



Capital-Alamo Connection Study: Joint MPO TAC Regional Workshop Meeting Summary

Date: October 2, 2018

Facilitator: Roger Beall (TxDOT)

Time: 10:00 am – 12:00 pm

Location: *San Marcos Activity Center – 501 E Hopkins St, San Marcos, Texas*

Purpose: Capital-Alamo MPO Joint TAC Regional Workshop

Attendees: **Alamo Area Metropolitan Planning Organization
(AAMPO) Technical Advisory Committee**

Jonathan Bean
Brian Buchanan
Garry Ford
Art Herrera
Tom Hornseth
Marc Jacobson
Tim Mulry
Ismael Segovia
Clay Smith
Nicholas Wingerter

**Capital Area Metropolitan Planning Organization
(CAMPO) Technical Advisory Committee**

Alex Amponsah
Julia Cleary
Ed Collins
Trey Fletcher
Mike Hodge
Gary Hudder
Cole Kitten
Amy Miller
Laurie Moyer
Amy Pattillo
Ed Polasek
Marisabel Ranthum
Mike Sexton
Cathy Stephens
Jacque Thomas
Alex Flores
Jacob Calhoun
Bob Daigh

AAMPO

Isidro Martinez
Jeanne Geiger

Matt Sneed
Joel Hicks

CAMPO

Ashby Johnson
Doise Miers
Ryan Collins

Texas Department of Transportation

Roger Beall
Susan Chavez
Melissa Neeley
Peter Smith
Darcie Schipull
Mark Werner
Kris Long
Matt Speed
Roxanna Ene

Study Team

Michael Sexton (JACOBS)
Nair Barrios (JACOBS)
Travis Norton (JACOBS)
Adriana Torcat (JACOBS)
Carine Choubassi (JACOBS)
Hillary Calavitta (HNTB)
Scott Haywood (HNTB)
Randall Dillard (NLA, Inc.)
Kerry Neely (NLA, Inc.)
Lauren Canales (NLA, Inc.)
Rachel Lunceford (Hg Consult)
Steve Wells (Hg Consult)

Other attendees

Wendy Travis (Garver)
Jane Hughson (City of San Marcos)
David Ravago (City of Seguin)
Michael Aulick

- Attachments**
- A – Agenda**
 - B – Meeting Summary**
 - C – Presentation**
 - D – Meeting Brochure**
 - E – Sign-In Sheets**

Attachment A – Agenda



CAPITAL - ALAMO CONNECTIONS STUDY JOINT REGIONAL WORKSHOP

San Marcos Civic Center
501 E Hopkins St
San Marcos
TX 78666

October 2nd, 2018
10:00 am - 12:00 pm



AGENDA



REGISTRATION

09:45 - 10:00 am

Registration



WELCOMING REMARKS AND CALL TO ORDER

10:00 - 10:05 am

Isidro Martinez
Director, Alamo Area MPO

Ashby Johnson
Executive Director, Capital Area MPO



CONNECTIONS WORKSHOP PART I - Stakeholder Update

10:05 - 10:25 am

Summary of Stakeholder Outreach to Date and Major Findings

Discussion of Findings, Needs, Overarching Topics and Focus Areas Identified

Q&A Opportunity



CONNECTIONS WORKSHOP PART II - Strategies Workshop

10:25 - 11:55 am

Strategy Workshop

Table discussion on proposed strategies

Report Back

Group Discussion Opportunity



NEXT STEPS - Regional Framework

11:55 - 12:00 pm

Roger Beall
TxDOT TP&P - Corridor Planning Section Director
Discussion on Next Steps and Framework going forward.

ADJOURN

12:00 pm

For more information, please contact:

www.CAMPOTexas.org

Doise Miers

3300 N. Interstate 35, Ste. 630, Austin, TX 78705

Phone: 512.215.8225 Fax: 737.708.8140

www.alamoareampo.org

Jeanne Geiger

825 S. St. Mary's Street, San Antonio, TX 78205

Phone: 210.227.8651 Fax: 210.227.9321

Attachment B – Meeting Summary

1. Welcome Remarks & Introductions

Roger Beall (TxDOT) kicked-off the Capital-Alamo Connections Study workshop by walking through safety procedures for the building. He continued by welcoming attendees to the first ever joint workshop between the Capital Area Metropolitan Planning Organization (CAMPO) Technical Advisory Committee (TAC) and the Alamo Area MPO TAC (*for a complete attendee list, refer to Attachment A*). Mr. Beall proceeded to introduce Sid Martinez, Executive Director of AAMPO and Ashby Johnson, Executive Director of CAMPO.

Mr. Martinez and Mr. Johnson also welcomed attendees and reminded members of both TACs of the purpose of the workshop. Both directors assured attendees that the work so far has been a partnership among the three agencies and encouraged continued coordination.

2. Stakeholder Update

Mr. Beall then presented a brief overview of the study activities so far and a summary of the topics that emerged from the stakeholder outreach efforts earlier this year.

Mr. Beall presented the six most common issues or opportunities discussed during stakeholder interviews during the spring which included, use and advancement of technology, local transit, highway improvements, economic development, and local arterial improvements. Mr. Beall mentioned that this reflects input from decision makers within the region, including public officials and industry experts. The study team is using this information to inform the study on regional transportation issues in terms of their impacts, and to identify what decision-makers are thinking in terms of potential solutions to those issues. It also provided a sense of what type of solutions might be supported.

Mr. Beall went over the study purpose and goal, which is to develop a regional strategy to enhance mobility and connectivity between the regions by identify infrastructure, policy, and technology solutions. Mr. Beall emphasized the projected growth of the region as well as the challenges associated with it. He also presented the findings from the regional movement analysis which characterized trips in the study area. Findings were as follow:

- A significant amount of the weekday trips originating in the Austin and San Antonio metro areas remain local to their origin areas.
- Weekday trips originating in other communities (i.e. San Marcos, New Braunfels) tend to travel to nearby communities.
- The number of weekday and weekend trips originating in the Austin and San Antonio metro areas with destinations outside the metro areas are similar.
- **I-35:** Analysis shows a high number of local and short movements on I-35, especially in Austin and San Antonio, with a significant number of trips using I-35 to travel only from one interchange to the next.
- **US 281:** Travel on US 281 outside of San Antonio appears to serve longer-distance travel.
- **SH 130:** Analysis shows heavy usage of the north end of the SH 130 corridor.
- Findings from analysis of freight through-traffic show more than 8 out of 10 truck movements within the study area use I-35 today. If movement in both directions is accounted for, up to 82% of truck traffic makes at least one stop while travelling the entire I-35 Corridor.

A TAC member inquired whether the study had investigated the origins and destinations for freight rail traffic and the kinds of loads being transported. Freight commodity and trip data was collected and analyzed for the study area, however in-depth origin-destination analysis for rail freight was not conducted.

3. Strategies Workshop

Mr. Beall stated that the next part of the workshop would include participation and input from the TACs. He introduced Steve Wells, who facilitated this interactive portion of the workshop. Mr. Wells stated that the study team had developed draft strategies categorized in groups based on stakeholder input and technical analysis. He explained that each table would discuss strategies under one of the categories and provide input. The tables were comprised of a mix of CAMPO and AAMPO TAC members.

Facilitators were stationed at each of the tables to help with discussion and to record suggestions. Each table proceeded to review and modify the proposed strategy group they were assigned over the next 70 minutes. Comments are as follows:

Regional Cooperation Strategies

1. Formalize interagency coordination efforts

- Suggestion for a general commitment and consensus among the involved agencies. However, any commitment or agreement developed within this framework shouldn't change policies or rules already established by counties or cities.
- A point was made that written agreements need to be vetted and agreed on by elected officials. Cities, counties, and transit agencies should also be included.
- The table members discussed the process of this coordination, such as timeframe to initiate, marketing efforts from each involved agency to promote formalized coordination, and who should be involved.
- A point was made that the coordination efforts should only be focused on transportation issues and should consider the current level of coordination.
- Suggestion to establish a specific timeframe and frequency for these coordination efforts.

2. Create a joint website to document coordination efforts

- Consider having other local agencies be part of this website. Include key contact information for each agency and links to transit and local agencies' websites.
- It was also discussed to include information on private initiatives (i.e. rail or freight projects) on the website as well since these are sometimes not as well known.

3. Formalize an agreement to share planning data and performance measures among the two MPOs and member agencies

- Clarify who are the other member agencies.
- Make sure to be on the same page with what other agencies are doing in terms of performance measures.
- Members agreed on the need to clearly define the type of performance measures that will be shared as well as whether the process will only involve existing performance measures or the definition of new ones.

4. Create a policy level, cooperative body between both regions

- Clarify who would be a member of this policy body, the number of members and type of members to be included. There were some concerns over having elected officials as members of this cooperative body since they could have shorter service terms.

- There were also some concerns over having overlap with the existing individual MPO Policy boards.
- The table members discussed whether the cooperative body should be binding, and if not then it can be accomplished faster and could possibly be accelerated into the Short Term.

5. *Develop a bi-regional land use and travel demand model*

- Since the development of such a model has not been done before, there could be push back and concerns about underrepresentation of local considerations in the travel demand model.
- The land use part of this strategy may not be feasible, since counties do not have zoning powers. Although this strategy might be difficult to implement, it would be very beneficial.
- The next master plan is seven years out so a discussion on this topic should begin sooner than the Short Term so early efforts can be coordinated with the next master plan process. The tactics for this strategy should also start in the Short Term.

6. *Implement bi-regional solutions to improve mobility and connectivity*

- Some solutions can be implemented in the next three years, consider reclassifying under Short Term.
- Be more specific about what the process for project prioritization would include.
- Expand potential partners to include transit agencies.

7. *Create a bi-regional committee focused on topics of shared concern*

- The table members consider this strategy could be moved into the Short Term and could be combined with Strategy 4.
- Since there is a need for technical and policy coordination, this committee could be made up of technical staff members. Nevertheless, there needs to be agreement on who the members of this committee would be.
- Be specific about who are the private stakeholders mentioned in Tactic 2.
- Use the word *coordinate*, instead of *develop* in Tactic 3: Develop studies and shared planning documents related to specific transportation projects of mutual interest.

8. *Develop combined planning documents*

- Review moving this strategy into the Short Term and add transit agencies as potential local partners.
- Consider the possibility of eventually creating a joint master plan.
- More clarification is needed: Does this replace the 2045 master plan? How does this affect regional funding?
- Tactic 2: Facilitate partnerships with transit agencies across existing service boundaries needs to be a separate strategy under the Short Term.

Overall, table members deemed appropriate the inclusion of local agencies to the potential local partners list. They also requested better definition of terms. There were also discussions on how even though areas that are not growing towards each other do not coordinate as much, growth eventually may lead to coordination. With FHWA considering the Texas Triangle as a megaregion, there needs to be a plan in case the federal government requires a change in the current configuration of the MPOs.

ICM & ITS Strategies

1. Expand Emergency Roadside Assistance Programs Throughout Region

- Effort is underway in both MPOs. Focus on coordination between programs. There should be coordination for dispatching between TxDOT Districts and local jurisdictions
- There needs to be better integration of SH 130 and I-35 movements. SH 130 should be recognized and promoted as a better option for freight.

2. Define regional priorities for corridor management

- A suggestion was made to reword the tactic to emphasize the ITS component, otherwise it could be misunderstood as referring to a regional coordination issue.
- San Antonio has a Traffic Incident Management group that meets monthly.
- Define regional priorities for emergency response and incident management, construction management, and ITS systems.
- A suggestion was made to reword Tactic 2, to be more outcome-based. A suggestion was made to use the word *identify* or *coordinate and develop interregional efforts*.
- In Tactic 3, use *prioritize* instead of *identify*.

3. Map existing and planned ITS systems, owners, and inter-agency agreements

- No changes requested or comments on this strategy.

4. Coordinate Austin and San Antonio District TSMO activities

- Table members mentioned that each region is planning to start its TSMO program by the end of this year, based on the recommendations from the Statewide plan, which they expect will be implemented by the different regions/districts by the end of 2019. Both MPOs are planning to coordinate with neighboring jurisdictions during the development of their TSMO plans.

5. Identify performance measures to track mobility between the regions

- The table members agree on the convenience of developing combined performance measures from their current regional performance measures. However, table members consider this strategy would be better suited under the Regional Coordination Strategies.
- The group suggested emphasizing the ITS aspect of this strategy and specifying how ITS can benefit from combined performance measures.
- One tactic suggested by the group was *Identify existing technologies on the road and new technologies to support the development of performance measures or to develop mobility tracking between the regions*.
- Table members expressed the need to develop strategies that better integrate data into project development and plans.

6. Explore an inter-regional, integrated corridor management system for I-35

- Change the word *explore* to *identify* and *implement*.
- Table members considered this could be achieved in the next five years, so it could be moved into the Short Term. While securing funding might take longer, the development of a plan could be accomplished while funding is being identified for all components.

7. Pursue opportunities to fund or pilot innovative technology deployments for inter-regional mobility

- The table members think this should already be an initiative in each MPO.

- On the timeframe, the table members suggested this should be moved into Short Term, but acknowledged that administrative/legislative changes that may be necessary could prevent it from being a short-term strategy.

8. *Coordinate construction activities and major planned disruptions across region*

- Since efforts are already underway on this front, the group recommended rewording to *Improve early coordination of construction activities and major planned disruptions across regions*, as well as making the wording more relevant to ITS and ICM efforts.
- They also suggested that this could be better located under the Regional Coordination Strategies.

9. *Develop regional incident management plan*

- The group believes this strategy should be an on-going task and belongs in the Short Term.

10. *Develop local ITS systems and coordinate operations with Traffic Management Centers*

- Requested the change of the word *develop* to *refine, optimize or improve*.
- The group suggested the focus of this strategy should be on the local issues.

11. *Share operations data and coordinate monitoring, performance management targets*

- The group requested rewording to *Create framework and opportunity to share data*. The mention of opportunity refers to the potential legal hurdles that will have to be overcome to share data between organizations.
- Table members also think this strategy should go beyond data sharing to be truly effective.

12. *Coordinate regional travel information system across jurisdictional boundaries*

- The group suggested this should be moved into the Short Term since there is already data collection happening through INRIX, Waze and Google.
- There is a need to create a data sharing platform between regions.
- Table members considered this should be more of a multimodal strategy and include mention of connected vehicles and real-time data sharing.

13. *Establish coordinated regional Traffic Management Centers*

- The group suggested clarifying the word *coordinated*
- Having a combined TMC might involve redundancy but has a lot of benefit.

14. *Deploy connected vehicle systems along major travel corridors*

- The table members suggested a word change to *Deploy technologies to support connected vehicles along major travel corridors*.
- The group recommended making more references to connected vehicle infrastructures in the tactics.
- Looking at the level of advancement in technologies like truck platooning and pilot programs for autonomous vehicles, the group agreed that this strategy will be needed before the Long Term.

15. *Use emerging technologies to move people and goods within the regions*

- The group did not agree with having this strategy in the Long Term. Initiatives such as truck platooning and autonomous vehicle testing are expected to happen sooner than that.

Modal Options Strategies

1. Consider partnerships to enhance freight movements in corridor

- Include Chambers of Commerce in this strategy development so they can help with business and economic development.
- It is important to consider and reevaluate truck freight O&Ds to make this an impactful strategy.
- The strategy should be linked to ICM & ITS efforts to address live truck routing and assistance with truck routing after incidents on main routes.
- The freight representative from CAMPO asked for no more implementation of tolls. He mentioned trucks don't use toll roads when the cost per mile is higher than the cost of the haul.
- The group asked to reconsider the word *partnerships* for something closer to *cooperation* or to be more specific if this calls for private-public partnerships. The table member discussed the possibility of private technology partnerships.
- Add TXTA (Texas Trucking Association) to the list of potential partners.
- Although freight is considered a nationwide or statewide issue, these conversations should be started at the MPO level as well.

2. Implement regional interregional transit cooperation

- VIA mentioned having a coordination meeting with CapMetro next week. The agency is also in discussions to implement a commuter route to New Braunfels.
- There was discussion regarding the need to start thinking of transit in the megaregion as structural transit instead of service region-driven transit.
- Fare policy will be the biggest hurdle to establishing any shared services.
- VIA mentioned instituting a "FAIL FORWARD" policy, where they take advantage of the "pilot mentality" that is currently very popular to test potential solutions or new services.
- It was suggested that the MPOs figure out the technology aspect before the private sector does.
- Suggestion to add TxDOT and CARTS to the potential partners.

3. Establish regular interregional transit cooperation

- There is concern over the potential implications of the upcoming 2020 Census, since changes to urban area definitions will affect rural transit services areas and decrease rural areas generating the sales tax used to finance them.
- There was discussion regarding what happens to CARTS when communities get added to the metro areas.
- Suggestion to add –"develop consistent policy goals and needs assessment measures to facilitate easier bi-regional cooperation" to the tactic.
- Look into special arrangements transit and options for scaling up.

4. Discuss operational needs and opportunities for freight movements

- There was discussion regarding not overly restricting truck routes or operation times which could hinder economic activity.
- There are opportunities to grade-separate more crossings between rail operations and arterials.

5. Expand regular interregional transit coordination

- No changes requested or comments on this strategy.

6. Expand regional commuter transit options

- Fixed-route flexible schedule is already implemented. However more funding is needed, especially anticipating the potential results from the 2020 Census.

- Proposed tactic: *Develop a funding strategy for megaregion rural transit.* Mention of upcoming bond-elections was brought forward as a possibility for funding, however group members recognized the need for orientation on how to structure and handle a funding bond meant for bi-regional improvements.
- The group proposed to have a bi-annual discussion on service updates.

7. *Identify potential interregional joint transit services*

- Megaregion Park-n-Rides were proposed; the group agreed that although it is a complicated undertaking it would be a good thing to investigate them.
- There was discussion regarding options for a private, third-party taking over interregional transit services as a contracted service with both MPOs.

8. *Promote potential for interregional bicycling tourism.*

- Coordinating Statewide effort with local bicycle plans.
- Construction must include safety standards and coordinate route ends with local sidewalk networks and multimodal option terminals.
- Using the recently completed transportation plans, produce a gap analysis as a first step towards a complete network.

9. *Support possible rail and trucking enhancements*

- Truck parking has become a national issue since the change in legislation for rest hours and the new tracking systems. Trucking enhancements must be focused on addressing these new challenges.
- The National Truck Stop Association should be included as a partner in this effort.
- Suggestion to add a new tactic: *Develop a Regional Rail Strategy for the movement of people and goods.*
- Freight advocates don't foresee an uptick in aerial freight with the advent of 2-day shipping as a new standard of customer service.

10. *Establish an interregional Transit Coalition*

- No changes requested or comments on this strategy.

11. *Support rail freight relief efforts*

12. *Support interregional coordination for rail freight relief efforts.*

- Table members considered strategies 11 and 12 should be combined into a single strategy.

Overall, the group decided to add a new strategy referring to improvement of high-capacity transit. Tactics included in this strategy should address opportunities to implement high-capacity transit efforts at the same time in both MPO areas. The group also discussed the need to add strategies that address trip reductions or VMT reductions especially if cities intend to stay within air quality attainment levels. Discussions also included concerns over the results of the upcoming Census 2020 triggering changes to the MPO composition and areas of jurisdiction.

Priority Transportation Corridors

1. Enable future technology enhancements

- The table members suggested that this strategy needs to be coordinated with ICM & Arterial Improvements strategies.
- Helping users effectively plan trips while leveraging new technologies must be a goal in this strategy.
- The group wants efforts to remain flexible to potential future changes to technology, but this is a good building block.
- Accommodating electric vehicle charging stations within rights of way should be included as one of the technology enhancements mentioned.

2. Monitor local deficiencies along I-35

- This effort is already underway, but the table members agreed more can be done, especially in terms of financial and technical support.
- The table members emphasized the need to complete requirements for expansion of I-35 (i.e. planning efforts, NEPA documentation, and secure funding) as well as to address the gap between FM 1103 and IH 45 SE.
- Table members requested a more logical definition of “next steps”, one that involves the entire I-35 corridor and focuses on movement of both people and goods.

3. Complete requirements for expansion of I-35

- This effort is also already underway, however table members agreed on the need to focus on improvements between FM 1103 and SH 45 SE.
- There were discussions regarding the need to keep the focus on moving both people and goods

4. Reduce safety concerns at local intersections with high crash concentrations along US 281

- Efforts regarding safety improvements are underway in Bexar County, but this strategy should be expanded to include Blanco County and counties within CAMPO jurisdiction (including Burnet County).

5. Maximize I-35 frontage road efficiency

- There was discussion regarding this strategy being contingent on money availability. There are efforts already underway, but more resources are necessary.
- Table members requested the addition of turn-around provisions and potential park & ride locations be considered with this strategy.

6. Further the US 281 roadway structure update program

- No changes requested or comments on this strategy.

7. Increase capacity on US 281 (Mid- Term)

- The table members agreed with the need to reference the existing US 281 Master Plan as well as ensuring existing Right-of-Way supports ultimate construction needs.
- A suggestion was made to consider potential Park & Pool locations along US 281.
- Tactic 1: Request to change to Comal- Burnet County. Build 4 lanes to 71 Interchange
- Tactic 2. Request to change to Construct a 4 -lane freeway in Comal County

8. Increase safety on US 281

- CAMPO needs to be added as a local potential partner.

- Tactic 1: Request to add specificity to interchanges at high crash locations like.
- The table members discussed that high crash locations might change in the future, so suggestion to establish a re-evaluation mechanism to identify new locations periodically.

9. Improvement of regional mobility between regions

- A suggestion was made to add reconstruction of the US 281 /US 290 (South) intersection to the tactics.

10. Improve US 281 rural intersections with considerable crash histories

- The table discussion resolved that crash locations must be addressed first, but they must be followed by efforts to address bottle necks locations as soon as possible.
- The group considers this can be combined with Strategy 7.

11. Increase I-35 capacity

- Table members requested a change of language to be more inclusive *Increase I-35 person and freight throughput.*
- The group agreed on this strategy being implemented in the Mid Term after considering the Short-term nature of this study.

12. Increase capacity on US 281 (Long-term)

- The table members found the language for the tactics included are not clear or effective. After discussion it was agreed that limits for the mentioned 4-lane freeway should be modified to: FM 306 (North of Comal County Line) to SH 71 in Burnet County.

13. Reorganize long-range traffic through City of Blanco

- No changes requested or comments on this strategy.

Arterial Improvements

1. Designation of an interregional relief arterial network

- Table members would like to emphasize that both local and regional arterials have regional benefits by providing alternatives to the I-35 corridor for both short- and long-distance trips.
- Tactic 2: The group discussed making sure to include both regional and local relief routes.
- A point was made to be mindful that MPO's do not dictate local policy, so the work must focus on coordination and alignment of local plans.

2. Develop an improvement plan for designated relief arterials

- Table members requested the addition of local governments to the list of potential local partners to help ensure local buy-in.
- Communicate the benefits of the initiative to local governments and consider potential benefits of having local governments lead the designation process.

3. Develop a prioritization framework to aid local officials in prioritizing future investments

- No changes requested or comments on this strategy.

4. Coordinate connection of planned arterial improvements with regional, local and county thoroughfare plans

- The table members agreed arterial improvement coordination should occur at the MPO boundaries as well as at county lines and city boundaries.

- The table members also discussed the need for legislation to enable advanced corridor preservation outside local jurisdictional boundaries.
5. *Cultivate the connection of local arterial ITS systems with regional ITS master plans*
- Replace *cultivate* with something more action driven, such as *connect* or *coordinate*
 - Unpack "smart corridor development" and possibly change term. Emphasize that the corridor will be multimodal and connected
6. *Develop interregional arterial network*
- Table members recommended moving forward with planning and environmental documentation for this item in the Short Term time frame.
7. *Optimize corridor preservation and access management efforts*
- The group requested a language change from *optimize* to *prioritize* and the removal of the word *goals* from Tactic 1
8. *Integrate management and operations of designated arterials into I-35 corridor management strategies*
- Members expressed support for regional incident management plans
 - Move tactic 2 to the first strategy
9. *Equip arterials with connectivity and autonomous capabilities to accommodate emerging technologies*
- Table members discussed the need to include language for this strategy in the mid-term
 - Don't be specific about 'fiber-optic' as that may change in the long-term horizon
 - Change word *smart* to a more detailed explanation of what the concept means.
 - Consider removing the word *autonomous* (no group consensus)
 - Remove *maintenance practices* and *real-time maintenance databases* from this strategy as it has not been mentioned previously.
10. *Continue to promote use of local arterial to facilitate inter-regional multimodal connectivity*
- The group agreed that this kind of multimodal consideration should be implemented starting in the Short Term and continued throughout the strategies and tactics.
11. *Nurture the extension of the local and relief route networks to enhance mobility and connectivity between growing regions*
- Table members considered this strategy would be better served by being addressed in the Short, Mid and Long Term.

Table representatives reported out on the main topics discussed within their groups including any major changes in the strategies proposed.

3. Next Steps

Roger Beall closed the workshop by providing a brief schedule of upcoming activities, including a follow-up joint workshop with the CAMPO and AMMPO Transportation Policy Boards tentatively scheduled for early December. The study report is expected to be ready by early 2019.

The meeting was adjourned at 11:55 am.

Attachment C – Presentation



CAPITAL - ALAMO CONNECTIONS STUDY

Joint Workshop – AAMPO & CAMPO
Technical Advisory Committees



Today's Meeting

1. Welcome
2. Stakeholder Update
3. Strategy Workshop
4. Next Steps

Isidro Martinez

Director, Alamo Area MPO



Ashby Johnson

Executive Director, Capital Area MPO



Today's Meeting

1. Welcome
2. Stakeholder Update
3. Strategy Workshop
4. Next Steps

Stakeholder Outreach

Most Common Issues/Opportunities Arising from Stakeholders Interviews

1. **Technology** (i.e. ICM)
2. **Local Transit** (i.e. services within metropolitan areas)
3. **Highway** (i.e. address capacity, new connectivity)
4. **Economic Development** (i.e. land use controls)
5. **Funding/Return on Investment** (i.e. serve the needs of the many)
6. **Local Arterials** (i.e. redundancy, development pattern)

This information from decision makers within the region offers a sense of what might be politically feasible among the potential solutions identified through the technical analysis.

Why is this study necessary?



Accelerated Growth

Comal, Kendall and Hays counties are among the 10 fastest-growing counties in the US for 2017

Source: Census Bureau CB18-50



Emerging Megaregion

“An apparent merging of population density along I-35 corridor as the metro areas continue to grow”.

-Texas State Demographer

Source: TDC 2014



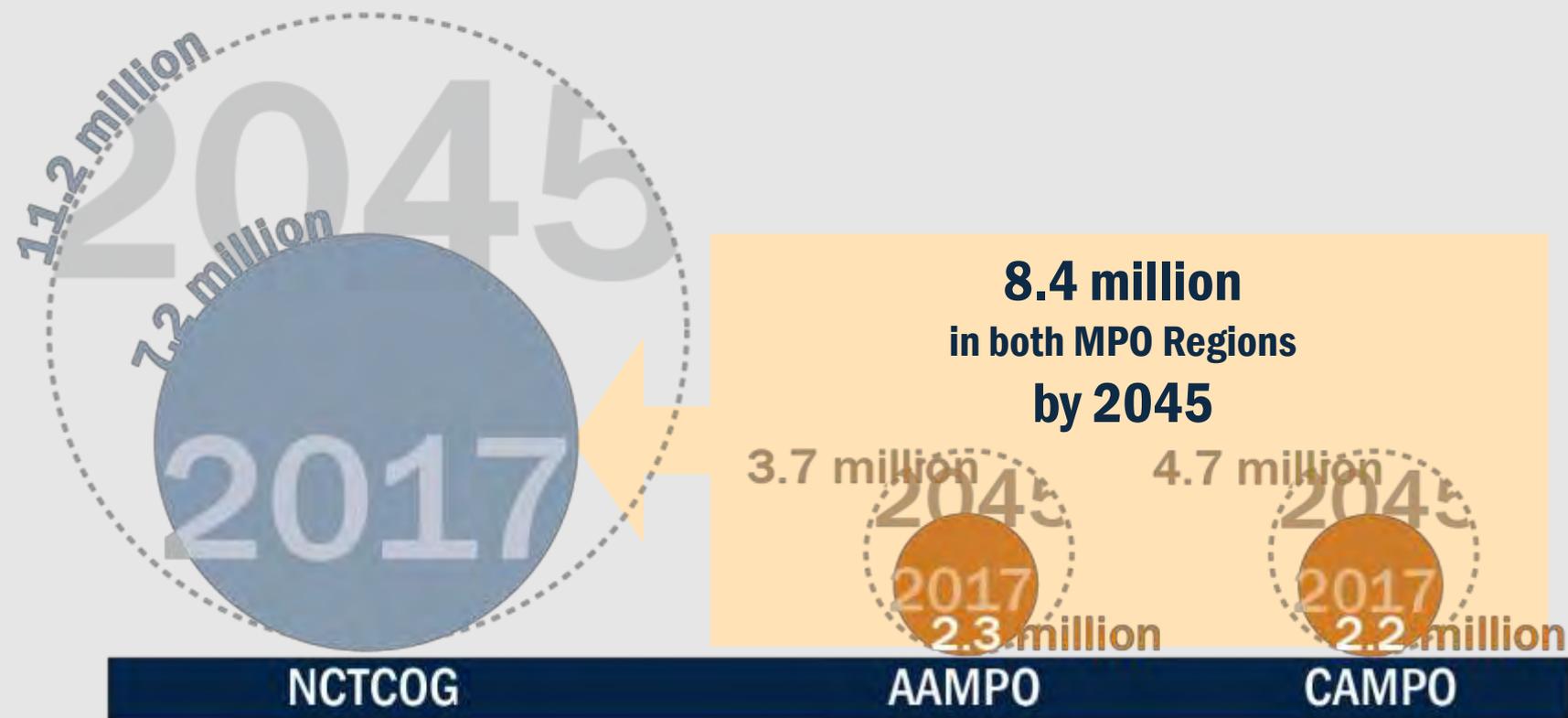
Urgent Demands

Six segments on the North-South connections between Austin and San Antonio are in the Top 100 Most Congested Highway Segments

Source: TxDOT

RATIONALE

Accelerated Growth



GROWTH

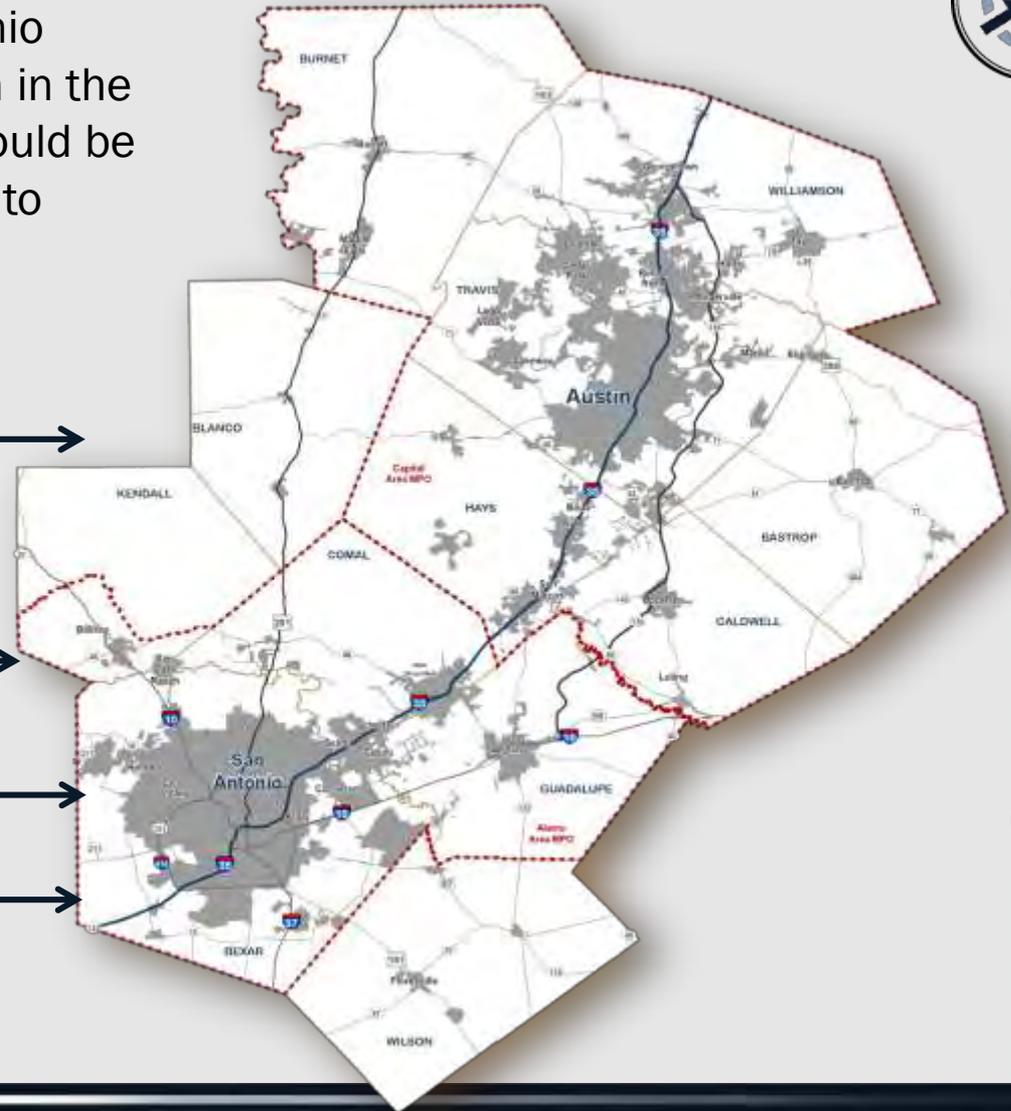
Source: 2017 Census County Population Estimates;
NCTCOG, CAMPO, AAMPO 2045 Population Forecasts

Austin – San Antonio as a Potential Megaregion

If combined the Austin and San Antonio metros rank 15th in metro population in the nation. Based on their growth, they could be in the Top 10 by 2050 -- comparable to Seattle and Atlanta

Growing into a Mega region can be leveraged to attract :

- Federal Funds
- More Corporate HQ's
- Expanded Air Travel Services
- Economic Diversification
- International Businesses

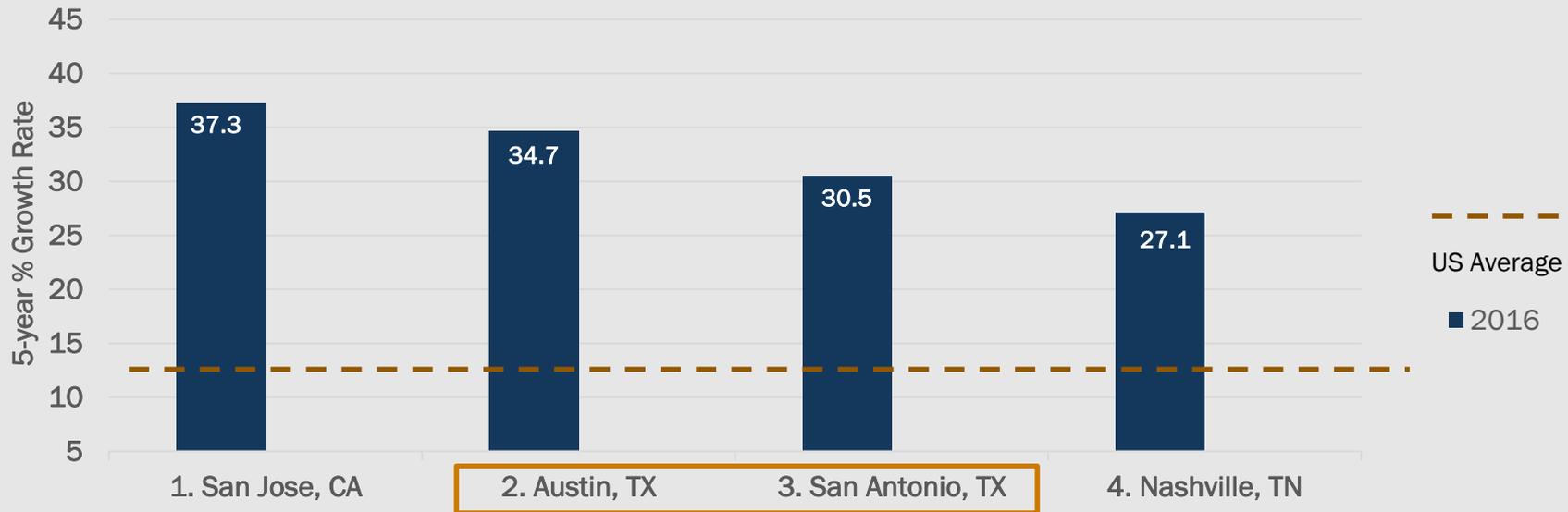


MEGAREGION

Growth in Regional Economic Output

Top 4 Fastest-Growing Large Metros in the US

5-year % Growth in Gross Regional Product Growth 2015-2016



The Austin and San Antonio metropolitan areas have also been consistently ranked among the fastest-growing economies in the nation with substantial gains in STEM jobs

City	United States	Austin	San Antonio	San Francisco	New York City
STEM Workforce Expansion Since 2001	10%	35%	29%	26%	2%

Source: Bureau of Economic Statistics, Dec 2017



MEGAREGION

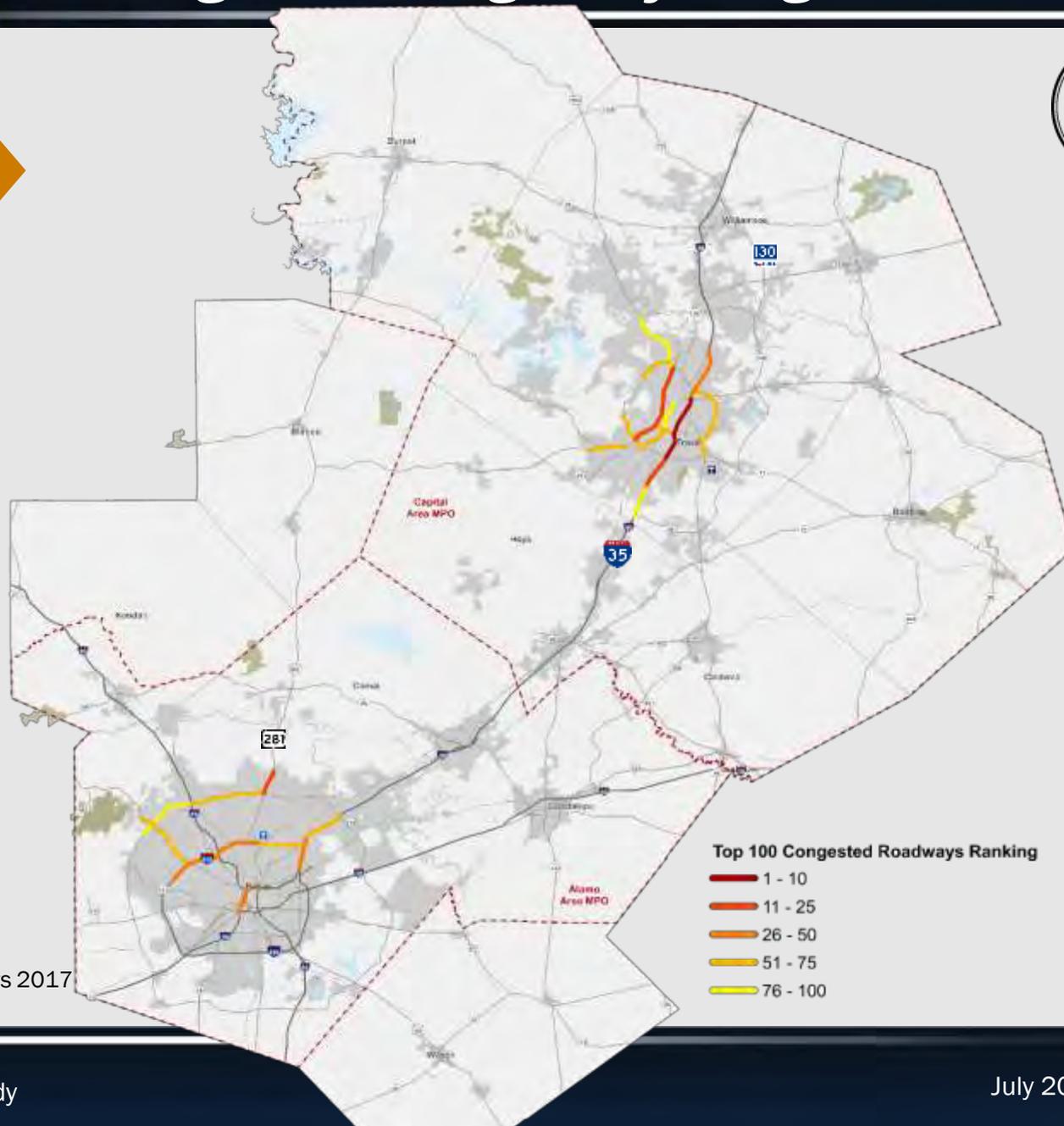
Top 100 Most Congested Highway Segments

Austin has 13 segments and San Antonio has 10 segments in the Top 100 Most Congested list for 2017 including,

The 2nd most congested segment in the State:

I-35

(US 290 N to SH 71)



DEMANDS

Source: Texas' Most Congested Roadways 2017
(Texas A&M Transportation Institute)

Study Goal

Develop a regional strategy to enhance mobility and identify infrastructure, policy and technology solutions

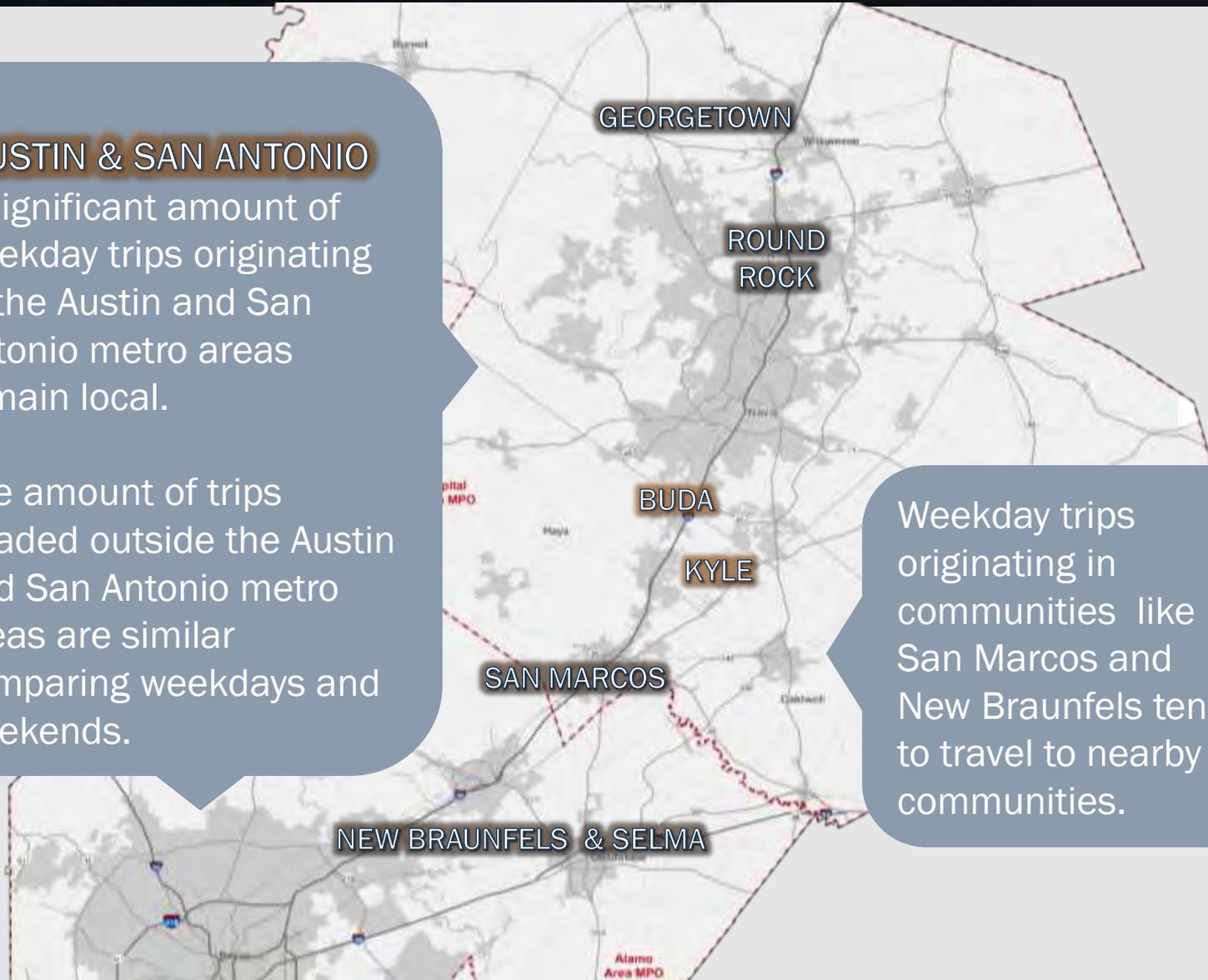


for the Greater Austin-San Antonio region.

Regional Movement Analysis: Findings

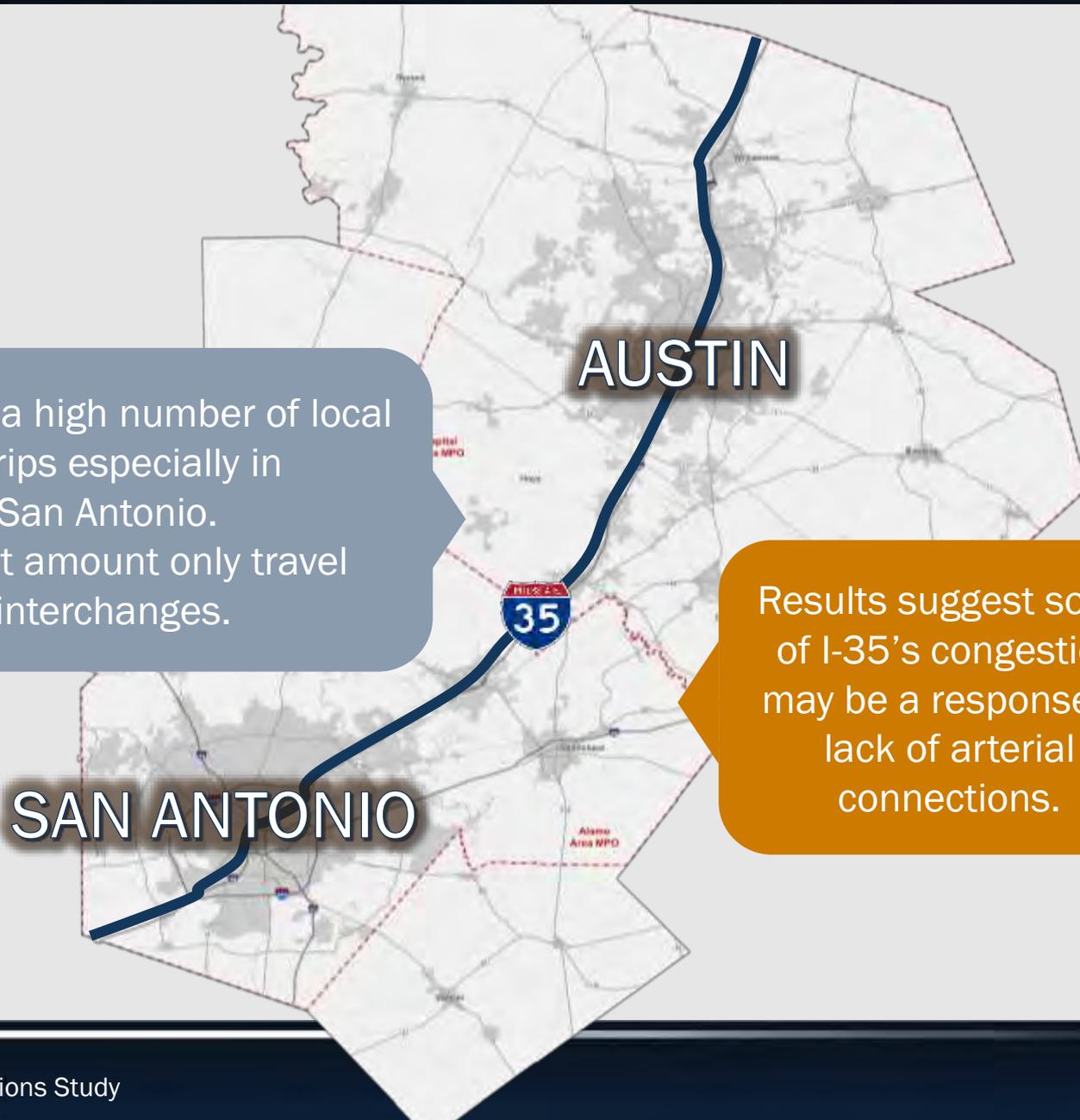
AUSTIN & SAN ANTONIO

- A significant amount of weekday trips originating in the Austin and San Antonio metro areas remain local.
- The amount of trips headed outside the Austin and San Antonio metro areas are similar comparing weekdays and weekends.



Weekday trips originating in communities like San Marcos and New Braunfels tend to travel to nearby communities.

I-35 Origin-Destinations: Findings

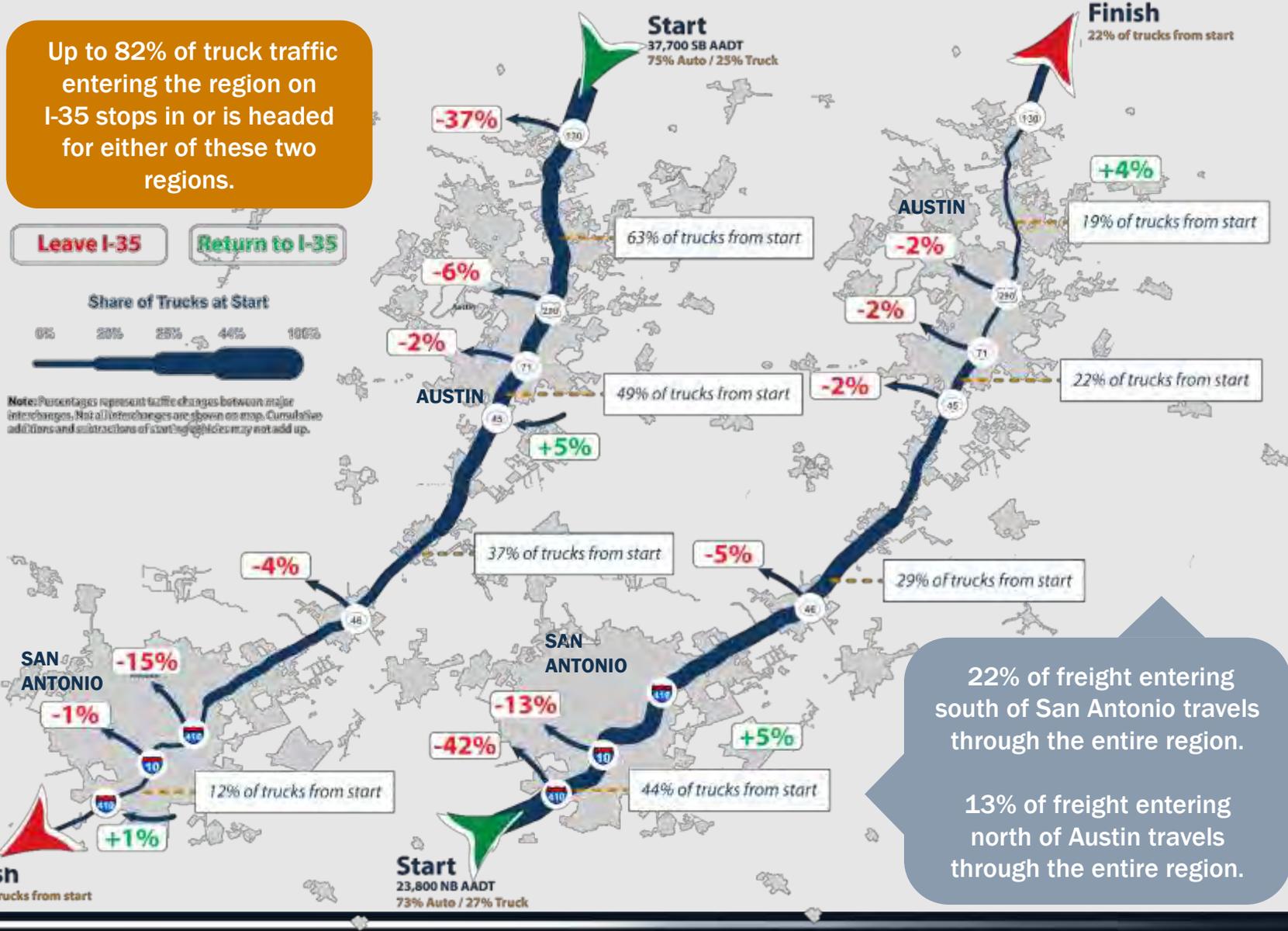


- I-35 shows a high number of local and short trips especially in Austin and San Antonio.
- A significant amount only travel one or two interchanges.

Results suggest some of I-35's congestion may be a response to lack of arterial connections.

Freight on I-35: Not through traffic

Up to 82% of truck traffic entering the region on I-35 stops in or is headed for either of these two regions.



22% of freight entering south of San Antonio travels through the entire region.

13% of freight entering north of Austin travels through the entire region.

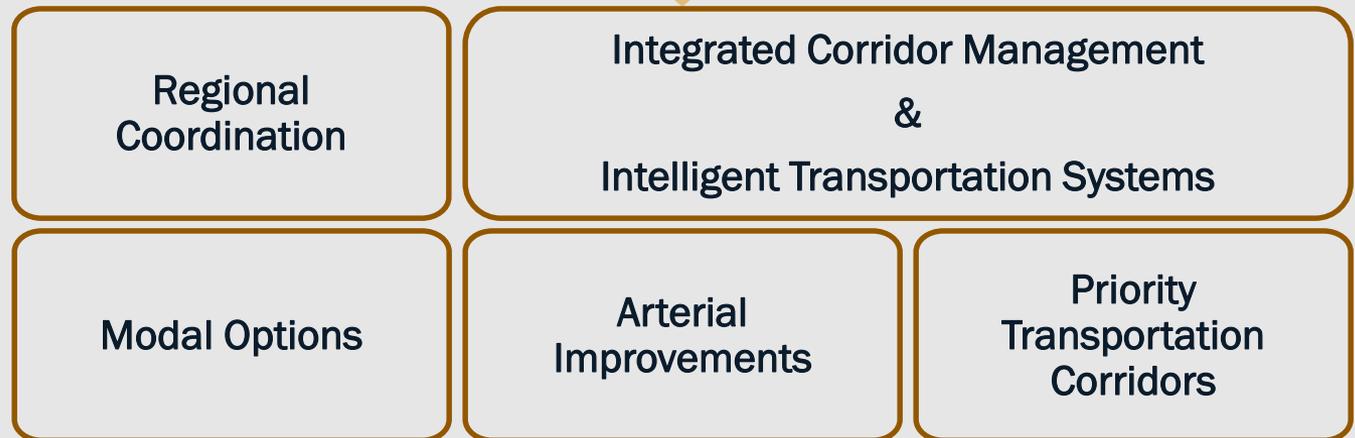
FINDINGS

Regional Strategy Development

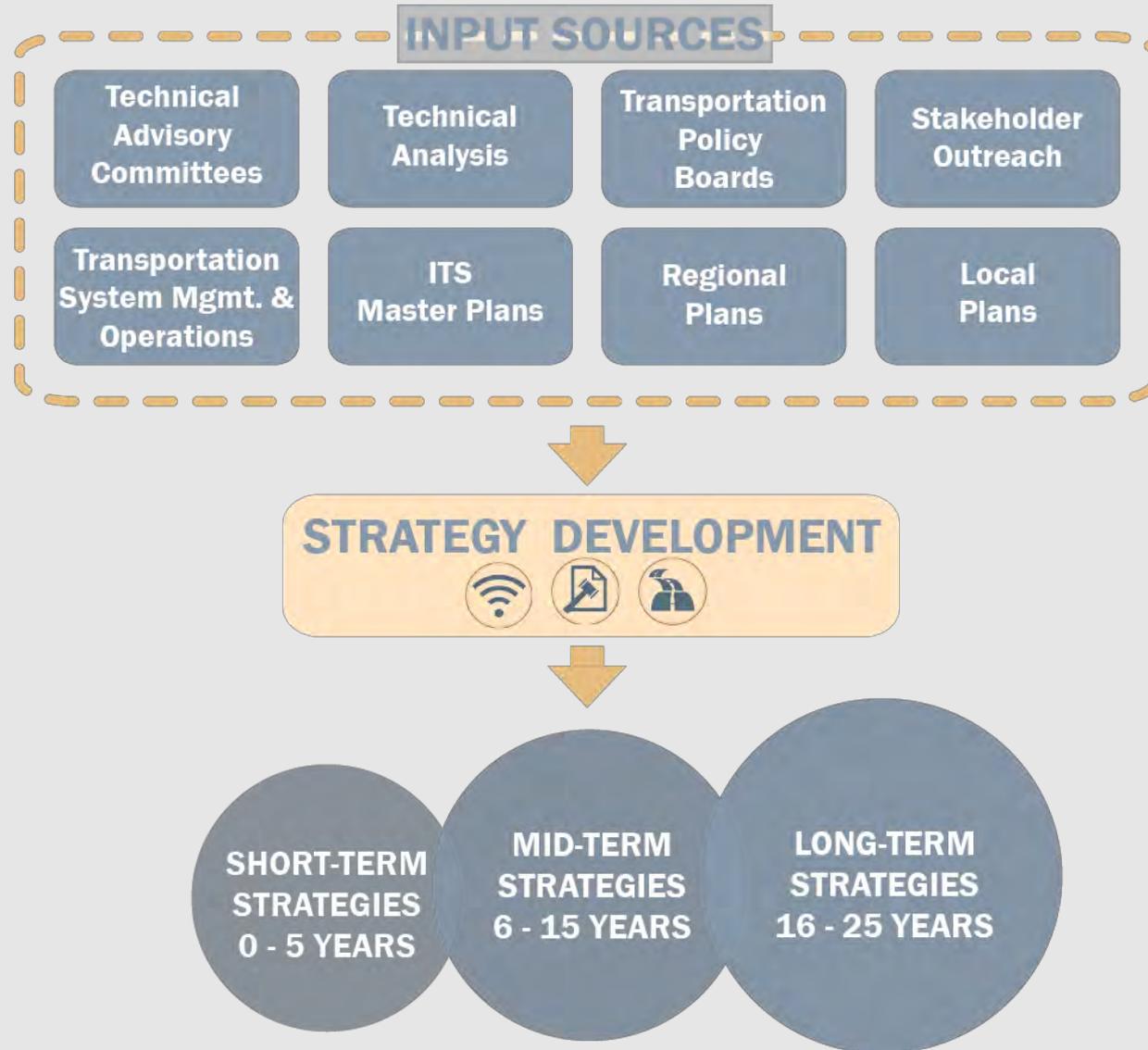
Overarching Topics



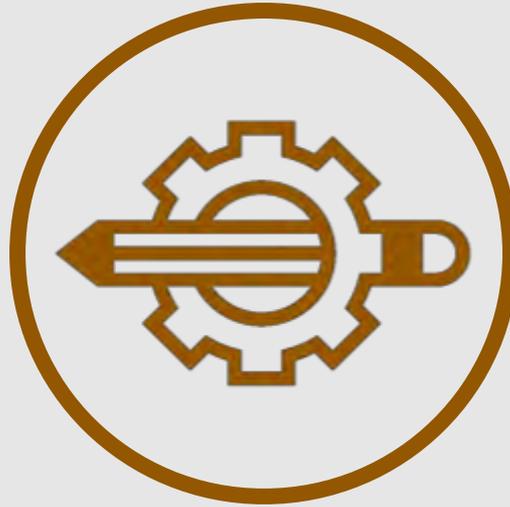
Strategy Groups



Strategy Development Process



1. Welcome
2. Stakeholder Update
3. Strategy Workshop
4. Next Steps



Strategy Workshop

Strategy Board Header

Strategy Group

Overarching Topics for the Strategy

Regional Coordination Strategies

Formalize interagency coordination efforts



TOPICS



TIMEFRAME

SHORT

Proposed Strategy

Proposed Timeframe



Evaluate the strategy at the top by considering the following questions:

1. Is the strategy **appropriate and feasible**?
2. Is the strategy **language clear and effective**?
3. Is it in the **right strategy group**?
4. Is this the **right implementation timeframe**?
5. Do you have any **additions** to the text?



Evaluate the tactics included in each strategy.

Do you **agree or disagree** with them?

Write down any changes the group agrees should be included.

If you have a personal comment about a particular strategy add it to the bottom of the board with one of the provided Post-Its

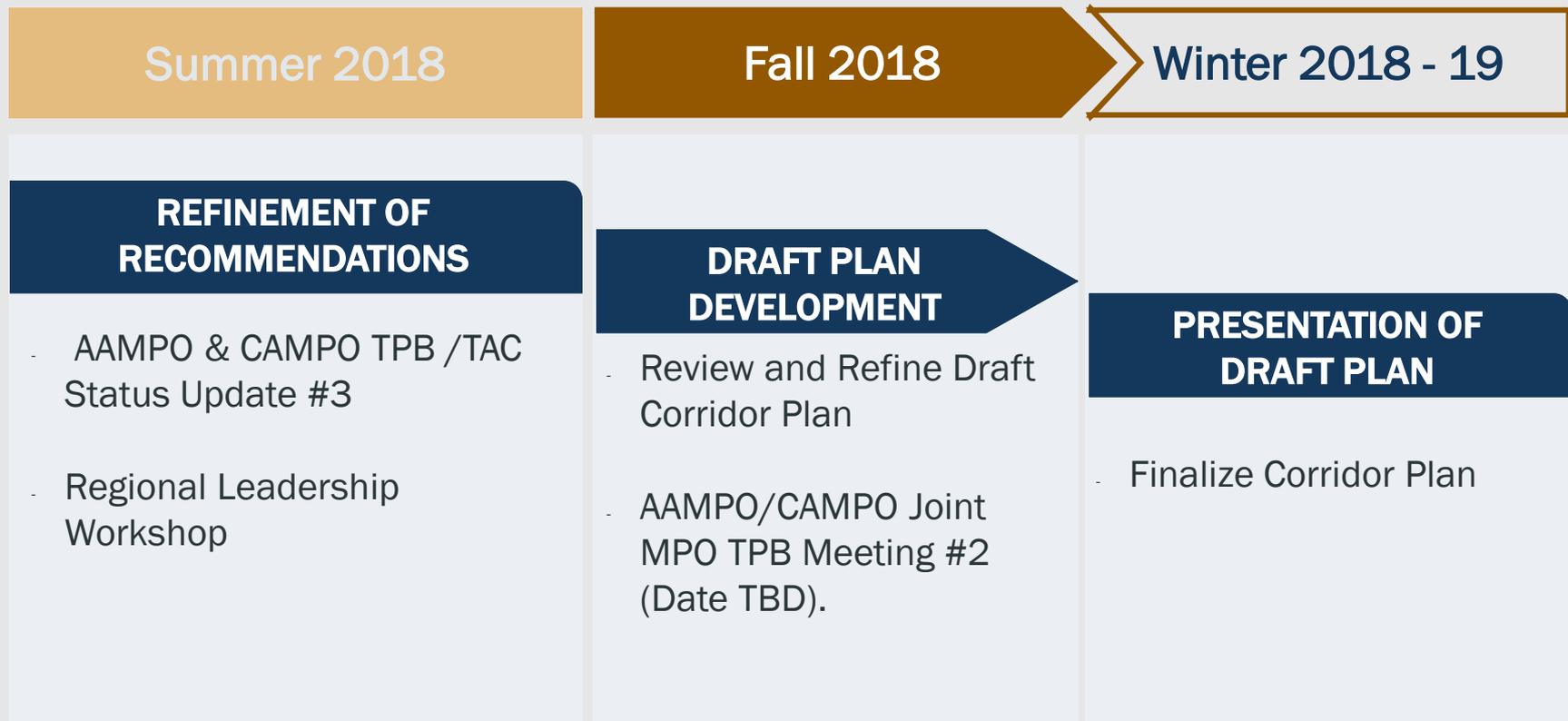




Strategy Workshop *Report Out and Discussion*

1. Welcome
2. Stakeholder Update
3. Strategy Workshop
4. Next Steps

What's next?



For more information:

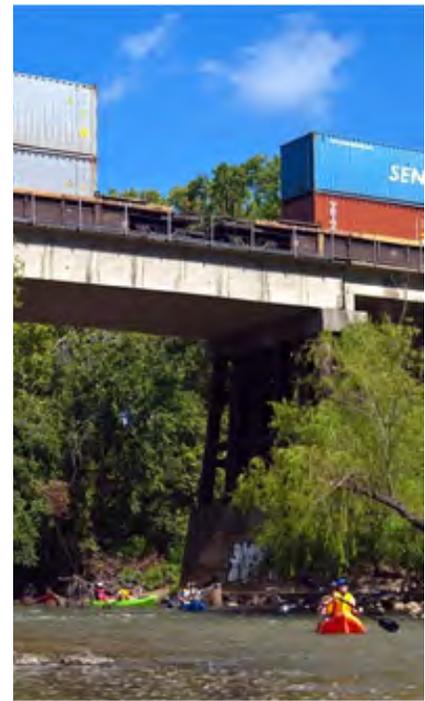
Please contact:

Roger A. Beall, P.E.

TP&P Corridor Planning Director

Phone: 512.486.5154 Roger.Beall@txdot.gov

Attachment D – Meeting Brochure



CAPITAL - ALAMO CONNECTIONS STUDY

San Marcos Civic Center
501 E Hopkins St
San Marcos
TX 78666

October 2nd, 2018
10:00 am - 12:00 pm



DRAFT

Study Rationale

Accelerated Growth



San Antonio and Austin's population in 2045 is forecasted to be comparable to that of the DFW Metroplex today.

Do we currently have a mobility network that could address such population growth?

Emerging Megaregion



The growth of Austin, San Antonio and the communities in between enhance the notion of a "Austin-San Antonio corridor of development".

How can this growth be leveraged towards better economic and funding opportunities?

Urgent Demands



With The 2nd most congested segment in the state is I-35 in Downtown Austin along with 5 other Top 100 Con-segments in major north-south regional connections.

How do we address congestion along our major roadways?

What we heard...

Study partners identified stakeholders to participate in the analysis of the region's current conditions and to identify challenges/needs that could shape study recommendations. The team conducted a series of one-on-one interviews and workshops to get input on what might be politically feasible among all potential solutions.

CHALLENGES

NEEDS



Making mobility options convenient
Political will and capital
Physical constraints
Hurdles to cooperation
Existing system connectivity

Multimodal options
Optimization of existing facilities
Improved regional connectivity
Creative funding solutions
Flexible infrastructure



Better coordination with freight industry
New funding strategies
Cultural shift in mobility preferences
Project delivery processes
Inconsistent policies

Land use and transportation alignment
State investment and Federal funding
Embrace growth
Corridor preservation
Consistency in priorities



Uncertainty about the future
Need definition of infrastructure requisites
Public- Private Partnerships
Accelerated technology progression
Public perception

More understanding of new technologies
Implementation of new technologies
More coordination with industry
Consideration of potential implications in existing infrastructure

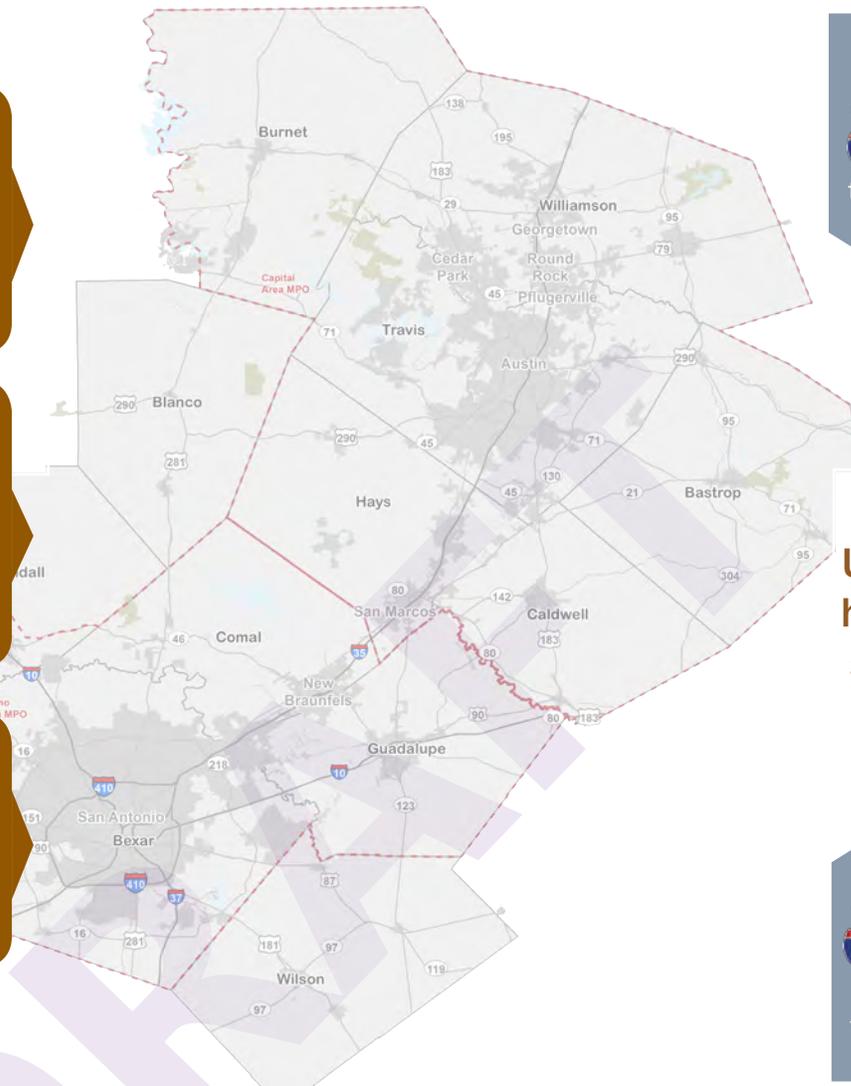
The most common issues & opportunities expressed by stakeholders included, 1. Use of technology , 2. Increase in local transit services and 3. Highway Improvements.

Regional Movements

A significant number of **week-day trips** that start **within** the Austin and San Antonio metro areas **remain local** to those areas.

Weekdays trips originating in communities like **San Marcos and New Braunfels** tend to **travel** to nearby communities

The number of **trips headed outside** the Austin and San Antonio **metro areas** are **similar** on **weekdays and weekends**.



13%
of freight entering  North of Austin travels through the entire region.



Up to 82% is headed to or stops in the study area.

22%
of freight entering  South of San Antonio travels through the entire region.

Sources: 4-Streetlight GPS/LBS Data September 2017- JACOBS Graphics

MOVEMENTS ALONG MAIN CORRIDORS

US 281

Travel on US 281 outside of San Antonio appears to serve longer-distance travel.

I-35

Analysis of trips from ramp to ramp along I-35 depicts a high number of local and short movements, especially in Austin and San Antonio.

A significant number of trips only use I-35 to travel one or two interchanges.

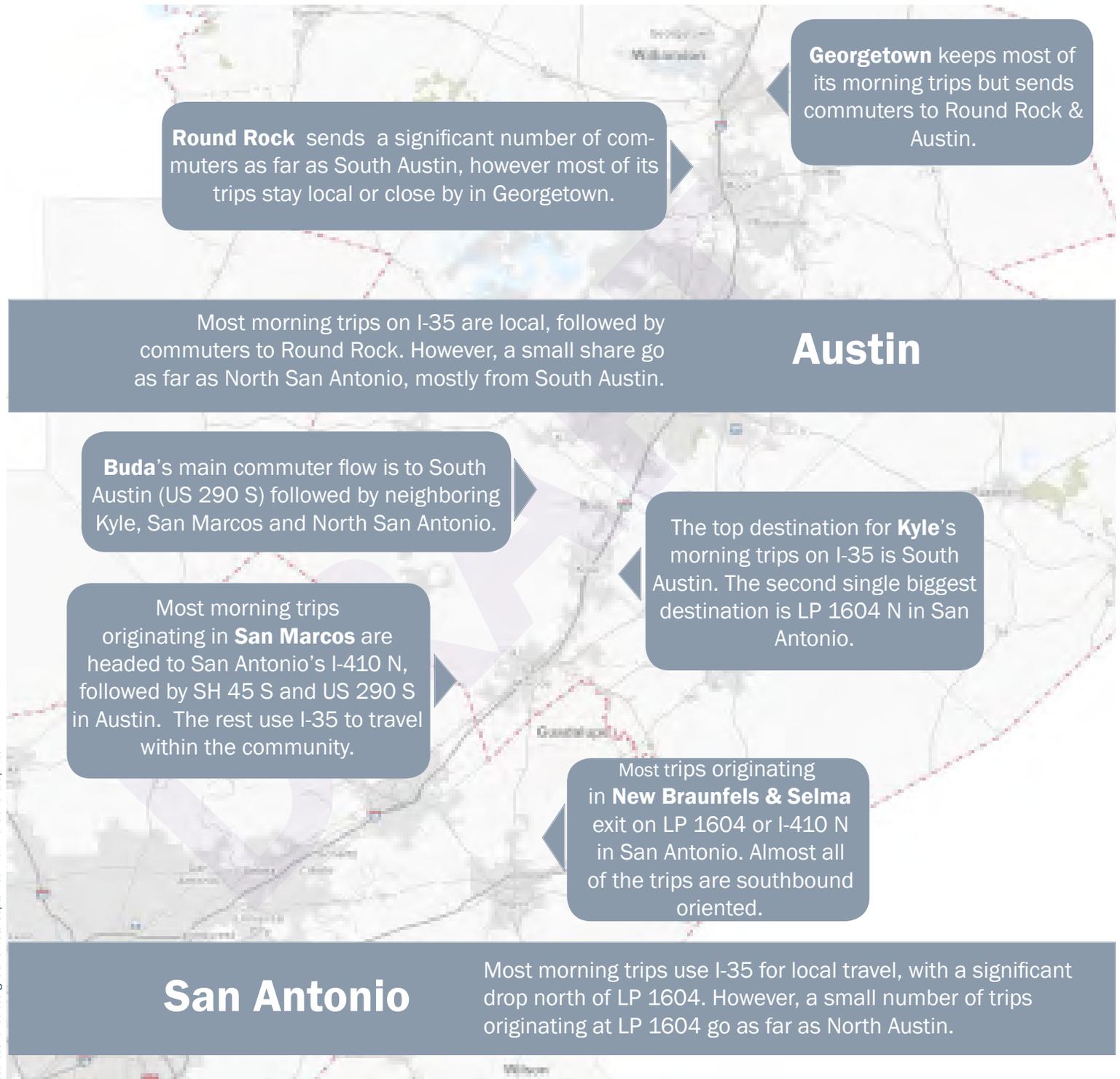
SH 130

Analysis of destinations for trips originating at each SH 130 interchange indicate heavy usage of the north end of the corridor.

Results suggest some of the congestion on these main corridors is a response to lack of arterial connections. Local improvements and alternatives could achieve much in addressing regional demands.

Where are people commuting to?

To identify regional needs and potential connectivity opportunities, information on trips travelling along I-35 every weekday morning between the hours of 6 am and 10 am was analyzed. Corridor movements are shown in the following results:

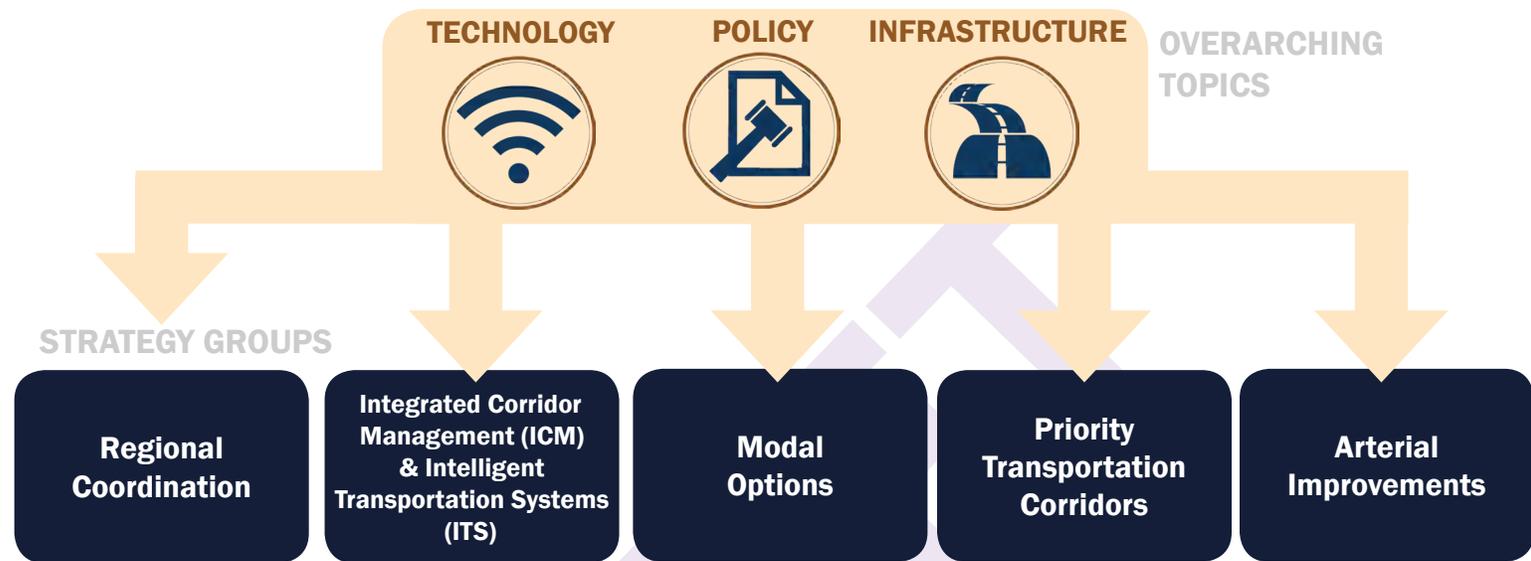


Sources: 5. Streetlight GPS Data September 2017. JACOBS Graphics

Results suggest commuting trips on I-35 remain local or go to nearby communities. Strategies aimed at providing commuting solutions between neighboring communities could improve the travel experience for morning travelers.

Capital-Alamo Connection Study Strategies

Outreach efforts from the Capital Alamo Connection Study were grouped in 3 main overarching themes for improvements, defined as Technology, Policy and Infrastructure. Additionally, a technical analysis identified five main areas of focus for solutions to address current needs.



Strategy Development

Strategies were developed by assembling current transportation plans and programs from each MPO and local jurisdiction within the study area, incorporating input from the MPO Transportation Policy Boards and Technical Advisory Committees, and gathering ideas from local Stakeholders. The resulting strategies are organized into short-, medium-, and long-term implementation timelines.



This summary also details the Capital-Alamo Connections Study Strategies listed by groups. The following describes the attributes accompanying each of the main strategies to define the steps to be taken by the partners of this joint effort.

Organization of Strategies

Timeframe

Three main planning horizons have been defined: Short- (0- 5 years), Mid- (6-15 years) and Long- (16-25 years) Term. Specific timeframes have been designated for each strategy in an effort to program needed improvements through coordinated actions.

Strategy

Defines the recommended improvement strategy.

Tactics

Provides initial guidance on how to implement the recommended strategies.

Overarching Topics

Refers to the three main themes defined during the outreach efforts: Technology, Policy, and Infrastructure. These overarching topics provide an additional framework for the implementation of the recommended strategies.

Potential Local Partners

Lists the potential agencies and stakeholders that are expected to be engaged with the implementation of the recommended strategies.

Underway

Denotes tactics with progress associated to them resulting from previous or local efforts.

*Strategies under
review following Joint
MPO TAC Workshop
on 10/2/2018*

Next Steps

TECHNICAL ADVISORY COMMITTEES
STRATEGIES WORKSHOP

STRATEGY REFINEMENT

MPO TPB JOINT MEETING

STRATEGY CONSENSUS



CAPITAL - ALAMO
CONNECTIONS STRATEGY

SHORT-TERM
STRATEGIES
0 - 5 YEARS

MID-TERM
STRATEGIES
6 - 15 YEARS

LONG-TERM
STRATEGIES
16 - 25 YEARS

CAPITAL - ALAMO CONNECTIONS STUDY



For more information, please contact:

www.CAMPOTexas.org

Doise Miers

300 N. Interstate 35, Ste. 630, Austin, TX 78705

Phone: 512.215.8225 Fax: 737.708.8140

www.alamoareampo.org

Jeanne Geiger

825 S. St. Mary's Street, San Antonio, TX 78205

Phone: 210.227.8651 Fax: 210.227.9321

Attachment E – Sign-In Sheets



Capital-Alamo Connection Study
 Joint Workshop of the AAMPO and CAMPO
 Technical Advisory Committees
 October 2, 2018



SIGN IN - Attendees (AAMPO TAC)

Initials	Name	Organization	Table Assignment
<i>JB</i>	Jonathan Bean	AAMPO TAC	<i>Priority Trans-Corridor</i>
<i>BBB</i>	Brian Buchanan	AAMPO TAC	<i>Modal Options</i>
	Ylda Capriccioso	AAMPO TAC	<i>Arterial</i>
	Brian Crowell	AAMPO TAC	
	Christina DeLaCruz	AAMPO TAC	
	David Dimaline	AAMPO TAC	
	Allen Dunn	AAMPO TAC	
	Ron Emmons	AAMPO TAC	
<i>CF</i>	Garry Ford	AAMPO TAC	<i>Reg. Coordination</i>
	Stella Garcia	AAMPO TAC	
	Jesse Garcia	AAMPO TAC	
	Jesse Garcia	AAMPO TAC	
	Robert Hanley	AAMPO TAC	
	Jillian Harris	AAMPO TAC	
<i>AH</i>	Art Herrera	AAMPO TAC	<i>Priority Trans. Corridors</i>
	Joel Hicks	AAMPO TAC	<i>Arterial Improvement</i>
<i>MJ</i>	Tom Hornseth	AAMPO TAC	<i>Arterial Improvements</i>
<i>MJ</i>	Marc Jacobson	AAMPO TAC	<i>ITC</i>
	Lydia Kelly	AAMPO TAC	
	Scott Larson	AAMPO TAC	
	Tobin Maples	AAMPO TAC	
	Mark Mosely	AAMPO TAC	
<i>TM</i>	Tim Muly	AAMPO TAC	<i>Modal Options</i>
	Blake Partridge	AAMPO TAC	
	Joe Ramos	AAMPO TAC	
	Greg Reininger	AAMPO TAC	
	Rick Schroder	AAMPO TAC	
	Sean Scott	AAMPO TAC	
<i>IS</i>	Ismael Segovia	AAMPO TAC	<i>ITC</i>
	Clay Smith	AAMPO TAC	<i>Priority Trans. Options</i>
	Bianca Thorpe	AAMPO TAC	
	Chris Treviño	AAMPO TAC	
	David Vollbrecht	AAMPO TAC	
<i>NW</i>	Dave Wegmann	AAMPO TAC	
	Nicholas Wingerter	AAMPO TAC	<i>modal options</i>





Capital-Alamo Connection Study
 Joint Workshop of the AAMPO and CAMPO
 Technical Advisory Committees
 October 2, 2018



SIGN IN - Attendees (CAMPO TAC)

Initials	Name	Organization	Table Assignment
AA	Alex Amponsah	CAMPO TAC	
	Eric Bollich	CAMPO TAC	
	Jerry Borcharding	CAMPO TAC	
	Wesley Brandon	CAMPO TAC	
	Tien-Tien Chan	CAMPO TAC	
J.C	Julia Cleary	CAMPO TAC	ITS/ICM Priority Trans.
	Joe Clemens	CAMPO TAC	
EC	Ed Collins	CAMPO TAC	Priority Trans.
	Katheryn Cromwell	CAMPO TAC	
	Terrie Crauford	CAMPO TAC	
	Bob Daigh	CAMPO TAC	Priority Trans Arterial Consider
	Herb Darling	CAMPO TAC	
	Carolyn Dill	CAMPO TAC	
TF	Trey Fletcher	CAMPO TAC	ITS/ICM
	David Fowler	CAMPO TAC	
	Octavio Garza	CAMPO TAC	
	Tom Gdala	CAMPO TAC	
	Dan Gibson	CAMPO TAC	
	Stevie Greathouse	CAMPO TAC	
	Greg Haley	CAMPO TAC	
	Dwayne Halbardier	CAMPO TAC	
	Todd Hemingson	CAMPO TAC	ITS/ICM
MH	Mike Hodge	CAMPO TAC	Regional Coordination
	Gary Hudder	CAMPO TAC	Priority Trans Arterial
	Cole Kitten	CAMPO TAC	
	Howard Koontz	CAMPO TAC	
	Caleb Kraenzel	CAMPO TAC	
	Darwin Marchell	CAMPO TAC	
	David Marsh	CAMPO TAC	
	Sally McFeron	CAMPO TAC	
AM	Amy Miller	CAMPO TAC	Arterial movement Regional
LM	Laurie Moyer	CAMPO TAC	Go
	Lyle Nelson	CAMPO TAC	Regional Coordination
	Amy Pattillo	CAMPO TAC	
	Gerald Pohlmeier	CAMPO TAC	
EP	Ed Polasek	CAMPO TAC	Modal Options
MR	Marisabel Ramthun	CAMPO TAC	Arterial movement Arterial
	Vance Rodgers	CAMPO TAC	
MS	Mike Sexton	CAMPO TAC	Arterial movement
	Robert Spillar	CAMPO TAC	





Capital-Alamo Connection Study
 Joint Workshop of the AAMPO and CAMPO
 Technical Advisory Committees
 October 2, 2018



SIGN IN - Staff

Initials	Name	Organization
RAB	Roger Beall	TxDOT
	Jonathan Bean	TxDOT
	Ricardo Casteneda	TxDOT
SCC	Susan Chavez	TxDOT
	Kevin Dickey	TxDOT
	Jefferson Grimes	TxDOT
LN	Melissa Neeley	TxDOT
	Darcie Schipull	TxDOT
MS	Peter Smith	TxDOT
	Carlos Swonke	TxDOT
WW	Mark Werner	TxDOT
	Linda Alvarado-Vela	AAMPO
	Allie Blazosky	AAMPO
	Alex Carroll	AAMPO
QJ	Jeanne Geiger	AAMPO
SM	Sid Martinez	AAMPO
	Lori Steward	AAMPO
	Anthony Gonzales	CAMPO
	Ashby Johnson	CAMPO
	Doise Miers	CAMPO
	Kim Petty	CAMPO
	Nirav Ved	CAMPO
NB	Nair Barrios	Jacobs
CC	Carine Choubassi	Jacobs
	Sunxia Ghen	Jacobs
	Michael Sexton	Jacobs
	Travis Norton	Jacobs
AT	Adriana Torcat	Jacobs
	Jeff Webster	Jacobs
	Jennifer Zankowski	Jacobs
CB	Hillary Calavitta	HNTB
RS	Scott Haywood	HNTB
	Summer Lawton	HNTB
	David Kocour	Hg Consult
RL	Rachel Lunceford	Hg Consult
SW	Steve Wells	Hg Consult
LC	Lauren Canales	NLA
RD	Randall Dillard	NLA
KN	Kerry Neely	NLA



