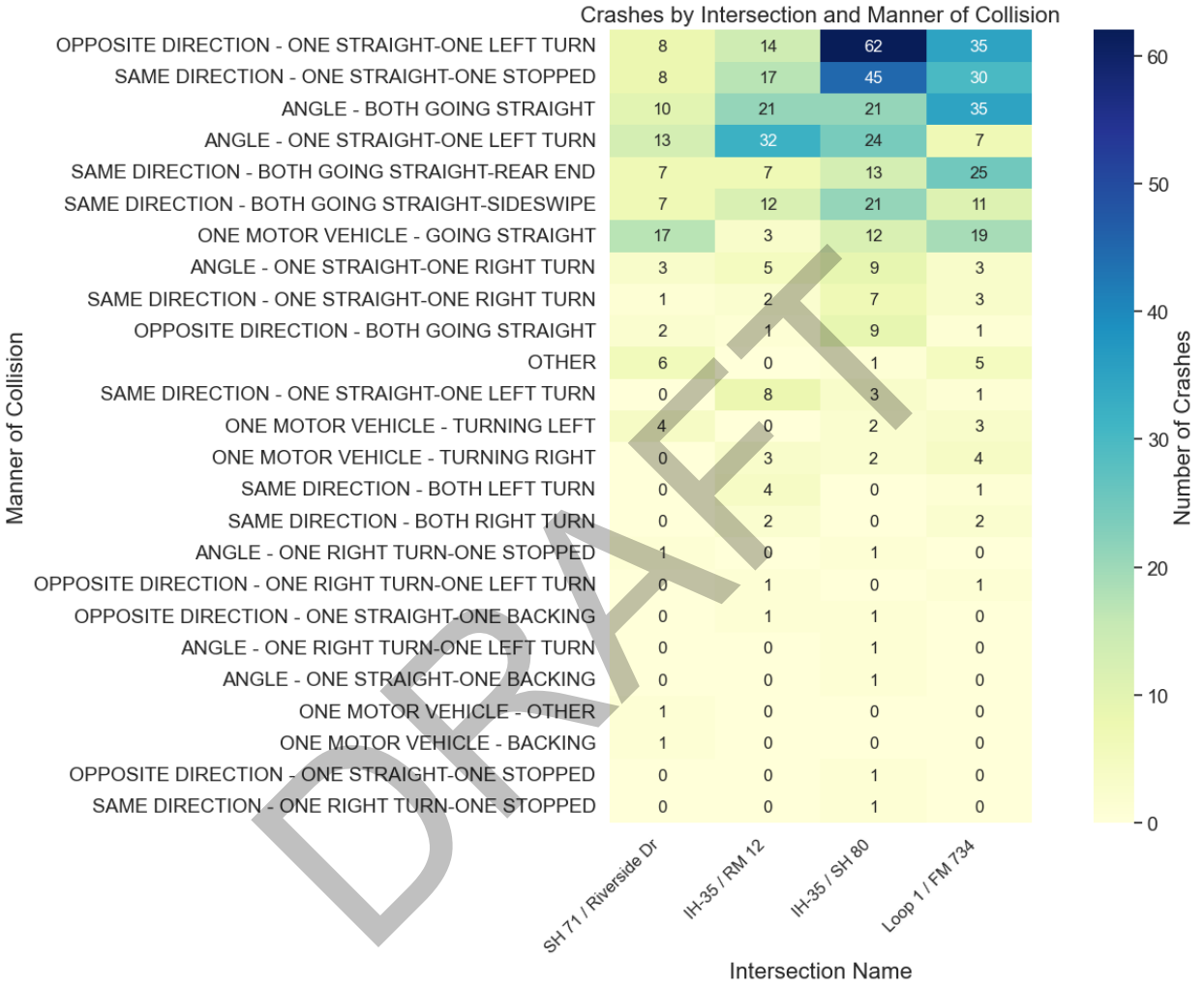


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Manner of Collision

Understanding crash types and their severities is essential for selecting appropriate crash mitigation measures. Accordingly, this section examines the manner-of-collision patterns at the study interchanges. Types of crashes are categorized into 'manner-of-collisions', as shown in Figure 6.

Figure 6. Interchange Crashes by Manner of Collision



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SH 71 / Riverside Drive

Most common manners of collision:

- One motor vehicle (17 total)
- Angle crashes (next most common)

Several of the crashes at this interchange involved a pedestrian or bicyclist. Angle crashes may be a result of red-light running.



IH-35 / RM 12

Most common manner of collision:

- "Angle / one straight-one left turn" (similar to "opposite direction / one straight, one left turn," but the left-turning vehicle is initially perpendicular to the vehicle traveling straight.)

Red light running may contribute to these crashes along the frontage roads and along RM 12.



IH-35 / SH 80

Most common manner of collision:

- "Opposite direction / one straight, one left turn." (62 total, the highest number of any manner at any interchange)
- "Same direction / one straight-one stopped" (includes rear-end crashes)



The displaced left turn configuration may present difficulties and confuse unfamiliar drivers, causing opposite crashes between eastbound / westbound through and left-turn traffic, which must navigate unusual conflict points. Rear-end crashes are potentially due to congestion and queuing at the interchange.

Loop 1 / FM 734

Most common manners of collision:

- "Opposite direction / one straight, one left turn"
- "Angle / both going straight"

Red light running is a possible factor for both types of crashes due to eastbound and westbound left turns operating as protected-only.

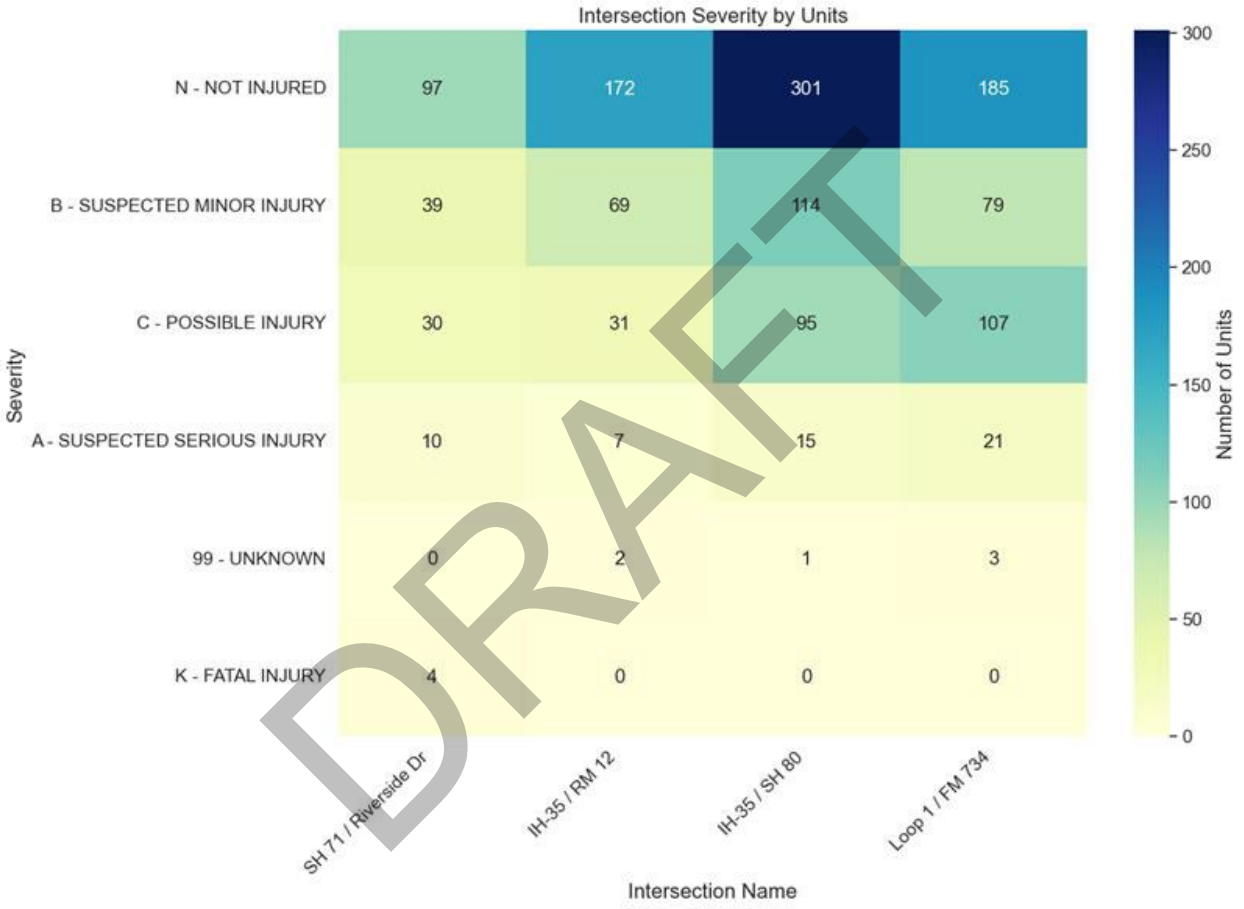


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Crash Severity

Understanding crash severity is another important step in selecting appropriate crash mitigation measures. Figure 7 presents crash units by interchange and severity. Across all interchanges, most crashes resulted in no injuries followed by crashes with possible injuries. The most severe crash type, fatal injury, occurred most frequently at SH 71 / Riverside Drive, which recorded four fatalities. Despite having the lowest overall crash frequency, SH 71 / Riverside Drive accounts for the highest number of fatalities, further underscoring the importance of this analysis.

Figure 7. Interchange Crash Severity



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Note: Figure represents individual vehicle(s) involved in crashes. Values will be greater than total crashes.

Pedestrian and Bicyclist Crashes

Pedestrian and bicyclist crashes at study interchanges are shown in Table 7. SH 71 / Riverside Drive had the largest number of pedestrians and bicyclists involved in crashes (12), followed by IH-35 / SH 80 (10).

Table 7. Pedestrian and Bicyclist Crashes

Interchange	Pedestrians	Bicyclists	Total
SH 71 / Riverside Dr	10	2	12
IH-35 / RM 12	2	2	4
IH-35 / SH 80	6	4	10
Loop 1 / FM 734	5	4	9
Total	**23**	**12**	**35**

Table 8 provides the severity breakdown of both the pedestrian and bicyclist crashes.

- SH 71 / Riverside Drive is the only interchange to experience fatal crashes (two).
- Loop 1 / FM 734 is the only one interchange to experience suspected serious injury crashes (two).
- IH-35 / SH 80 has the second highest total number of pedestrian and bicyclist crashes, but all are suspected minor injury severities.

Table 8. Pedestrian and Bicyclist Crashes by Severity

Interchange	K Fatal Injury	A Suspected Serious Injury	B Suspected Minor Injury	C Possible Injury	Total
SH 71 / Riverside Dr	2	0	8	2	12
IH-35 / RM 12	0	0	4	0	4
IH-35 / SH 80	0	0	10	0	10
Loop 1 / FM 734	0	2	4	3	9
Total	**2**	**2**	**26**	**5**	**35**

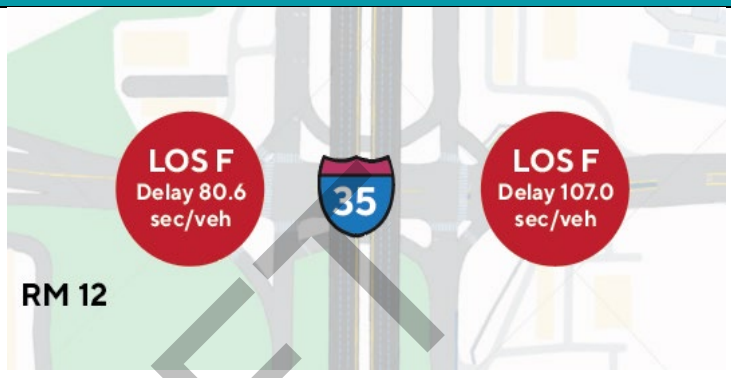
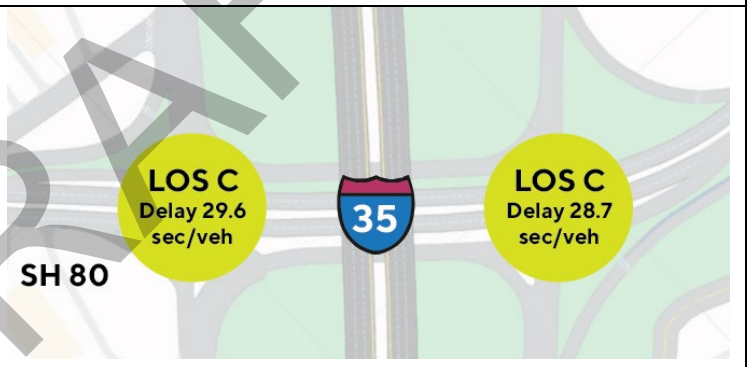
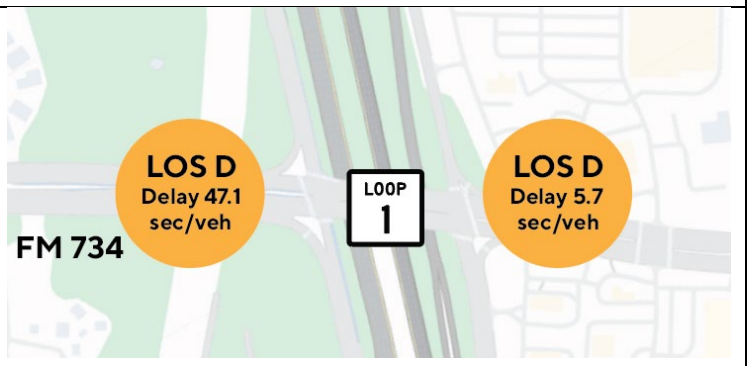
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EXISTING TRAFFIC OPERATIONS

Existing traffic operational analysis concentrated on the critical weekday p.m. peak period at the three interchanges. PTV Vissim 2025, a traffic microsimulation software, was utilized to model individual vehicles and their interactions with other vehicles, pedestrians, and traffic control devices (e.g., traffic signals, stop signs). Roadway geometry, traffic signal timing, and traffic demand was coded in each of three individual models—one for each of the three interchanges. To estimate 2025 demand, near-term compound annual growth rates (5.4 percent in San Marcos, 1.2 percent at Loop 1 / FM 734) were applied based on the overall project traffic forecasting methodology.

The existing (2025) p.m. peak hour models for each interchange were calibrated and validated based on comparison of (1) turning movement volumes between field estimates and model outputs and (2) field observations with model animations (e.g., approximate queue lengths). Models ran for multiple iterations and outputs were averaged. The average intersection delay per vehicle and corresponding level of service (LOS) are provided in Table 9.

Table 9. Existing (2025) Intersection Level of Service & Delay

Interchange	Level of Service and Delay
IH-35 / RM 12 • Operates at LOS E or LOS F at many movements external to the interchange • Delay results reflect the congested conditions observed in the field. • Estimated delays of two minutes or more at the westbound and eastbound approaches	
IH-35 / SH 80 • Operates at LOS C at both the west and east intersections • Operates at LOS D at several movements, such as the frontage road left turns and throughs	
Loop 1 / FM 734 • Operates at LOS F at the northbound and southbound left turns and throughs and the eastbound through • Operates at LOS A at the internal movements, due to Texas four-phase operations • Operates at LOS D as overall average for the intersection due to the heavy free eastbound right-turn movement	

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TRAFFIC VOLUME PROJECTIONS

Due to a lack of historical traffic counts near the study interchanges and unusual traffic patterns due to the COVID-19 pandemic, historical traffic demand trends did not explicitly factor into the traffic projections process. CAMPO's regional travel demand model (TDM), which is calibrated to a 2020 base year with 2025 and 2030 interim years and a 2050 forecast year, was used to forecast future analysis years 2030 and 2050 traffic demand.

NO-BUILD TRAFFIC OPERATIONS

Interchange Evaluation

Future year no-build traffic operations forecasting and analysis provide a basis to evaluate potential near-term (2030) and long-term (2050) improvements. 2030 and 2050 Vissim models of the three interchanges were developed, increasing traffic demand at each interchange by the compounded annual growth rates modeled in the CAMPO TDM. The resulting total demand increases are shown in Figure 8. In addition to demand modifications, signal timing parameters were updated to increase efficiency if possible.

Figure 8. 2030 & 2050 Total Growth Rates

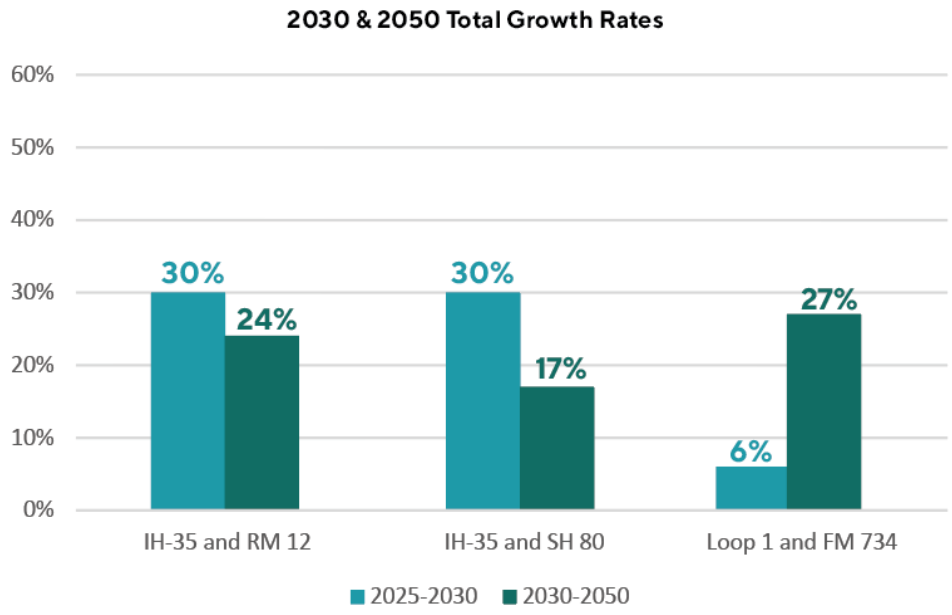
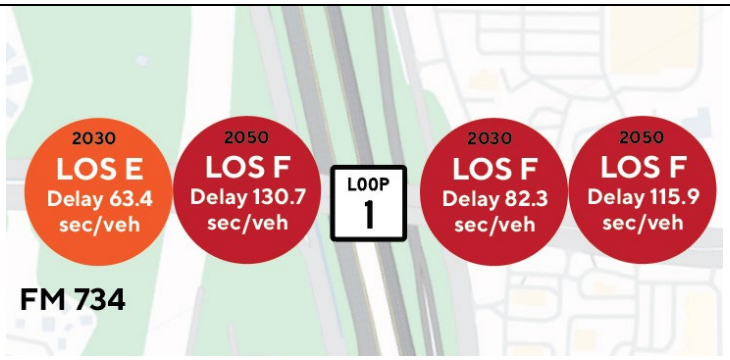


Table 10 shows average intersection delay and corresponding LOS based on averages of multiple model runs (same number of iterations as existing models).

Table 10. Future Year (2030 & 2050) No-Build Intersection Level of Service & Delay

Interchange	Level of Service & Delay
IH-35 / RM 12 • In 2030 and 2050 no-build, all external movements operate at LOS F. • 2030 delays are approximately seven minutes for the westbound through and southbound right-turn movements • 2050 delays are approximately seven minutes for all southbound and westbound movements.	
IH-35 / SH 80 • In 2030, several movements operate at LOS D. These include the frontage road left turns and through movements, and the eastbound left turn. • In 2050, movements operate at LOS E and F. The one-lane eastbound left turn results in both the eastbound left-turn and eastbound through movements operating at LOS F. Several frontage road left-turn and through movements operate at LOS E.	
Loop 1 / FM 734 • In 2030 and 2050 no-build, heavy movements operate at LOS F. These include the northbound and southbound left turns and throughs and the eastbound through. • The lack of dedicated turnarounds and the single eastbound left-turn lane create capacity constraints resulting in LOS F.	

** Based on Vissim-computed delay (not control delay)*

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Overall, without improvements, all three interchanges face increasing congestion and significant delays in both the near-term and long-term future conditions. The crash and traffic operations results served as a basis and guide to identify near-term and long-term improvements that mitigate crashes and congestion.

STAKEHOLDER ENGAGEMENT

In an effort to engage stakeholders impacted by the Interchange Bottleneck Study, two questionnaires were distributed. In these questionnaires, stakeholders were asked to provide feedback on how the study would impact their municipality and what outcomes they would like to see from the project.

STAKEHOLDER QUESTIONNAIRES

The first questionnaire was sent to 28 stakeholders including TxDOT, counties, and cities operating and maintaining major intersections and interchanges within the CAMPO region. The questionnaire had a 35% response rate. Questions focused on existing bottleneck locations and their associated recurring operational and safety concerns. The questionnaire solicited feedback on planned projects at existing bottleneck locations and the anticipated impact of the projects. Finally, the questionnaire looked forward to concepts for future solutions at these bottleneck locations. Information gathered from this questionnaire was utilized to refine the top 15 interchanges to a final list of four priority interchanges. These responses will also be used to identify future needs throughout the region.

Questionnaire responses were used to support bottleneck locations.

The second questionnaire was sent to the same 28 stakeholders with a 35% response rate. This questionnaire focused on innovative intersections. Questions included stakeholder experience with selection of innovative intersections, implementation, best practices, and knowledge gaps. Though an innovative concept was not included as a final recommendation in this Interchange Bottleneck Study, innovative concepts were tested for feasibility. This questionnaire provided feedback on stakeholder comfort with the use of innovative concepts and will provide direction for CAMPO consideration as part of future projects.

STAKEHOLDER ENGAGEMENT SUMMARY

Key stakeholders were further engaged to shortlist priority intersections and develop recommendations. Following the initial prioritization of bottleneck locations, meetings were held that focused on identified and funded improvements at the priority locations. Interchanges without identified or funded improvements were moved forward for further development as part of the Interchange Bottleneck Study. Priority locations were presented at the CAMPO Transportation Advisory Committee (TAC) for review and concurrence.

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After priority locations were finalized, TxDOT, City of Austin, and City of San Marcos were engaged in technical discussions on existing conditions, operations, and historic crash analyses, amongst other considerations. These discussions were critical to identifying problem areas and concerns that were not readily apparent in the technical data and evaluation. Information presented at these meetings supported the development of recommendations. Preliminary recommendations were then presented to TxDOT, City of Austin, and City of San Marcos for review and discussion. Updates and additional improvements were identified at these meetings and incorporated into final recommendations. Final recommendations, conceptual designs, and analysis were presented to TxDOT, City of Austin, City of San Marcos, CAMPO Technical Advisory Committee, and CAMPO Transportation Policy Board.

PROJECT RECOMMENDATIONS

PROPOSED IMPROVEMENTS

At each interchange, proposed improvements are grouped into near-term and long-term categories. At SH 71 / Riverside Drive, near-term safety improvements are based on feedback from CAMPO and City of Austin. At the remaining three interchanges (IH-35 / RM 12, IH-35 / SH 80, Loop 1 / FM 734), improvements are focused on near-term safety and near- and long-term operations. For analysis and cost estimating purposes, near-term and long-term improvements are assumed to be open to traffic in 2030 and 2050, respectively.

Near-Term

Near-term improvements are proposed at all four prioritized interchanges, as shown in Figure 8 through Figure 14. The improvements are also listed below:

SH 71 / Riverside Drive

- **Transverse rumble strips** across SH 71 westbound exit ramp to Riverside Drive. Vehicles exit SH 71 at high speeds and transverse rumble strips alert drivers to the change in context with the intent of reducing speeds as vehicles approach the signalized interchange.
- **"Smart" right turns** (i.e., channelized with smaller radii to increase line of sight and decrease entry speeds) at northbound and westbound movements. Existing large right-turn radii encourage turning maneuvers at higher speeds. "Smart" right-turn treatments slow drivers and improve compliance yielding to pedestrians.
- **Shared-use paths (SUPs)** on the Riverside Drive bridge over the SH 71 mainlanes. Currently, there are no bicycle connections through the interchange. A continuous off-street bicycle facility will improve safety for active transportation modes.
- **Curb extension** at the northeast corner of SH 71 eastbound frontage road intersection. Historical crash analysis documented several fatal / serious injury pedestrian crashes at this intersection. The curb extension decreases the pedestrian crossing distance across a high-speed roadway (SH 71 eastbound frontage road).

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- **Continuous illumination** along SH 71 eastbound frontage road. Currently, the roadway is not illuminated. Luminaires will provide increased visibility of high pedestrian activity along the eastbound frontage road.

IH-35 / RM 12

- **Southbound "smart" right-turn bay**. Southbound queue lengths are currently long during the p.m. peak period. A right-turn bay provides additional capacity and storage for the heavy turning movement.
- **Northbound left-turn bay**. Northbound queue lengths are currently long during the p.m. peak period and occasionally block access to the northbound turnaround. A left-turn bay provides additional capacity and reduces queuing.
- **Access management** (e.g., raised center medians) along RM 12 east of IH-35. Historical crash analysis documented crashes at these driveways. Access management treatments reduce crashes by reducing conflict points at the driveways.
- **High friction pavement surface and post-mounted delineators** at southbound turnaround approach. Historical crash analysis documented several fatal / serious injury run-off-the-road crashes on this approach. These treatments will help to reduce instances of roadway departures.

IH-35 / SH 80

- **Supplemental guide signage** along eastbound SH 80. The eastbound left-turn lane is located further upstream compared to a traditional diamond interchange. Additional guide signage will alert unfamiliar drivers to the atypical configuration and reduce confusion and possible illegal left turns downstream.
- **Increased merge distances** along southbound frontage road. Currently, four lanes merge to two in a short distance, and City of San Marcos identified this short merge as an existing problem. The increased merge distance will improve safety of the maneuver and traffic operations.
- **Sharper entry angles at crossover left turns** to guide unfamiliar drivers. Adjusted entry angles will reduce driver confusion by clearly directing crossover movements through the interchange.
- **Median between westbound left-turn bays and westbound through lanes**. An existing commercial driveway is located less than 150 feet from the displaced westbound left-turn stop bar, encouraging short weaving maneuvers across multiple travel lanes. The median will prohibit vehicles from exiting the driveway to the left-turn bay and instead require vehicles to use the upstream traffic signal for safer access.
- **Closure of Bugg Lane** access at SH 80. The current configuration has numerous intersection conflict points and causes driver confusion. The commercial site has access to / from SH 80 at other intersections and access can be removed to improve safety.

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- **Dual signalized northbound right-turn lanes**. The dual right-turn lanes add capacity to reduce delays and address significant queue lengths on the northbound frontage road.
- **Protected-only eastbound and westbound left turns** at Clarewood Drive intersection. Historical crash analysis documented numerous fatal / serious injury crashes due to permitted left-turn movements. The protected-only signal phasing will discourage drivers from taking insufficient gaps.

Loop 1 / FM 734

- **SUP along south side of FM 734**, west of Loop 1, to replace existing on-street striped bicycle lane. An off-street bicycle facility will reduce interactions between high-speed vehicles on FM 734 and vulnerable road users, such as cyclists.
- **Pedestrian signal** at dual eastbound right-turn lane. A signal will increase compliance yield to pedestrians, resulting in a safer intersection.
- **Mast arm signal equipment** to replace existing span wire. Signal heads on the existing span wire may twist under windy conditions, obscuring red / yellow / green indications from drivers.
- **Supplemental signal heads** at eastbound FM 734 approach and signage indicating "Upcoming Signal". The supplemental signal heads, mounted at an increased height, will improve visibility of the traffic signal due to the vertical curvature west of the interchange.
- **Triple northbound left turns** (via restriping). The northbound left-turn movement is heavy during the p.m. peak period and restriping provides additional capacity.
- **Northbound "smart" right turn**. The existing large right-turn radius encourages turning maneuvers at higher speeds, and "smart" right-turn treatments slow drivers and improve compliance yielding to pedestrians.
- **Curb extension** to convert northbound right-turn movement from free-flow to yield condition. The existing free-flow condition that ends at a right-turn drop lane creates unsafe weaving conditions and congestion. A right-turn yield condition improves safety without significant negative impacts to operations.
- **Raised mountable median** at FM 734 / Tomanet Trail intersection to restrict left-turn and through movements from Tomanet Trail. Historical crash analysis recorded at least one fatal / serious injury crash at the intersection. A raised mountable median reduces conflict points while maintaining emergency vehicle operations.

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BOTTLENECK STUDY
NEAR-TERM INTERSECTION IMPROVEMENTS: SH 71 AND RIVERSIDE DRIVE

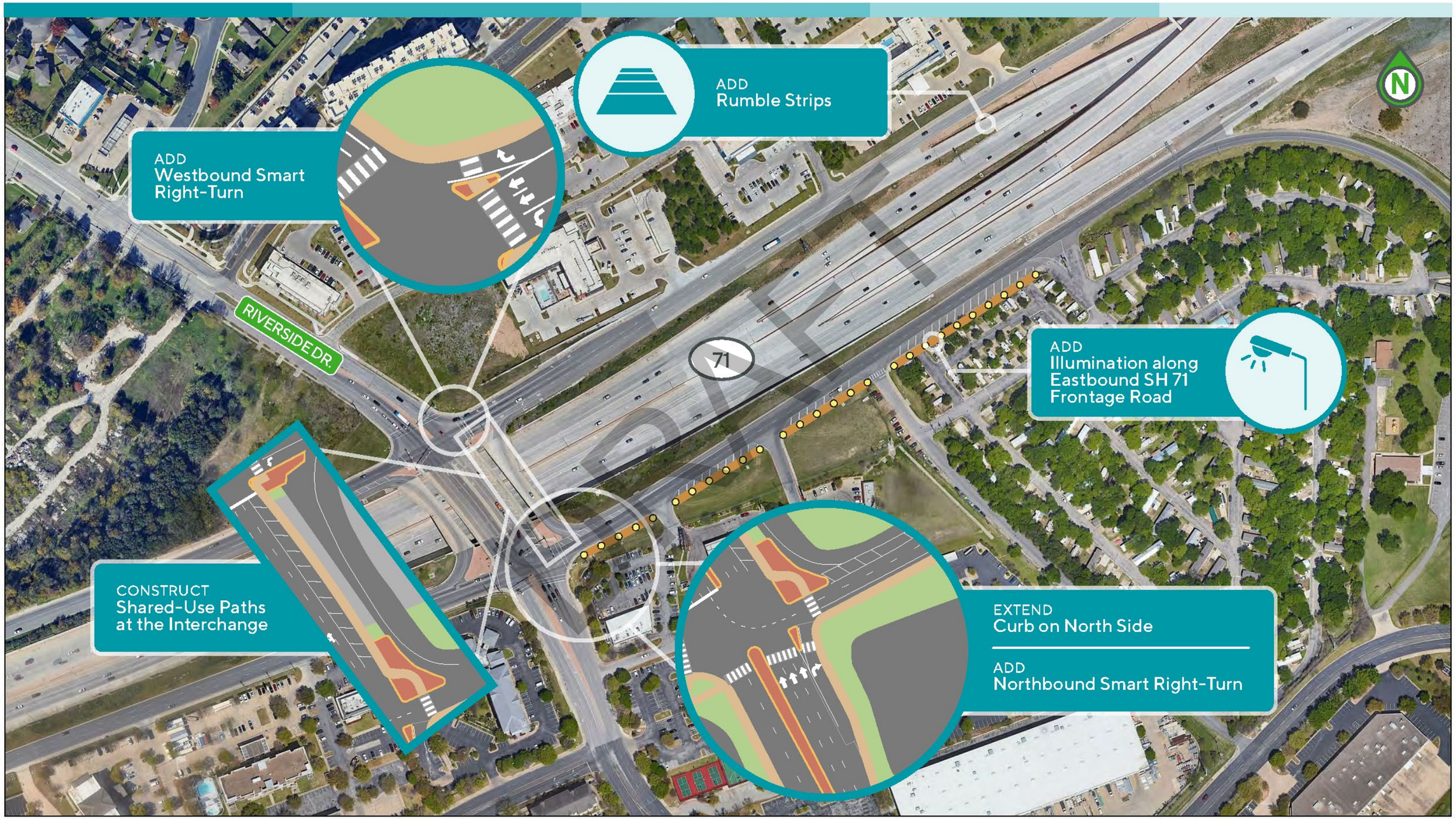


Figure 9: Near-Term Intersection Improvements: SH 71 / Riverside Drive

BOTTLENECK STUDY
NEAR-TERM INTERSECTION IMPROVEMENTS: IH-35 AND RM 12 (WONDER WORLD DRIVE)

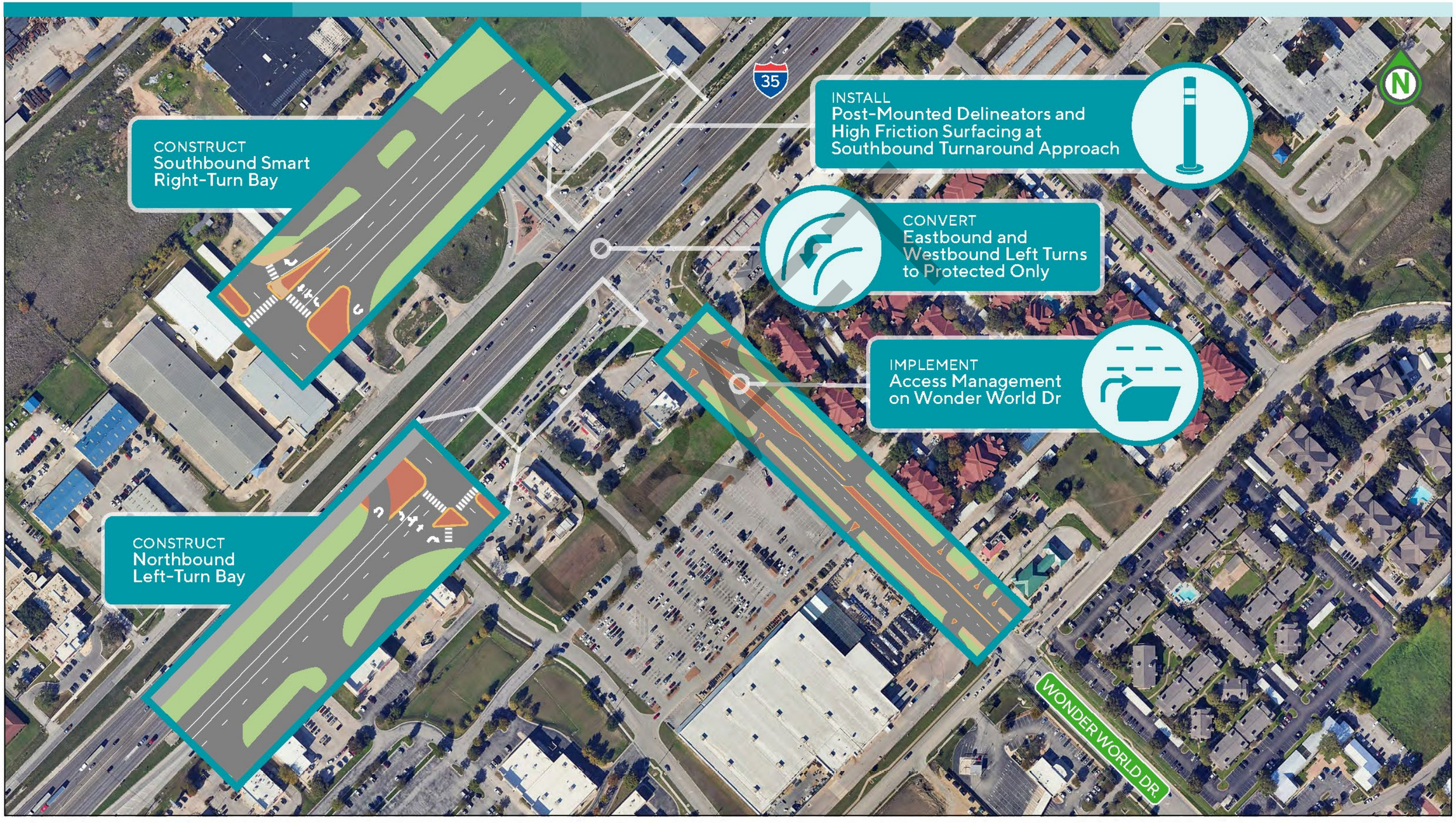


Figure 10: Near-Term Intersection Improvements: IH-35 / RM 12

BOTTLENECK STUDY
NEAR-TERM INTERSECTION IMPROVEMENTS: IH-35 AND SH 80 (HOPKINS STREET)

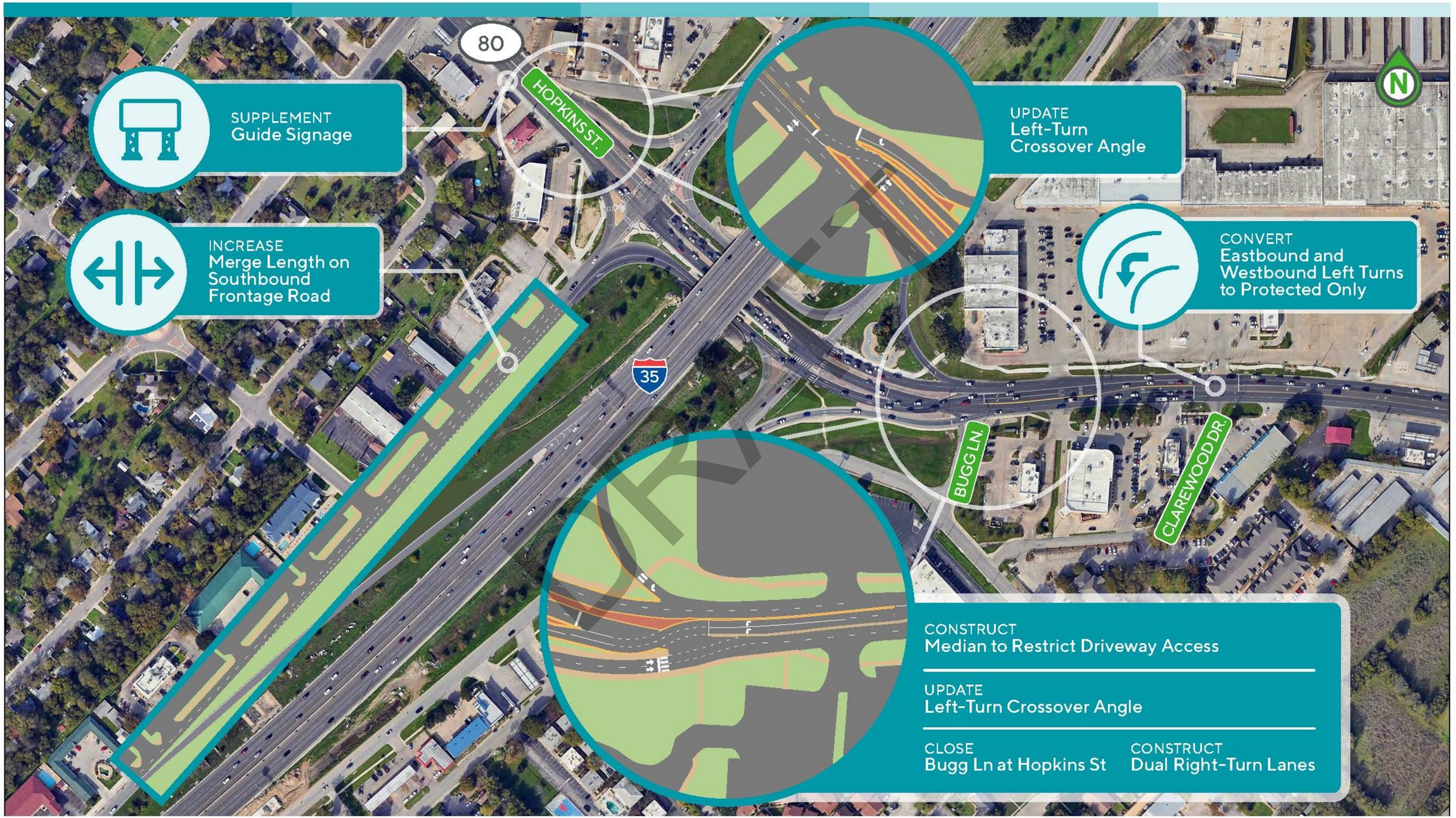


Figure 11: Near-Term Intersection Improvements: IH-35 / SH 80

BOTTLENECK STUDY
NEAR-TERM INTERSECTION IMPROVEMENTS: LOOP 1 AND FM 734 (PARMER LANE)

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

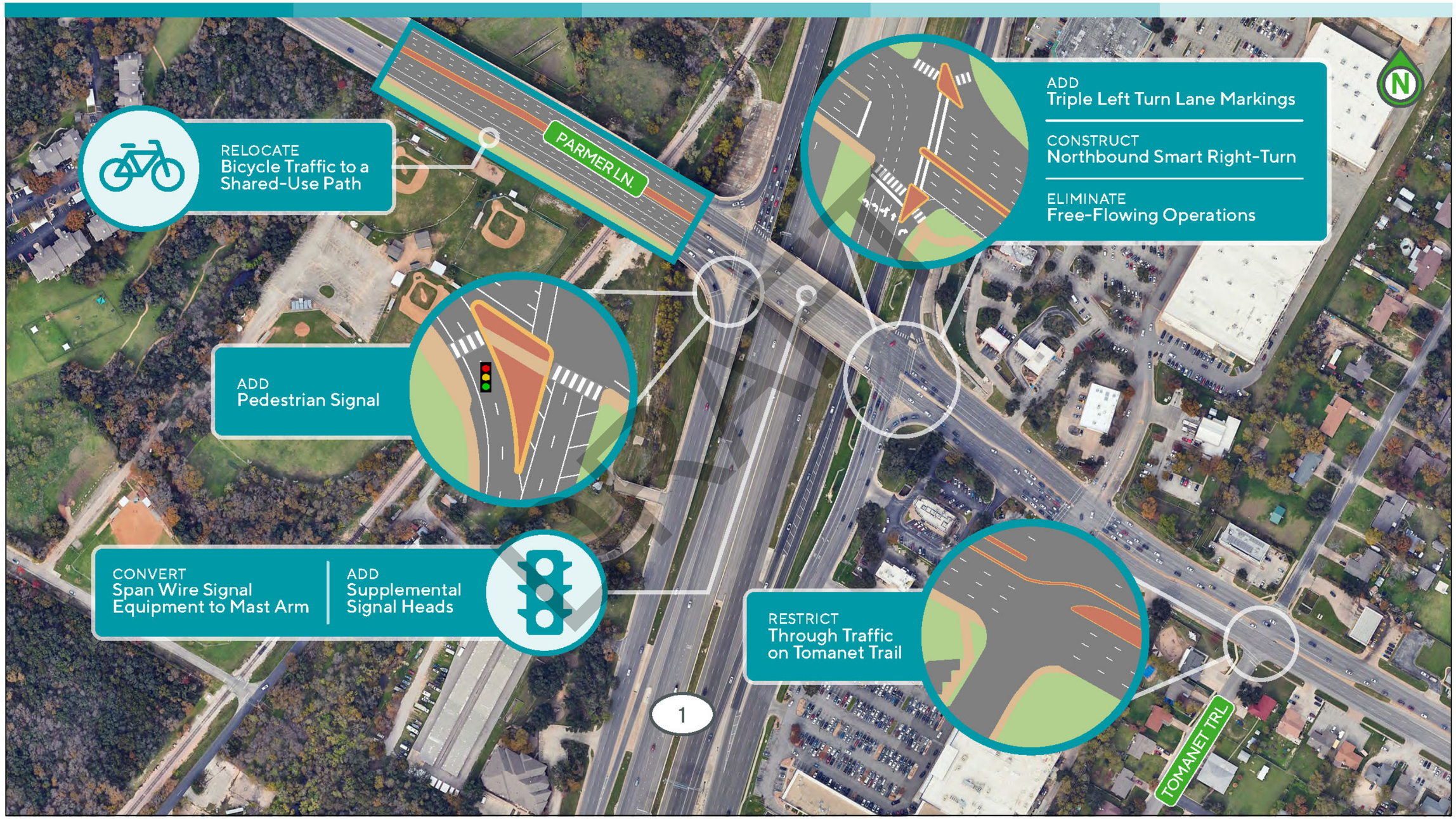


Figure 12: Near-Term Intersection Improvements: Loop 1 / FM 734

Long-Term

Long-term improvements are proposed at three of the four prioritized interchanges, as shown in the attached exhibits. Interchange reconstruction should follow best practices for safe vehicle, pedestrian, and bicycle facility design. The improvements are also listed below:

IH-35 / RM 12

- **Additional frontage road turn bays**. Additional capacity is needed on the frontage road approaches to the interchange to reduce forecasted delays and queue lengths.
- **Dual eastbound and westbound left-turn bays**. Additional capacity is needed internal to the diamond interchange to reduce forecasted delays and queue lengths.

IH-35 / SH 80

- **Traditional diamond intersection configuration**. This configuration reverts the interchange back to typical diamond traffic operations. A traditional diamond interchange was proposed by City of San Marcos due to concerns of driver confusion for unfamiliar drivers at the existing displaced left-turn interchange. Crash history suggests driver confusion at the crossover locations resulted in a higher crash rate. The City of San Marcos also expressed concerns on the limited ability to increase long-term capacity at the displaced left-turn interchange.
- **Six-lane SH 80**. The six-lane cross section accommodates additional capacity through the interchange along SH 80 to meet increased traffic volume. This recommendation must be implemented as part of a larger SH 80 corridor project.
- **Dual eastbound and westbound left-turn bays**. Additional capacity is needed to accommodate heavy turning movements at the interchange.

Loop 1 / FM 734

- **Northbound and southbound turnarounds**. Turnarounds provide additional capacity to accommodate heavy u-turn movements.
- **Dual eastbound left-turn lanes**. Additional eastbound left-turn capacity accommodates future growth anticipated at this movement.
- **Dual signalized northbound right-turn lanes**. Dual right turns provide additional capacity, while the signal control improves safety.
- **Northbound-to-westbound direct connector (DC)**. The northbound-to-westbound traffic volumes are heavy, and volumes will continue to increase with the proposed FM 734 improvements to the northwest. The DC increases movement capacity beyond the triple left turns proposed in the near-term.

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BOTTLENECK STUDY
LONG-TERM INTERSECTION IMPROVEMENTS: IH-35 AND RM 12 (WONDER WORLD DRIVE)



Figure 13: Long-Term Intersection Improvements: IH-35 / RM 12

BOTTLENECK STUDY
LONG-TERM INTERSECTION IMPROVEMENTS: IH-35 AND SH 80 (HOPKINS STREET)

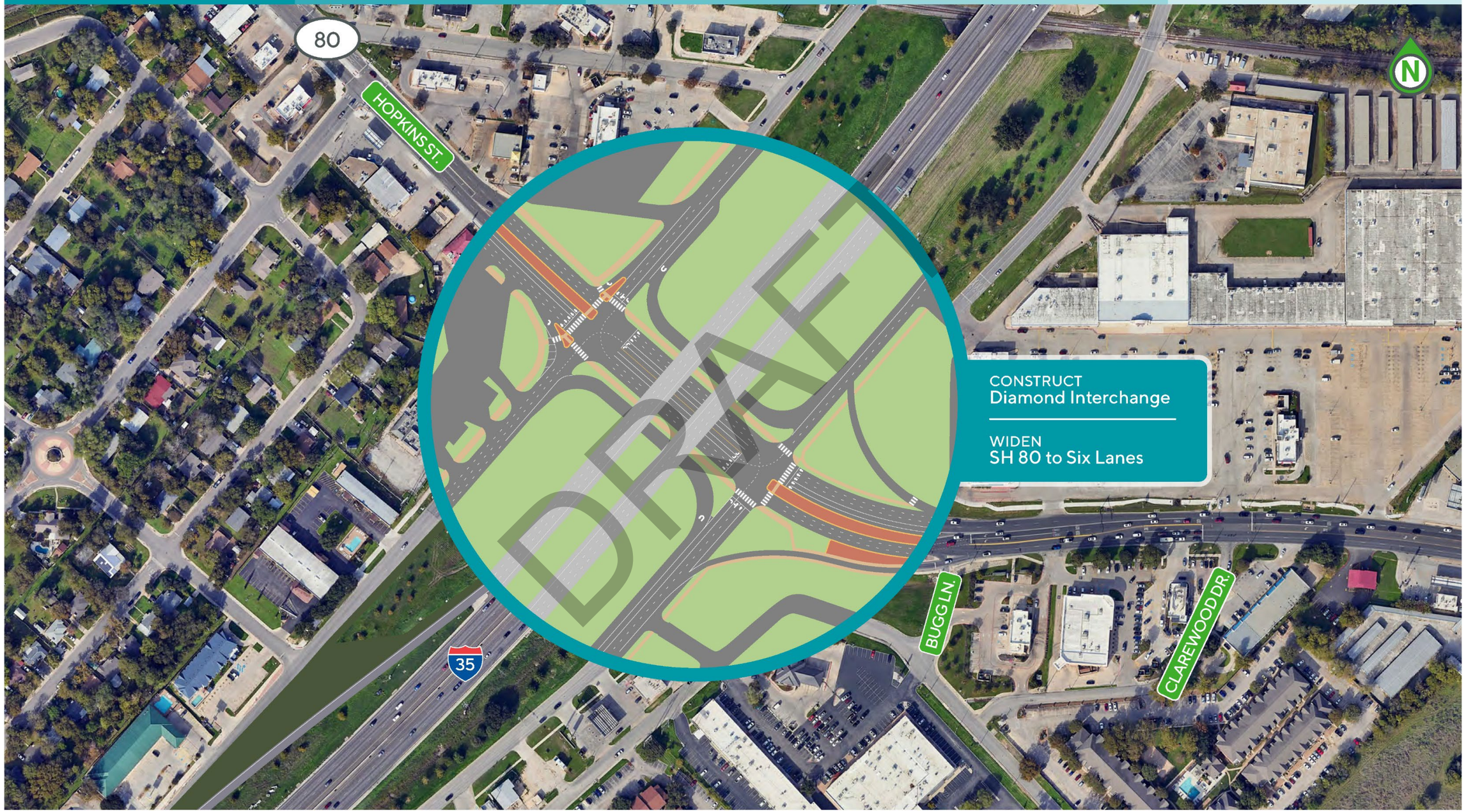


Figure 14: Long-Term Intersection Improvements: IH-35 / SH 80

BOTTLENECK STUDY
LONG-TERM INTERSECTION IMPROVEMENTS: LOOP 1 AND FM 734 (PARMER LANE)

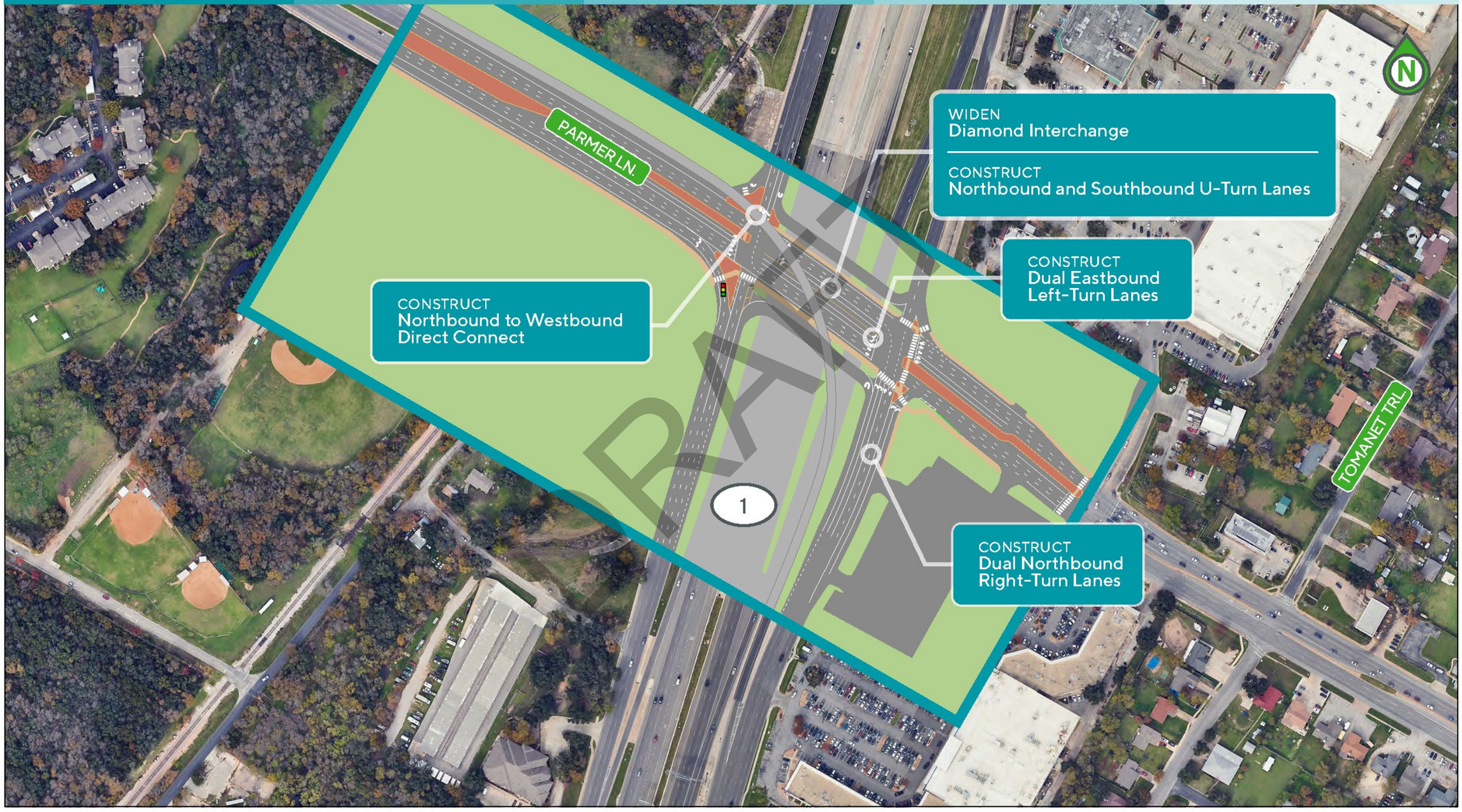


Figure 15: Long-Term Intersection Improvements: Loop 1 / FM 734

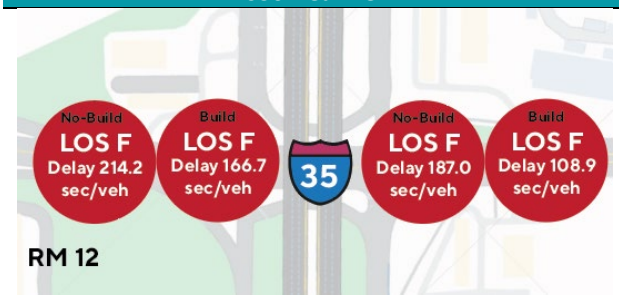
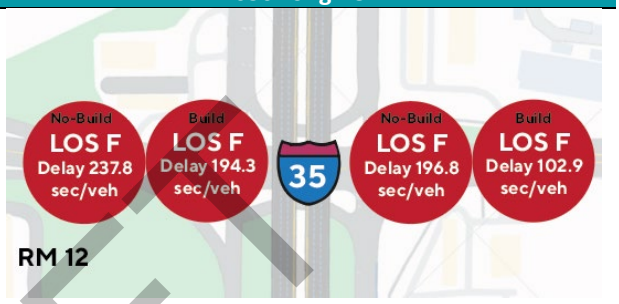
BUILD CONDITIONS TRAFFIC OPERATIONS

Interchange Evaluation

Near-term (2030) and long-term (2050) p.m. peak hour conditions were modeled, incorporating the proposed improvements of each respective stage. Table 12 shows the near-term and long-term comparisons, respectively, of no-build and build conditions at the three interchanges.

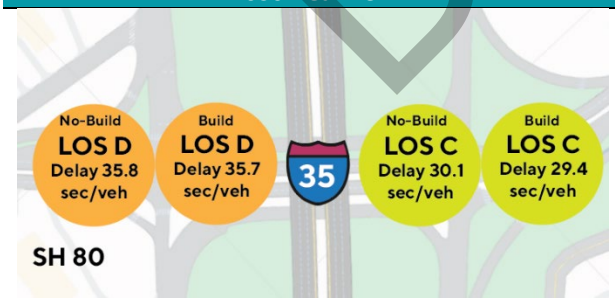
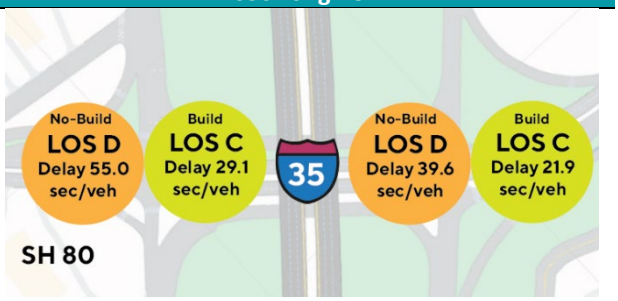
Table 11. Future Year (2030 & 2050) No-Build & Build Intersection Level of Service & Delay

IH-35 / RM 12

2030 Near Term	2050 Long Term
	

- While p.m. peak hour operations remained at LOS F levels, the study recommendations significantly improve mobility.
- Near- and long-term improvements reduce average vehicular delay by approximately 20 percent and 45 percent at the west and east intersections, respectively, compared to no-build conditions.
- To achieve LOS D at the interchange, RM 12 would need to be widened to a six-lane divided section (including the bridge structure to the west of IH-35).

IH-35 / SH 80

2030 Near Term	2050 Long Term
	

- At the displaced left-turn interchange, no-build p.m. peak hour delay does not degrade to the levels of the other two interchanges.
- In the near-term, proposed improvements, which are geared more toward safety, do not impact overall traffic operations significantly.
- In the long-term, proposed improvements reduce average vehicular delay by 47 percent and 45 percent at the west and east intersections, respectively.

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Loop 1 / FM 734

2030 Near Term	2050 Long Term
	

- Near-term recommendations improve overall traffic operations moderately with average delay decreasing by 25 percent and 16 percent at the west and east intersections, respectively.
- Long-term recommendations improve operations to a much greater degree, with average delay decreasing by 78 percent and 60 percent at the west and east intersections, respectively.

** Based on Vissim-computed delay (not control delay)*

Network Evaluation

Network-level results, which, at each interchange, incorporate delay from both diamond intersections and all approaches, allow for an estimation of monetary benefits of the proposed improvements. To estimate benefits, the analysis assumed a two-hour p.m. peak period and 250 days per year during which the delay savings apply (weekdays, not including holidays). The value of time is based on TxDOT's 2026 road user cost per vehicle hour for cars ($39.61), plus a three percent annual escalation to 2030 (near term) and 2050 (long term). These assumptions provide for a more conservative estimate of benefits, as non-p.m. peak times of day / week and the greater hourly time value of trucks ($54.84 per TxDOT) are excluded. Table 12 shows the annual delay and associated costs under no-build and build conditions in 2030 and 2050 at each of the three interchanges.

Table 12. No-Build & Build Annual Delay Costs

Year	Intersection	Annual Delay (hours)		Annual Delay Cost (Year 2025 $Millions)		
		No Build	Build	No Build	Build	Savings
2030	IH-35 / RM 12	1,379.8	1,049.5	$30.76	$23.40	$7.36
	IH-35 / SH 80	88.5	87.2	$1.97	$1.94	$0.03
	Loop 1 / FM 734	346.9	254.3	$7.73	$5.67	$2.06
2050	IH-35 / RM 12	2,676.9	1,848.9	$107.77	$74.44	$33.33
	IH-35 / SH 80	183.4	89.8	$7.38	$3.61	$3.77
	Loop 1 / FM 734	1,820.4	308.6	$73.29	$12.42	$60.87

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Benefit Evaluation

The monetary benefits of the proposed improvements largely align with the 2030 and 2050 p.m. peak hour intersection delay results shown in Table 11. In 2030, the near-term improvements (additional northbound and southbound frontage road turn bays) at IH-35 / RM 12 yield $7.36 million in delay savings annually. At Loop 1 / FM 734, near-term improvements are a mix of safety improvements (e.g., pedestrian signal) that may increase delay slightly and improvements that target operations. The result is a $2.06 million in delay savings annually. At IH-35 / SH 80, near-term improvements are focused on safety, and 2030 delay savings are approximately $30,000 annually.



TOTAL ANNUAL MONETARY BENEFIT (2030 $): $9.5M

In 2050, monetary benefits are much more significant at all interchanges. With additional turn lanes, IH-35 / RM 12 experiences relief valued at more than $33 million annually. Conversion of IH-35 / SH 80 to a traditional diamond with added capacity yields $3.77 million annually, while the significant improvements (turnarounds, direct connector) at Loop 1 / FM 734 yield the greatest benefit of $60.87 million annually.



TOTAL ANNUAL MONETARY BENEFIT (2050 $): $98.0M

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SAFETY

Safety analysis incorporated crash modification factors (CMFs) to assess impacts of the proposed improvements at all four interchanges. Based on past research documented in Federal Highway Administration's CMF Clearinghouse, CMFs estimate the impact of a roadway element or treatment on crash frequency, severity, and type. Table 13 is the list of the intersection's treatments, their CMF values, and the types of crashes and severity levels to which they apply.

Table 13. Near-Term (2030) Crash Modification Factors

SH 71 / Riverside Drive					
"Smart" northbound and westbound right turns	Change right-turn lane geometry to increase line of sight (intersection level)	8496	All	All	0.558
Illumination along SH 71 eastbound frontage road	Improve street lighting illuminance and uniformity	11026	All	All	0.679
IH 35 / RM 12					
Protected-only eastbound and westbound left turns at diamond	Change permissive left-turn phasing to protected-only	4149	Angle, head on, left turn, rear end, rear to rear, right turn, sideswipe	All	0.44
Access management along RM 12, east of IH-35	Install right-in / right-out operations at stop-controlled intersections	9821	All	All	0.55
High friction surfacing on southbound turnaround	Improve pavement friction	7900	All	All	0.759
Post-mounted delineators on SB turnaround	Install edgelines, centerlines, and post-mounted delineators	102	All	ABC	0.55
IH 35 / SH 80					
Protected-only eastbound and westbound left turns at Clarewood Drive intersection	Change permissive left-turn phasing to protected-only	4149	Angle, head on, left turn, rear end, rear to rear, right turn, sideswipe	All	0.44
Loop 1 / FM 734					
"Smart" northbound right turn	Change RT lane geometry to increase line of sight (approach level)	8496	All	All	0.41
Eastbound right-turn pedestrian signal	Install pedestrian signals	8480	All	All	0.97
Northbound and southbound turnarounds	Install Texas u-turn (Texas Turnaround)	11017	All	All	0.763
Eastbound shared-use path	Convert flush buffered bike lane to separated bike lane with flexi-posts	11295	Not specified	Not specified	0.441

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Benefit Evaluation

After applying the above CMFs to historical crash data (2019–2024) by interchange approach(es) / movement(s), monetary benefits of crash reductions were estimated. Crash costs are based on FHWA's 2024 estimates, increased to Year 2030 dollars based on an annual inflation rate of three percent, as shown in Table 14. Table 15 through Table 18 show improvements at each interchange, their anticipated impacts on crash rates by type, and the estimated monetary benefits. Annual crash rates are based on historical data (2019–2024) obtained at each interchange through TxDOT's Crash Records Information System. At the IH-35 / RM 12 interchange, the protected-only left-turn recommendation was omitted from the monetary benefits calculation. While the improvement will reduce crashes, the benefit may not rise to the reduction calculated by the CMF due to the nature of the interchange's four-phase diamond timing (i.e., only a small portion of eastbound and westbound left turns occur during a permitted phase).

Table 14. 2030 Crash Costs

Crash Type	Cost ($)
Unknown	$0
Not injured (O)	$21,600
Possible injury (C)	$244,300
Suspected minor injury (B)	$458,500
Suspected serious injury (A)	$2,036,000
Fatal injury (K)	$19,090,500

Table 15. SH 71 / Riverside Drive Safety Improvement Impacts

Crash Type	Annual Crash Rate (6 Year Avg.)	Crash Rate after Improvement Implementation		
		NB RT Line of Sight	WB RT Line of Sight	Illumination
Unknown	0.00	0.00	0.00	0.00
Not injured (O)	7.17	7.02	7.02	7.06
Possible injury (C)	1.67	1.67	1.67	1.67
Suspected minor injury (B)	2.33	2.19	2.33	2.33
Suspected serious injury (A)	0.67	0.56	0.67	0.67
Fatal injury (K)	0.17	0.17	0.17	0.17
Value of Safety Benefits	-	$295,700	$3,200	$2,300

TOTAL ANNUAL MONETARY BENEFIT (2030 $): $301K

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Table 16. IH-35 / RM 12 Safety Improvement Impacts

Crash Type	Annual Crash Rate (6 Year Avg.)	Crash Rate after Improvement Implementation		
		RIRO	High Friction Surfacing	Delineators
Unknown	0.17	0.09	0.17	0.17
Not injured (O)	10.83	6.18	10.75	10.83
Possible injury (C)	2.50	1.45	2.50	2.50
Suspected minor injury (B)	3.33	1.83	3.33	3.33
Suspected serious injury (A)	0.50	0.28	0.50	0.50
Fatal injury (K)	0.00	0.00	0.00	0.00
Value of Safety Benefits	-	$1,502,800	$1,500	$0 *

TOTAL ANNUAL MONETARY BENEFIT (2030 $): $1.5M

** CMF applies to injury (ABC-level) crashes. Historical crash data showed only no injury crashes at the SBU movement.*

Table 17. IH-35 / SH 80 Safety Improvement Impacts

Crash Type	Annual Crash Rate (6 Year Avg.)	Crash Rate after Improvement Implementation
		LT Phasing
Unknown	0.17	0.17
Not injured (O)	17.00	9.87
Possible injury (C)	6.17	2.99
Suspected minor injury (B)	6.17	3.53
Suspected serious injury (A)	1.17	0.42
Fatal injury (K)	0.00	0.00
Value of Safety Benefits	-	$3,657,000

TOTAL ANNUAL MONETARY BENEFIT (2030 $): $3.7M

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Table 18. Loop 1 / FM 734 Safety Improvement Impacts

Crash Type	Annual Crash Rate (6 Year Avg.)	Crash Rate after Improvement Implementation			
		NB RT Line of Sight	Ped Signal	Texas Turnaround	Bike Lane
Unknown	0.33	0.33	0.33	0.33	0.33
Not injured (O)	12.00	12.00	11.97	11.96	11.49
Possible injury (C)	7.00	7.00	6.98	6.92	6.58
Suspected minor injury (B)	4.33	4.33	4.32	4.33	4.15
Suspected serious injury (A)	1.00	0.90	1.00	0.92	0.95
Fatal injury (K)	0.00	0.00	0.00	0.00	0.00
Value of Safety Benefits	-	$200,200	$16,000	$181,000	$293,700



TOTAL ANNUAL MONETARY BENEFIT (2030 $): $700K

As illustrated, the proposed improvements have significant anticipated impacts on crashes, ranging from negligible (delineators) to more than $3.6 million (left-turn phasing). Other improvements with significant impacts include right-in / right-out treatments along RM 12 and FM 734, shifting of the bicycle lane along FM 734, and "smart" right-turn treatments at SH 71 / Riverside Drive and Loop 1 / FM 734.

BENEFIT-COST EVALUATION

Probable construction costs were developed for each of the recommended near- and long-term improvements. Estimated costs incorporate the following assumptions:

- Unit prices based on TxDOT Austin District three-month average
- Three percent annual escalation of unit prices to Year 2030 (near-term) and 2050 (long-term)
- 10 percent mobilization
- 35 percent contingency

Long-term improvements at IH-35 / SH 80 and IH-35 / RM 12 require reconstruction of the IH-35 bridge structures to meet current design standards and vertical clearance requirements. Due to the magnitude, construction impacts, and probable costs associated with these improvements, these projects would need to be incorporated into future phases of the TxDOT IH-35 improvements program.

Table 19 shows the estimated costs of near-term and long-term improvements at each interchange.

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Table 19. Probable Construction Costs

Term	Interchange	Improvement Cost (Year 2030/2050 Dollars)
Near-Term	SH 71 / Riverside Dr.	$838,500
	IH-35 / RM 12	$2,652,400
	IH-35 / SH 80	$2,534,000
	Loop 1 / FM 734	$2,861,900
	TOTAL	$8,886,800
Long-Term	SH 71 / Riverside Dr.	n/a
	IH-35 / RM 12	$140,596,600
	IH-35 / SH 80	$164,216,000
	Loop 1 / FM 734	$137,740,559
	TOTAL	$442,553,200

The proposed improvements at the four interchanges under are anticipated to provide significant traffic operations relief and reduce crashes. Table 20 provides a comparison of user savings and improvement costs and the estimates number of years to recoup the investment.

Table 20. User Savings vs. Improvement Costs

Term	Interchange	Annual User Savings (Year 2030/2050 Dollars)	Improvement Cost (Year 2030/2050 Dollars)	Years to Recoup Investment
Near-Term	SH 71 / Riverside Dr.	$301,200	$838,500	2.8
	IH-35 / RM 12	$8,864,600	$2,652,400	0.3
	IH-35 / SH 80	$3,687,000	$2,534,000	0.7
	Loop 1 / FM 734	$2,750,900	$2,861,900	1.0
Long-Term	SH 71 / Riverside Dr.	n/a	n/a	n/a
	IH-35 / RM 12	$33,330,000	$140,596,600	4.2
	IH-35 / SH 80	$3,770,000	$164,216,000	43.6
	Loop 1 / FM 734	$60,870,000	$137,740,559	2.3

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At three locations, a return on investment is anticipated in less than five years. The IH-35 and SH 80 long-term improvements require 44 years to achieve a return on investment. The long-term improvements, including implementation of a diamond interchange and widening of SH 80, necessitate replacement of the IH-35 bridge structure to meet vertical clearance requirements. This improvement has significant construction costs. Conversely, the interchange operates at LOS D under 2050 no-build conditions with operational delays lower than the other study locations. The identified long-term improvements align with the City of San Marcos's desire to return to a traditional diamond interchange at this location. Overall, while the long-term improvements do reduce delays, the costs of the improvement require this project to be considered as part of a larger investment program. Additionally, the long-term benefits of widening SH 80 to a six-lane section outside of this singular interchange were not quantified. More substantial benefits, relative to costs, can be achieved through the near-term improvements at this interchange.

INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation System (ITS) improvements are recommended to help address operational and safety issues at the four interchanges. The interchanges evaluated experience recurring congestion, queue spillback, and safety concerns associated with high traffic volumes and complex interchange operations.

The recommended ITS strategies are consistent with regional and statewide planning efforts.

- **CAMPO 2050 Regional Transportation Plan (RTP)**
  Prioritizes congestion management, safety, and technology readiness.
- **TxDOT Austin District Transportation Systems Management and Operations (TSMO) Program Plan**
  Emphasizes operations-first strategies and signal system modernization.
- **Central Texas Regional ITS Architecture and Deployment Plan**
  Values system interoperability and regional connectivity.

All four interchanges currently have limited ITS infrastructure in place. Each interchange is equipped with CCTV cameras mounted on signal poles for traffic monitoring capabilities, video cameras for detection, and communications connectivity via underground fiber or wireless radio. Both the Cities of Austin and San Marcos have a traffic management center and a centralized traffic signal control system. While this infrastructure provides a foundation for ITS deployment, the existing systems can be better equipped for proactive congestion management, performance monitoring, and crash mitigation.

Near-Term

In the near term, ITS improvements should focus on enhancing traffic signal operations, reducing congestion, and addressing safety concerns utilizing existing infrastructure where feasible.

- **Adaptive Signal Control Technology (ASCT)** software should be considered at interchanges to dynamically adjust signal timing in response to real-time traffic conditions. Adaptive

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systems monitor traffic volumes, queue lengths, and arrival patterns to dynamically optimize green time allocation across approaches. This strategy can reduce delays, minimize queue formation by fine-turning offsets and cycle lengths, and improve overall intersection performance by responding to real-time conditions rather than static assumptions. Adaptive signal control can be particularly effective when interchanges are not operating over capacity. This aligns with congestion management objectives identified in the CAMPO RTP as well as TxDOT's TSMO signal modernization goals.

- **Implementation of Automated Traffic Signal Performance Measures (ATSPM)** is also recommended to provide continuous, high-resolution performance data. ATSPM would support proactive signal retiming, identify operational deficiencies, and allow agencies to monitor the effectiveness of implemented strategies. Based on the TSMO Program Plan, the Information Management Division of TxDOT Austin is piloting ATSPMs in several districts with a goal of integrating findings from ATSPMs with maintenance ticketing processes. This will identify signal timing issues to resolve them faster.
- **Queue detection and warning systems** using radar or advanced video analytics and dynamic signs should be deployed on critical approaches and ramps (e.g., SH 71 westbound exit to Riverside Drive, IH-35 northbound exit to RM 12) to detect excessive queue formation and prevent spillback onto freeway mainlanes, thereby reducing the risk of rear-end crashes.
- **Advanced red-light running (RLR) detection** using video or radar analytics can be integrated with existing signal controllers to support event-triggered safety enhancements. When a red-light violation is detected, controller logic can be configured to apply an extended all-red interval on the affected phase to provide additional clearance time. This requires careful programming and validation to balance safety and operations. RLR detection should be installed at the IH-35 / RM 12 and IH-35 / SH 80 interchanges based on crash history and City of San Marcos feedback.
- **Upgrade existing CCTV systems** with automated incident detection software that uses video analytics to identify crashes, stalled vehicles, or abnormal traffic patterns in real time. Integrate these alerts with the TMC will help operators respond immediately with appropriate actions such as dispatching emergency services, adjusting signal timing, or posting traveler information on dynamic message signs.
- **Incorporate pedestrian safety improvements** at all interchanges, including Leading Pedestrian Intervals (LPIs), to improve multimodal safety.

In addition to area-wide improvements, intersection-specific near-term strategies are recommended.

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IH-35 / RM 12

- Installation of advance queue warning signs are recommended on frontage roads to prevent blocked turnarounds and reduce rear-end and angle crashes.
- Leverage red-light running technology to dynamically adjust all-red clearance intervals to reduce crash risks.

IH-35 / SH 80

- Illuminated lane-use signing is recommended to address driver confusion with the movements through the displaced left-turn turn configuration, along with queue detection to monitor internal storage areas.

Loop 1 / FM 734

- Implement signal interconnect between the interchange and the adjacent commercial driveway intersection east of the interchange to coordinate offsets and phase timing. This will prevent queue spillback by optimizing progression and reducing conflicts during peak periods.

Long-Term

Long-term ITS improvements should prepare the interchanges for future transportation technologies while supporting regional system management objectives.

- **Deployment of connected vehicle infrastructure**, including roadside units capable of broadcasting Signal Phase and Timing (SPaT), queue warning data, and pedestrian presence to future connected vehicle-equipped vehicles, is recommended to support future vehicle-to-infrastructure applications and improve safety and operational awareness.
- **Integrated Corridor Management (ICM)** strategies are also recommended in the long term to improve coordination between freeway mainlanes, frontage roads, and arterial intersections during incidents or periods of heavy congestion. ICM would allow traffic operators to implement coordinated response strategies that improve reliability and reduce system-wide delay.
- **Machine learning** can be applied by leveraging historical traffic data from the centralized traffic management systems and real-time feeds from existing video detection and sensors. Predictive models can forecast congestion patterns and crash likelihood, enabling proactive signal timing adjustments and traveler information updates.

The ITS improvements recommended in this assessment address both operational and safety challenges at the four interchanges studied while supporting regional transportation goals.

Near-term strategies focus on:

- ✓ Adaptive signal control
- ✓ Performance monitoring
- ✓ Queue detection
- ✓ Traveler information
- ✓ Pedestrian safety enhancements

Long-term strategies focus on:

- ✓ Preparing the interchanges for CV technologies
- ✓ Preparing for integrated corridor management.

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Together, these improvements provide a cost-effective approach to reducing congestion, improving safety, and enhancing system reliability while positioning the region to accommodate future transportation technologies and operational needs.

ENVIRONMENTAL AND PERMITTING

Environmental Evaluation

Near-term improvements are generally located within the existing TxDOT and City right-of-way (ROW), minimizing environmental impacts at priority interchanges. Coordination with the appropriate TxDOT district environmental coordinator would determine if environmental documentation is required.

Proposed access management measures at the following intersections should undergo a property owner engagement process. Meetings with Affected Property Owners (MAPOs) are important to discuss the proposed access changes and impacts to offsite traffic circulation.

- IH-35 / RM 12 (access management on RM 12 between IH-35 and Leah Avenue)
- IH-35 / SH 80 (Bugg Lane closure; median restricting driveway access on north side, east of IH-35).
- Loop 1 / FM 734 (raised median at Tomanet Trail)

Outreach to local cycling communities is recommended for the proposed SUPs at SH 71 / Riverside Drive and Loop 1 / FM 734.

Long-term improvements will require a robust environmental evaluation and coordination with the appropriate TxDOT district environmental coordinator. An environmental evaluation should be conducted to determine what level of documentation would be required at each of the interchanges prior to implementation of long-term improvements. Documentation could include a Categorical Exclusion, an Environmental Assessment, or an Environmental Impact Statement. The documentation could include analysis of social and environmental resources, an alternatives analysis, and mitigation measures. The environmental process will include robust public and stakeholder engagement. Long-term improvements at IH-35 / RM 12 are anticipated to be completed as part of TxDOT IH-35 improvements program and could be incorporated as a reevaluation for that project. It is recommended that the evaluation of IH-35 / SH 80 be completed with a future corridor study for SH 80. Loop 1 / FM 734 will require a standalone environmental document, as it is not anticipated that these improvements will be completed with a separate project or program.

Interstate Access Justification Report

Changes in access to / from the Interstate System require coordination with TxDOT Design Division and Federal Highway Administration (FHWA). Depending on the proposed change, an Interstate Access Justification Report (IAJR) may be required. The improvements proposed at the two

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interchanges along IH-35 (at RM 12 and at SH 80) are not anticipated to require an IAJR. Per TxDOT's IAJR Standard Operating Procedures, however, coordination with FHWA may be necessary.

SUMMARY

The Interchange Bottleneck Study met the established goals and objectives by developing and implementing a prioritization process that focused on traffic operations and safety. The four selected interchanges were advanced through further evaluation and development of recommendations.

The proposed improvements at the study interchanges are anticipated to provide significant traffic relief and to reduce crashes. In the near term, operational improvements result in an anticipated monetary benefit of $9.5 million. In the long term, improvements yield $98 million in benefits. Safety improvements are anticipated to yield $6.1 million in benefits, in addition to the societal benefit of a reduced number of serious injury crashes. Total construction costs are estimated at $8.9 million in the near-term and $443 million in the long-term. At three locations, a return on investment is anticipated in less than five years.

It is recommended that near-term improvements progress to design and implementation by TxDOT, City of Austin, and / or City of San Marcos. Long-term improvements should be incorporated into future planning studies on IH-35 (TxDOT) and / or SH 80 (City of San Marcos). The Loop 1 and FM 734 improvements should progress to schematic and environmental as a standalone project, or as part of a future phase of the CAMPO Corridor Readiness Program.

The prioritization list developed as part of the Interchange Bottleneck Study can continue to be utilized to identify intersection and interchange locations for further study. As funding becomes available, these projects can be evaluated by CAMPO and / or area stakeholders for further development.

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Date:	April 27, 2026
Continued From:	March 23, 2026
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	6
Subject:	Update on 2028-2031 Call for Projects

RECOMMENDATION

None. This item is the regularly scheduled update on the 2028-2031 Call for Projects process.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) has issued the 2028-2031 Call for Projects requesting applications for transportation projects within the six-county CAMPO region. This competitive process will select projects for Surface Transportation Block Grant (STBG), Transportation Alternative Set-Aside (TASA), and Carbon Reduction Program (CRP) funding.

FINANCIAL IMPACT

Projects selected by the Transportation Policy Board will be programmed with federal funding currently apportioned to the region or forecast to be apportioned in future fiscal years. These amounts are estimates and not guaranteed beyond the current federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA), which is currently authorized through Fiscal Year 2026. The funding forecast assumes the continued authorization of the federal programs and similar apportionment levels. Staff may recommend different funding amounts as determined by the scheduling of projects submitted, progress of currently funded projects, changes to federal funding programs and availability, and/or direction by the Transportation Policy Board.

BACKGROUND AND DISCUSSION

The Transportation Policy Board is responsible for directly allocating TASA, CRP, and STBG funding for transportation projects in the six-county CAMPO region. These funds are administered through a competitive, performance-based project selection process.

SUPPORTING DOCUMENTS

Attachment A – *Project Call Information (Funding Opportunities Webpage)*

Date:	April 27, 2026
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	7
Subject:	Update on Regional Truck Parking Plan

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

In September 2024, the Transportation Policy Board adopted the Regional Freight Plan which highlighted the shortage of truck parking availability within the CAMPO region. A recommendation from the plan was the need for a Truck Parking Plan to identify existing inventory and future truck parking needs. Approximately 90 percent of goods in the region are transported via truck, and drivers require locations to stage, load/unload, or meet their federally-mandated rest requirements. The Regional Truck Parking Plan will identify potential locations for such activities in the region.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Approximately 90 percent of all goods in the CAMPO region are transported via truck. Due to mandated rest requirements, the need to stage, load, and unload, truck parking locations are critical for the safe and efficient movement of freight within and through the region.

As the Regional Freight Plan showed, the CAMPO region lacks truck parking capacity that is necessary for a region of our size and manufacturing capacity. The Regional Truck Parking Plan aims to address that deficiency through the identification of current parking inventory, future supply and demand for truck parking, and a recommendation for potential sites within the region.

This item will provide an update on the Plan's progress and will include a discussion of the current inventory of truck parking locations within the region and its immediate area.

SUPPORTING DOCUMENTS

Attachment A – *Truck Parking Inventory Memo*
Attachment B – *Truck Parking Inventory List*

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Regional Truck Parking Plan

Truck Parking Inventory and Methodology



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Introduction and Methodology

This memorandum provides an inventory and assessment of existing truck parking facilities within the Capital Area Metropolitan Planning Organization (CAMPO) region and surrounding area. It summarizes facility counts and types, parking capacity, and spatial patterns to establish a foundation for understanding current truck parking supply conditions.

Methodology

This section describes the approach and sources used to identify existing truck parking supply within the CAMPO region and to estimate parking capacity at public and private facilities. Designated truck parking locations include facilities where truck drivers are allowed and encouraged to park, such as long-term parking lots, truck stops, travel centers, gas stations, public rest areas, and other convenience stores that accommodate truck parking.

A comprehensive list of truck parking sites across the CAMPO region was developed using a statewide inventory of designated truck parking facilities provided by the Texas Department of Transportation (TxDOT), SH 130 Concession Company, LOCUS, Truck Parking Club, Trucker Path, and Google Maps. Truck parking sites within the CAMPO region, as well as those within a 20-mile buffer of the CAMPO boundary, were included to account for facilities beyond the region that may still accommodate the region's truck parking demand.

For each site, the number of truck parking spaces was estimated by reviewing available information within the source it was identified from and by verifying site conditions using aerial imagery. Locations with clearly marked parking spaces were counted based on visible striping. Parking capacity for sites without marked spaces, particularly dirt or gravel lots, was estimated using an assumed rate of approximately 15 spaces per acre. Lot area was measured using aerial imagery.

Table 1 summarizes the primary data sources used to identify truck parking locations and estimate parking capacity within the CAMPO region.

Table 1: Truck Parking Inventory Data Sources

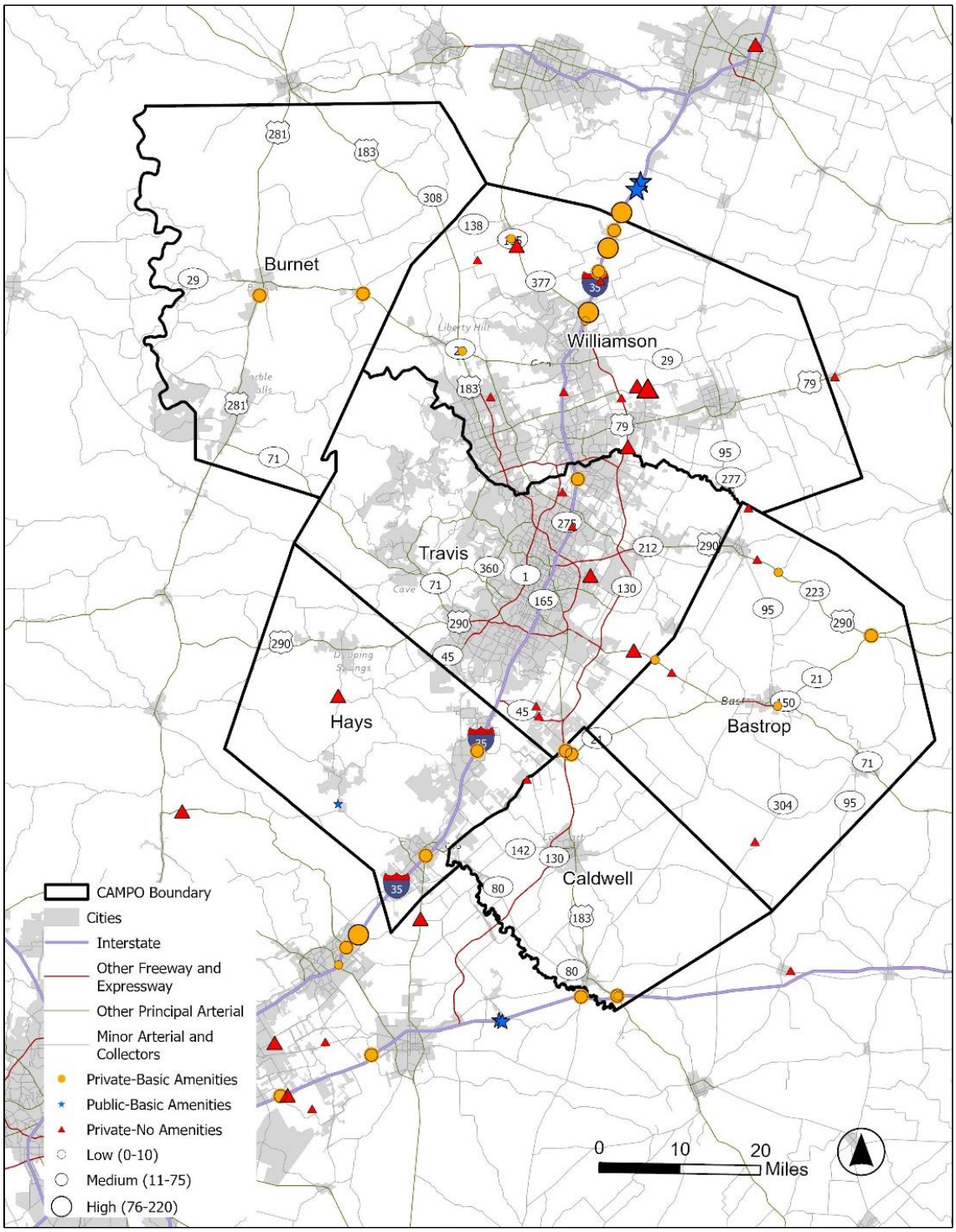
Source	Description
TxDOT Statewide Truck Parking Study	TxDOT developed a statewide truck parking inventory, as part of a statewide truck parking analysis, that focuses primarily on facilities with amenities and includes only locations with at least 10 parking spaces.
SH 130 Concession Company	SH 130 Concession Company maintains a web map of parking locations along SH 130 and nearby locations north and south of the corridor.
LOCUS	A geospatial data platform used to identify truck patterns and stops, providing supporting data for the initial inventory of truck parking sites within the CAMPO region.
Truck Parking Club	A platform providing structured data on private truck parking locations, including facility details and amenities, parking availability, and booking options.
Trucker Path	A mobile application providing crowdsourced information on truck parking availability, including user-reported availability status and site conditions.
Google Maps	A mapping and visualization tool used to locate truck parking facilities and verify site conditions. Aerial imagery was used to identify parking layouts, count striped spaces, and estimate parking capacity for unmarked lots.

Inventory

Truck parking supply in the CAMPO region is primarily provided by private facilities, many of which offer basic amenities such as trash disposal, restrooms, and lighting. These facilities represent the majority of available parking spaces and are generally located along major transportation corridors. Facilities without amenities, including informal parking areas, also contribute to the overall supply but typically accommodate fewer trucks per site.

Truck parking capacity is largely concentrated along key freight corridors in the region, particularly along IH 35, SH 130, US 290, and SH 71. This distribution reflects typical truck parking patterns where facilities are located in close proximity to near major highways to support regional and long-distance freight movement. As a result, truck parking facilities in the CAMPO region and surrounding area are distributed unevenly, with higher concentrations along major roadways and more limited availability further away from key freight routes. **Figure 1** below shows the truck parking locations of both public and private facilities, categorized by amenity type and parking capacity.

Figure 1: CAMPO Region Truck Parking Facilities



Types of Truck Parking Facilities

Truck parking facilities were categorized into three types: private facilities with basic amenities, private facilities without amenities, and public facilities.

- Private facilities with basic amenities include truck stops, travel centers, and larger gas stations that provide services such as fuel, restrooms, lighting, and trash disposal. These facilities are typically used by long-haul truck drivers traveling through the region.
- Private facilities without amenities typically lease parking spaces to owner-operators or small fleets on a monthly basis, fulfilling a need for a place to park their truck(s) unattended when they are off duty. They often include a gate and secure fencing, but not always. While most offer a daily rate, these locations typically do not serve daily customers. While these locations are important to capture, they are categorized separately to better evaluate the inventory of high-quality truck parking locations in the CAMPO region.
- Public facilities are operated by a governmental entity and include safety rest areas and picnic areas. These facility types typically offer basic amenities such as restrooms, trash disposal, and lighting. However, they are not commercialized, and items for sale are typically limited to vending machines.

Truck Parking Facility Metrics

Table 2 summarizes truck parking facilities within the CAMPO region by type and parking supply. Across all types, 42 total facilities were identified which provide approximately 1,000 truck parking spaces. Private facilities with basic amenities account for 65.2% of the total supply: 20 sites provide 653 spaces. Private facilities without amenities make up 34.5% of the total supply: 21 sites provide 345 spaces. Public facilities make up 0.3% of the total supply and include one site that provides three spaces. These results indicate that truck parking supply within the CAMPO region is almost entirely provided by private facilities (99.7%), with public truck parking availability being extremely limited.

Table 2: Truck Parking Facilities by Type within the CAMPO Region

Facility Type	Number of Sites	Number of Spaces	Percent of Total (Spaces)
Private – Basic Amenities	20	653	65%
Private – No Amenities	21	345	35%
Public	1	3	0%
Total	42	1,001	100%

Table 3 summarizes truck parking facilities within the CAMPO region and the 20-mile buffer by type and parking supply. A total of 63 facilities among all types were identified, which provide 1,857 truck parking spaces. Notably, this means that the supply within 20 miles of CAMPO totals to 85% of the supply within CAMPO (856 compared to 1,001) despite the rural context to the east and west of the CAMPO region.

Private facilities with basic amenities account for 63% of the total parking supply with 28 sites providing 1,179 spaces. Private facilities without amenities make up 25% of the total supply with 30 sites providing 460 spaces. Public facilities account for 12% of total parking supply and include five sites that provide 218 spaces. These results indicate that the majority of truck parking supply in the broader study area is provided (88%) by private facilities, particularly those offering basic amenities.

Table 3: Truck Parking Facilities by Type within CAMPO Region and 20-Mile Buffer

Facility Type	Number of Sites	Number of Spaces	Percent of Total (Spaces)
Private – Basic Amenities	28	1,179	63%
Private – No Amenities	30	460	25%
Public	5	218	12%
Total	63	1,857	100%

Truck parking facilities were further categorized by capacity level which are designated as low (0-10 parking spaces), medium (11-75 spaces), and high (76-220 spaces). Most truck parking locations in the CAMPO region fall within the low- to medium-capacity range. A total of 22 sites, or almost half of all sites, have low capacity (0–10 spaces), while 17 sites, or 40%, have medium capacity (11–75 spaces). Only three sites, or 7%, fall within the high-capacity category (76–220 spaces), yet these facilities account for a disproportionately large share of total parking supply of 44% of all spaces. **Table 4** summarizes truck parking facilities within the CAMPO region by capacity, including the number of sites and parking spaces for each classification.

These findings indicate that a small number of high-capacity facilities play a critical role in providing overall truck parking supply in the CAMPO region. However, this reliance on few sites could present challenges for truck drivers seeking a location with enhanced amenities such as restaurants or truck services if they are frequently at or over capacity. Confirmation of this potential dynamic will be explored further in the Supply and Demand task.

Table 4: Truck Parking Facilities by Capacity within the CAMPO Region

Facility Type	Truck Parking Space Capacity	Number of Sites	Number of Spaces	Percent of Total (spaces)
Private – Basic Amenities	High	2	340	34%
	Medium	11	271	27%
	Low	7	42	4%
Private – No Amenities	High	1	105	10%
	Medium	6	149	15%
	Low	14	91	9%
Public	Low	1	3	0%
Total		42	1,001	100%

Next Steps

The truck parking inventory summarized in this memorandum is foundational to the CAMPO Regional Truck Parking Plan. It will be integrated into subsequent tasks by:

- Evaluating demand, utilization, and parking patterns within the boundary of each site during analysis of designated parking locations.
- Assessing facility overflow during analysis of undesignated parking locations.
- Determining where gaps between supply and demand exist when combining designated and undesignated parking demand.
- Comparing existing locations to preferred new locations when identifying recommended sites for new locations.

CAMPO Regional Truck Parking Study
Designated Site Inventory
Final: April 17, 2026

Site Name	Address	Type	Truck Parking Spaces	Site Size Category	Basic Amenities (Trash, Lighting, Restrooms, Water, Fuel)	Latitude	Longitude	Site Type	Surface Type	Striped (Y/N)	Source	Within CAMPO Region
Truck Parking Club-Walburg Travel Center	4610 I-35 N, Georgetown, TX 78626, US	Private	200	High	All Basic Amenities	30.71237739	-97.6455556	Truck Parking Club	Concrete	Y	LOCUS	CAMPO Region
Flying J Fuel Island	11710 N I-35, Jarrell, TX, 76537	Private	140	High	All Basic Amenities	30.81143105	-97.61037982	Truck Stop	Concrete	Y	LOCUS	CAMPO Region
Unnamed	8201 Chandler Rd, Hutto, TX 78634, US	Private	105	High	No Basic Amenities	30.59735788	-97.53933975	Storage Yard/ Informal	Dirt/Gravel	N	LOCUS	CAMPO Region
Truck Parking Club - Hutto	3200 Co Rd 130, Hutto, TX 78634	Private	50	Medium	No Basic Amenities	30.60033811	-97.558454	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Roadster Travel Center and Truck Stop	13745 N I-35, Jarrell, TX, 76537	Private	40	Medium	All Basic Amenities	30.83837857	-97.59951025	Truck Stop	Concrete	Y	LOCUS	CAMPO Region
Pilot Dealer	2537 TX-21, Paige, TX, 78659	Private	40	Medium	All Basic Amenities	30.21306827	-97.13890494	Truck Stop	Concrete	Y	LOCUS	CAMPO Region
Love's Gas Station	190 US-90, Luling, TX 78648	Private	37	Medium	All Basic Amenities	29.65406248	-97.59386812	Gas station	Dirt/Gravel	N	Google Maps	CAMPO Region
Truck Parking Club	4124 Houston Rd, Del Valle, TX 78617-3281, US	Private	34	Medium	No Basic Amenities	30.19179664	-97.5643642	Truck Parking Club	Dirt/Gravel	N	LOCUS	CAMPO Region
Pilot Travel Center	10700 U.S. Hwy 183 N., Buda, TX, 78610	Private	28	Medium	All Basic Amenities	30.03455484	-97.68640024	Truck Stop/Travel Center	Concrete	Y	LOCUS	CAMPO Region
San Marcos Truck Stop	207 I 35 N Frontage Rd, San Marcos, TX 78666	Private	25	Medium	All Basic Amenities	29.87198196	-97.93731977	Truck Stop	Dirt/Gravel	N	LOCUS	CAMPO Region
Exxon	17500 Camino Real, Kyle, TX 78640	Private	22	Medium	All Basic Amenities	30.02947141	-97.67599807	Gas station	Concrete	Y	Google Maps	CAMPO Region
7-Eleven	15829 N Interstate Hwy 35, Pflugerville, TX 78660	Private	20	Medium	All Basic Amenities	30.45517258	-97.66472075	Gas station	Concrete		TXDOT	CAMPO Region
Truck Parking Club - Dripping Springs, TX Bobtail & Box Truck Parking	204 Gatlin Creek Rd, Dripping Springs, TX 78620	Private	20	Medium	No Basic Amenities	30.12140362	-98.09412125	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Stripes	2501 S Water St, Burnet, TX 78611	Private	20	Medium	All Basic Amenities	30.73855228	-98.23487726	Gas station	Concrete	Y	TXDOT	CAMPO Region
Truck Parking Club - Florence, TX Truck & Trailer Parking	11276 TX-195, Florence, TX 76527	Private	19	Medium	No Basic Amenities	30.81641595	-97.77404556	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Tex Best	18701 I-35, Kyle, TX 78640	Private	15	Medium	All Basic Amenities	30.03483164	-97.84470814	Truck Stop	Concrete	N	LOCUS	CAMPO Region
Truck Parking Club - Hutto, TX Truck and Trailer Parking	181 Kaatz Ln, Hutto, TX 78634	Private	14	Medium	No Basic Amenities	30.50658627	-97.57491962	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Bertram Truck Stop	536 TX-29, Bertram, TX 78605	Private	12	Medium	All Basic Amenities	30.74096437	-98.04963566	Truck Stop	Concrete	N	LOCUS	CAMPO Region
Truck Parking Club - Austin, TX Truck and Trailer Parking	6602 Point N Dr, Austin, TX 78724	Private	12	Medium	No Basic Amenities	30.30794438	-97.64212659	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Circle K	9111 N I-35, Jarrell, TX 76537	Private	12	Medium	All Basic Amenities	30.77530396	-97.62738173	Restaurant/Retail	Dirt/Gravel	N	LOCUS	CAMPO Region
Truck Parking Club - Truck and Trailer Parking	11528 Old Lockhart Rd, Austin, TX 78747	Private	10	Low	No Basic Amenities	30.10503695	-97.7391773	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Truck Parking Club - Casa Cafe	12307 FM1625, Creedmoor, TX 78610	Private	10	Low	No Basic Amenities	30.08939711	-97.7343076	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Love's Travel Stop	190 US-90, Luling, TX 78648	Private	10	Low	All Basic Amenities	29.65379746	-97.59231299	Truck Stop	Concrete	N	LOCUS	CAMPO Region
Hutto Truck Parking & Storage	2001 Co Rd 118, Hutto, TX 78634	Private	10	Low	No Basic Amenities	30.5812	-97.586307	Truck Stop	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Truck Parking Club - Cedar Creek, TX Truck and Trailer Parking	362 Old 71, Cedar Creek, TX 78612	Private	10	Low	No Basic Amenities	30.15685992	-97.49618927	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Truck Parking Club - Florence, TX Truck & Trailer Parking	5301 FM970, Florence, TX 76527	Private	10	Low	No Basic Amenities	30.79388576	-97.84427233	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Truckstar Parking	801 Private Rd 917, Georgetown, TX 78626	Private	10	Low	No Basic Amenities	30.76164393	-97.62380031	Truck Stop	Dirt/Gravel	N	LOCUS	CAMPO Region
Truck Parking Club - Austin, TX Bobtail and Box Truck Parking	2609 Daisy Dr, Austin, TX 78727	Private	8	Low	No Basic Amenities	30.436061	-97.692073	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Berry Creek Truck Stop	3800 S IH 35 Service Rd, Georgetown, TX 78626	Private	8	Low	All Basic Amenities	30.69909313	-97.65099068	Truck Stop	Concrete	N	LOCUS	CAMPO Region
Unnamed	1097 Old McDade Rd, Elgin, TX 78621, US	Private	5	Low	No Basic Amenities	30.33193908	-97.34309241	Storage Yard/ Informal	Dirt/Gravel	N	LOCUS	CAMPO Region
Wag-A-Bag #16 & Self Storage	10990 TX-29, Liberty Hill, TX 78642	Private	5	Low	All Basic Amenities	30.65275612	-97.87159658	Restaurant/Retail	Concrete	N	LOCUS	CAMPO Region
Valero	2850 State Hwy 71, Cedar Creek, TX 78612	Private	5	Low	All Basic Amenities	30.17553312	-97.52617424	Gas station	Concrete	N	LOCUS	CAMPO Region
QuikTrip	305 Jackson St, Bastrop, TX 78602	Private	5	Low	All Basic Amenities	30.10404056	-97.30667767	Gas Station	Concrete	Y	Google Maps	CAMPO Region
Truck Parkin Club - Georgetown	5317 S I-35 Frontage Rd, Georgetown, TX 78626	Private	5	Low	No Basic Amenities	30.59081909	-97.68963349	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Monster Fireworks	980 US-290 E, Elgin, TX 78621, US	Private	5	Low	All Basic Amenities	30.31114088	-97.30509238	Truck Stop	Paved (Asphalt)	N	LOCUS	CAMPO Region
Salado Creek Saloon	12061 TX-195-BR, Florence, TX 76527, US	Private	4	Low	All Basic Amenities	30.82582242	-97.78399953	Restaurant/Retail	Dirt/Gravel	N	LOCUS	CAMPO Region
FM-12 Hays County Picnic Area	10450 Ranch Rd 12, Wimberley, TX 78676	Public	3	Low	No Basic Amenities	29.95254674	-98.0940512	Picinic Area	Paved (Asphalt)	N	TXDOT	CAMPO Region
Truck Parking Club - Rosanky, TX Bobtail and Box Truck Parking	572 St Mary's Rd, Rosanky, TX 78953	Private	3	Low	No Basic Amenities	29.89461135	-97.34708974	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Truck Parking Club - Leander, TX	8748 Ranch to Market Rd 2243, Leander, TX 78641	Private	3	Low	No Basic Amenities	30.58330711	-97.82092521	Truck Parking Club	Concrete	Y	Truck Parking Club	CAMPO Region
Truck Parking Club - Austin, TX Bobtail and up to 26' Box Truck Parking	Service Road Sb, 11700 N Interstate Hwy 35, Austin, TX 78753	Private	3	Low	No Basic Amenities	30.38295223	-97.67457759	Truck Parking Club	Paved (Asphalt)	N	Truck Parking Club	CAMPO Region
Truck Parking Club - Kyle, TX Truck and Trailer Parking	12397 Camino Real, Kyle, TX 78640	Private	2	Low	No Basic Amenities	29.99103243	-97.75547026	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
Truck Parking Club - Elgin, TX Truck & Trailer Parking	411 New Trail, Elgin, TX 78621	Private	2	Low	No Basic Amenities	30.41162359	-97.35884425	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	CAMPO Region
TA Travel Center / Shell	4817 I-35, New Braunfels, TX 78130	Private	220	High	All Basic Amenities	29.74892865	-98.05776782	Gas station	Concrete	Y	Google Maps	Within 20-mile buffer
Truck Parking Club - Texas Travel Center	22612 I-35, Jarrell, TX 76537	Private	129	High	All Basic Amenities	30.86608061	-97.5859601	Truck Parking Club	Concrete	Y	Truck Parking Club	Within 20-mile buffer
Bell County Northbound Safety Rest Area	Truck Parking Lot, I-35, Salado, TX 76571	Public	81	High	All Basic Amenities	30.90180962	-97.55912343	Rest Area	Concrete	Y	Google Maps	Within 20-mile buffer
Bell County Safety Rest Area Southbound	16801 I-35, Salado, TX 76571	Public	80	High	All Basic Amenities	30.91307876	-97.5520494	Rest Area	Concrete	Y	Google Maps	Within 20-mile buffer
Love's Travel Stop	3158 I-10, Seguin, TX 78155	Private	61	Medium	All Basic Amenities	29.56192731	-98.03443669	Gas Station	Concrete	Y	Google Maps	Within 20-mile buffer
Tex Best Travel Center / Exxon	2131 S Magnolia Ave, Luling, TX 78648	Private	60	Medium	All Basic Amenities	29.65254748	-97.65884243	Gas station	Concrete	Y	Google Maps	Within 20-mile buffer
Rest Area	10402 I-10, Kingsbury, TX 78638	Public	27	Medium	All Basic Amenities	29.61658158	-97.80546744	Rest Area	Concrete	Y	Google Maps	Within 20-mile buffer
Rest Area	516 I-10, Seguin, TX 78155	Public	27	Medium	All Basic Amenities	29.61440009	-97.79976455	Rest Area	Concrete	Y	Google Maps	Within 20-mile buffer
Truck Parking Club - TX Bobtail and Box Truck Parking	15093 TX-123, San Marcos, TX 78666	Private	25	Medium	No Basic Amenities	29.77556312	-97.94657109	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	Within 20-mile buffer
Texaco gas station and truck stop	1790 W Austin, Giddings, TX 78942	Private	22	Medium	All Basic Amenities	30.18496674	-96.95455168	Gas Station	Concrete	N	Google Maps	Within 20-mile buffer
Truck Parking Club - San Antonio-Marion	13789 I-10 W Access Rd, Marion, TX 78124	Private	20	Medium	No Basic Amenities	29.50056157	-98.18460919	Truck Parking Club	Concrete	N	Truck Parking Club	Within 20-mile buffer
Truck Parking Club - Texaco	14425 I-10, Schertz, TX 78154	Private	15	Medium	All Basic Amenities	29.4977788	-98.19731968	Truck Parking Club	Concrete	N	Truck Parking Club	Within 20-mile buffer
Truck Parking Club - Spring Branch, TX Truck and Trailer Parking	29191 FM306, Spring Branch, TX 78070	Private	15	Medium	No Basic Amenities	29.94214354	-98.3736887	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	Within 20-mile buffer
Truck Parking Club - Temple, TX	2590 N General Bruce Dr, Temple, TX 76501	Private	14	Medium	No Basic Amenities	31.12521405	-97.34629508	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	Within 20-mile buffer
Truck Parking Club - Cibolo, TX Truck and Trailer Parking	280 Weil Rd, Cibolo, TX 78108	Private	14	Medium	No Basic Amenities	29.58233748	-98.20796551	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	Within 20-mile buffer
Tex Best Travel Center-Exxon	25200 I-35, New Braunfels, TX 78257	Private	13	Medium	All Basic Amenities	29.72916346	-98.07942983	Gas station	Concrete	N	Google Maps	Within 20-mile buffer
Truck Parking Club - Waelder	1150 Co Rd 430, Waelder, TX 78959	Private	10	Low	No Basic Amenities	29.69393	-97.283137	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	Within 20-mile buffer
Truck Parking Club - Marion, TX Truck and Trailer Parking	616 Hard Luck Rd, Marion, TX 78124	Private	10	Low	No Basic Amenities	29.5831176	-98.1169979	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	Within 20-mile buffer
Truck Parking Club - New Braunfels, TX Truck and Trailer Parking	1209 I 35 N Frontage Rd, New Braunfels, TX 78130	Private	6	Low	All Basic Amenities	29.70231913	-98.0933788	Truck Parking Club	Concrete	N	Truck Parking Club	Within 20-mile buffer
Truck Parking Club - Thorndale TX Truck and Trailer Parking	116 US-79, Thorndale, TX 76577	Private	5	Low	No Basic Amenities	30.6139876	-97.20385626	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	Within 20-mile buffer
Truck Parking Club - Marion, TX Bobtail and Box Truck Parking	17110 Cibolo Bend, Marion, TX 78124	Private	2	Low	No Basic Amenities	29.47884701	-98.14085631	Truck Parking Club	Dirt/Gravel	N	Truck Parking Club	Within 20-mile buffer