



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

Date: November 1st, 2017

Facilitator: Lauren Garduño (TxDOT)

Time: 9:30 – 12:00 pm

Location: *New Braunfels Civic and Convention Center – 375 S Castell Ave New Braunfels, Texas.*

Purpose: Capital-Alamo Joint MPO Regional Workshop

Attendees: **Alamo Area Metropolitan Planning Organization (AAMPO)**

Transportation Policy Board
Commissioner Kevin Wolff (Chair)
Councilman Rey Saldaña (Vice Chair)
Renee Green
Councilman Ron Reaves
Councilwoman Ana E. Sandoval
Michael S. Fribie
Mayor Don Keil
Commissioner Kevin Webb
Mayor Chris Riley
Judge Kyle Kutscher
Jonathan Bean
Richard Gambitta
Diane Rath
Greg P. Wood (FHWA)
Jeff Arndt
Wayne Peters
Nick Page
Betty Mathies
Scott Haag
Mary Dennis

AAMPO

Linda Alvarado-Vela
Allie Blazosky
Alex Carroll
Jeanne Geiger
Sid Martinez
Lori Stewart
Jim Wolverton
Frank Garza (Attorney)
Jeff Haberstroh (Kendall County-Boerne)

Capital Area Metropolitan Planning Organization (CAMPO)

Transportation Policy Board
Will Conley (Chair)
Jimmy Flanningan
Ann Kitchen
Cynthia Long
Terry McCoy
Writ Baese

CAMPO

Ashby Johnson
Doise Miers
Kim Petly
Anthony Gonzales

Texas Department of Transportation

Marc Williams
Lauren Garduño
Carlos Swonke
Jefferson Grimes
Roger Beall
Susan Chavez
Melissa Neeley

Study Team

Michael Sexton (JACOBS)
Adriana Torcat (JACOBS)
Nair Barrios (JACOBS)
Carine Choubassi (JACOBS)
Sunxiao Geng (JACOBS)
David Kocour (Hg Consult)
Steve Wells (Hg Consult)
Hillary Calavitta (HNTB)
Scott Haywood (HNTB)
Marie Lewis Adams (NLA, Inc.)

Other attendees

- Kevin Young (JACOBS)
- Jim Koenig (JACOBS)
- Rick Cortes (City of Seguin)
- Jeff Thompson (City of Boerne)
- Clay Smith (VIA San Antonio)
- Melissa Shannon (Bexar County)
- Don Dixon
- Bubba Needham (Atkins-CTRMA)
- Leslie Harlan (JAMCO)
- Wendy Travis (Garver)
- Lauren Taylor (WSP)
- Howard Lyons (Pape-Dawson Engineers)
- Stephanie Reyes (San Antonio Chamber)
- Ricardo Zamarripa (American Structurepoint)
- Daphne Cantu
- Jasper Scherer (San Antonio Express News)
- Bill London (Alliance Transportation)
- Terri Hall (Texas TURF)
- Jane Hugson (City of San Marcos)
- Laurie Moyer (City of San Marcos)
- Gene Rodriguez (City of San Antonio)
- Alex Amponsah (CAMPO Technical Advisory Committee)
- Lisa Prewitt (San Marcos City Council)
- Ken Polasek (City of Selma)
- John Michael Cortez (Office of Mayor Adler)
- Garry Ford (City of New Braunfels)
- Rachel Nelson (Community Impact Newspaper)
- Jay Crossley (Farm&City)
- Julie Montgomery (CAPCOG)
- Stacey Bennengfield (CP&Y)
- Rebecca Bray (WSP)
- Leanna Sheppard (TxDOT)
- Mark Werner (TxDOT)
- Chad Cobun (TxDOT)
- Peter Espy (TxDOT)
- Amy Redmond (TxDOT)

- Agenda:**
- 9:30 – 10:00 **1) Registration and Open House**
 - 10:00 – 10:10 **2) Welcoming Remarks and Call to Order**
 - Kevin Wolff. Chairman, Alamo Area MPO
 - Will Conley. Chairman, Capital Area MPO
 - 10:10 – 10:20 **3) Capital-Alamo Connection Study. Introduction**
 - Lauren Garduño. TxDOT Director of Planning and Development
 - 10:20 – 10:40 **4) Capital-Alamo Regional Transportation Issues**
 - Roger Beall. TxDOT Corridor Planning Section Director
 - 10:40 – 11:40 **5) Long Range Vision and Discussion on Regional Needs and Challenges**
 - a) Facilitated Discussion. Long Range regional vision and problem definition.
 - b) Breakout Session. Needs and challenges for Technology, Policy and Infrastructure improvements.
 - 11:40 – 12:00 **6) Next Steps**
 - a) Lauren Garduño. Stakeholder outreach, updates and future meetings.
 - 12:00 **7) Adjourn**

- Attachments**
- A - Actions Items**
 - B – Meeting Summary & Presentation**
 - C – Meeting Brochure**
 - D – MPO Word Clouds**
 - E – Breakout Session summaries**
 - F – Sign-In Sheets**

Attachment A – Action Items

New or Continuing Items since Previous Meeting

DATE ID'd	ACTION ITEMS	PERSON(S) RESPONSIBLE	DUE DATE	COMMENTS
11/01/2017	Mailing List creation	TxDOT/AAMPO/CAMPO	12/01/2012	
11/01/2017	Distribution of detailed study schedule	TxDOT	12/15/2012	

Attachment B – Meeting Summary & Presentation

1. Introductions

Will Conley, Capital Area MPO Board Chair together with Commissioner Kevin Wolff, Alamo Area MPO Board Chair, initiated the meeting by offering brief remarks about the new challenges faced by their respective regions as well as by expressing their interest in supporting this regional effort to address current transportation issues. They also thanked everyone for their presence and commitment.

Marc Williams, Deputy Director of TxDOT, also took the opportunity to thank everyone for their attendance and then remarked the important nature of the work being done in regards to these regions' future growth. He highlighted this is a ground-up planning effort, where the focus is on understanding current problems, identifying the potential opportunities, and ultimately selecting solutions that will address the needs of all stakeholders.

2. General Discussion

Capital-Alamo Connection Study

Lauren Garduño (TxDOT) initiated the main portion of the workshop by stressing the collaborative nature of this effort. It is a study being performed as a partnership between TxDOT and the jurisdictions represented by AAMPO and CAMPO in an effort to address the overlapping needs of these two MPO regions. He continued by providing an overview of the Capital-Alamo Connection Study, its purpose, goals, and expected outcomes. He explained the proposed study schedule, the phases that have been completed and the importance of continued involvement of both Metropolitan Planning Organizations (MPOs). Garduño also commented on the importance of having all stakeholders involved throughout the study. He then introduced the main objectives of the workshop which were to define the state of mobility in the region and determine a joint regional vision for its future.

Capital-Alamo Transportation Issues

Roger Beall (TxDOT) presented a summary of the current and forecasted conditions in the region from data collected to date. The presentation focused on a multi-regional level of analysis including the 12 counties included in this study. Data presented included aspects related to socio-demographics, traffic and congestion, travel speeds along I-35, population and development growth, as well as current and future needs of passenger and freight movements. The study focuses on movements and connectivity all thought out the 12 counties; however it is recognized that the concentration of development and traffic is currently focused along I-35.

The key issues highlighted by this discussion included concerns connected to the recent and expected growth including:

1. A lack of options connecting the various communities within the Austin-San Antonio regions.
2. Motorist frustration over delays from high levels of traffic, with even higher levels of congestion expected in the future.
3. Increasing development between San Antonio and Georgetown, resulting in more pressure on the transportation system.

4. The realization that local issues are rapidly becoming regional issues – and require more comprehensive solutions.
5. Passenger and Freight movements are supported by current infrastructure, but each face particular challenges, and may require different solutions.

Detailed and further information on the regions' analysis to date was available at a data table to the side of the room.

Discussion on Long-range vision

At the beginning of the workshop, each MPO Board member was asked to fill out a survey with the following questions:

Describe in 3 words or concepts:

- a) *What do you consider to be the main transportation problems for your region?*
- b) *What would you like to see your region become in the next 25 years?*

Answers to these questions were used to create a Word Cloud for each MPO (See *Attachment D*). Steve Wells (Hg Consult) presented the Word Cloud results addressing what the attendees considered to be today's main transportation problems. MPO Board members were encouraged to comment, provide additional ideas and thoughts in order to create a joint Word Cloud representing the problems for both MPO regions. "Lack of Options" and "Congestion" were the two most mentioned problems. The following identifies the main concerns arising from the discussion of current transportation problems:

- Lack of Transit;
- Lack of political will hinders project development and coordination between different transportation modes in the region;
- Traffic and congestion on I-35;
- Funding needs and strategies are not integrated into the discussion of solutions;
- Need for better coordination between agencies and determining how the two MPOs can jointly address the transportation issues emerging along the I-35 corridor;
- Current transportation alternatives to private vehicles are not efficient or convenient for the public;
- There is a need to maximize the utilization of the existing right-of-way as well as identify multi-modal transportation options that can be accommodated with the current roadway footprint;

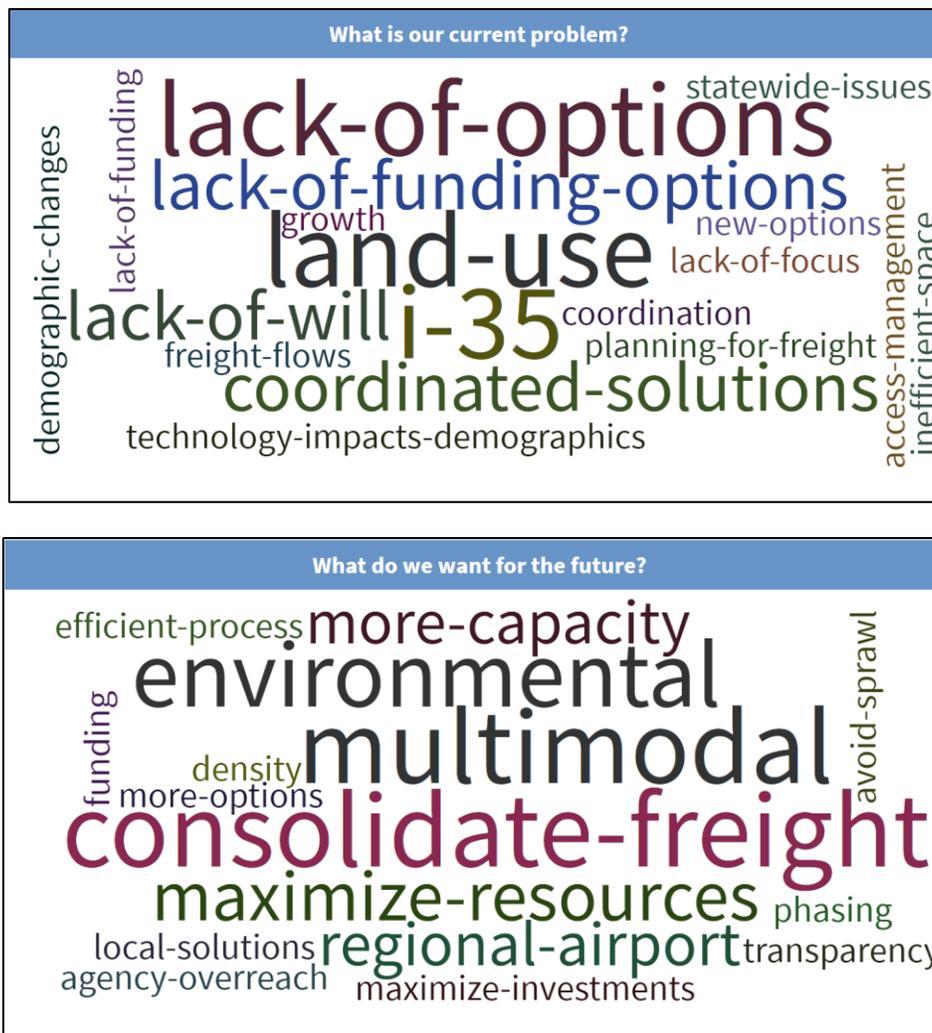
"Multimodal solutions" and "better freight management" were the top priorities cited when looking at the future. The following list highlights the main topics arising from the discussion of a vision for the future:

- Integration of land use and transportation planning is needed where growth is expected to occur in order to plan accordingly;
- Growth, demographic shifts and changing job markets will have an impact on economic development within the region and could influence freight consolidation;

- Technology and the use of Information Technologies (IT) will highly influence the future of transportation options;
- Environmental implications should be considered when identifying future improvement opportunities;
- In order to address the growing transportation issues of the region, agencies and stakeholders need to think innovatively;
- An additional airport to address the needs of the two ends of the corridor is being considered.

The input provided by attendees from the two MPOs during this first set of discussions was used to create multi-regional Word Clouds (see Figure 1).

Figure 1. Joint Regional Word Cloud



Discussion on regional needs and challenges

The group moved on to a targeted round-table discussion about the needs and challenges facing the two regions in terms of infrastructure, technology and policy for the next 25 years. After each table had completed discussion on the three main themes, facilitators were tasked with reporting out the main topics emerging from the discussion. They are as follows:

Technology

MPO Board members discussed their excitement about new technologies and other potential upcoming innovations in the transportation field. However, the group also discussed the need to be cautious about new technologies because they don't consider themselves sufficiently informed about their potential implications and benefits. The group also agreed that new technology will probably not be the single solution to bettering connectivity in the region. Among the main topics covered at the Technology needs and challenges roundtables were:

Needs

- Better understanding of what the technologies are;
- Understand “lessons learned” from international experiences;
- Implementation of technologies already at hand (e.g. managed lanes – gaining traction, are adaptable, and come with their own funding source);
- Need for more coordination with the companies developing or working with new technologies;
- Consideration into the transportation implications of changing priorities and demographics.

Challenges

- Funding sources and strategies;
- Public – Private partnerships;
- Technology perception. Differing forecasts/acceptance of technological timelines;
- Uncertainty about the future;
- Technology progressing faster than policy;
- Awareness of the potential safety and economic implications of new technologies;
- Definition of infrastructure needs and funding strategies for new technologies

Policy

MPO Board members discussed policy needs and challenges which centered on encouraging a shift from the dominant use of the private automobile. The group also emphasized the need for early Right-of-Way (ROW) acquisition along major facilities for future improvements. Additionally, MPO Board members expressed concerns over funding constraints faced by local agencies and policy inconsistencies which could delay implementation of alternative transportation modes.

Needs

- Land use regulations;
- Federal funding and other funding options;
- State investment and more involvement with the federal level;
- Multimodal options;
- Need to embrace growth to manage it successfully;
- Focus on developing the basics well (i.e. transit, roadways);
- Consistency in priorities;
- Policy for early preservation of corridors.

Challenges

- Inconsistent policies;
- Streamlining of funding and project delivery processes;
- Process for acquisition and preservation of ROW;
- Better coordination with the freight industry and policies for better movement of freight;
- Changing agency culture from private-vehicle focus to multimodal.

Infrastructure

On the topic of infrastructure, the MPO Board members focused on maximizing the utilization of the existing facilities and the lack of east-west connectivity in the region. Participants mentioned that planning efforts for freight systems should be conducted separately from passenger systems, as well as the need for solution option to last-mile delivery. They also recognize that innovative technologies could help to optimize construction, operation, maintenance, and infrastructure management. Transportation alternatives, such as more accessible and convenient transit services, are also expected in the future. Among the main topics covered at the Infrastructure needs and challenges roundtables were:

Needs

- Maximizing existing facilities;
- Better management of existing infrastructure and more operational improvements;
- Improved connectivity with increased considerations for east-west connections;
- Creative funding solutions;
- Alternatives to previously-implemented methods;
- Construction of flexible infrastructure;
- More built-in efficiency in the transportation system.

Challenges

- Affordability and existing funding mechanisms;
- Convenient transportation options;
- Highway construction will reach maximum build-out;
- Freight solutions (i.e. Truck-only lanes, new freight corridors, new freight facilities) and their interaction with passenger vehicles;
- Explore successful international case studies;
- Political will and capital;
- Public perception of alternative modes and solutions;
- Existing physical constraints and hurdles to cooperation;
- New travel modes and patterns;
- System connectivity.

A detailed account of comments during this section of the meeting can be found in *Attachment E*.

3. Next Steps and Action Items

Lauren Garduño offered closing remarks and mentioned future workshops with further opportunities for input and staying engaged. Garduño called upon the local agencies to aid in the continuous engagement of stakeholders. He shared the contact information for appropriate MPO staff during this effort. On the leadership of this study, Garduño mentioned TxDOT will continue to coordinate efforts between the two MPOs and other agencies.

The meeting was adjourned at 12:10 pm.



TEXAS DEPARTMENT OF TRANSPORTATION



CAPITAL- ALAMO CONNECTION JOINT MPO REGIONAL WORKSHOP



November 1, 2017



Will Conley

Chairman, Capital Area MPO



Kevin Wolff

Bexar County Commissioner

Chairman, Alamo Area MPO



TEXAS DEPARTMENT OF TRANSPORTATION



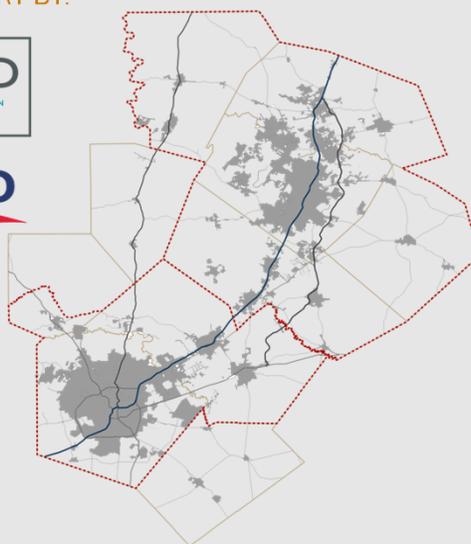
CAPITAL- ALAMO CONNECTION STUDY



November 1, 2017

What is the Capital-Alamo Connection Study?

A JOINT EFFORT BY:



OBJECTIVE:

To enhance the mobility and connectivity of the Greater Austin and San Antonio regions.

BY:

1. defining the need/ market
2. identifying options
3. recommending potential solutions

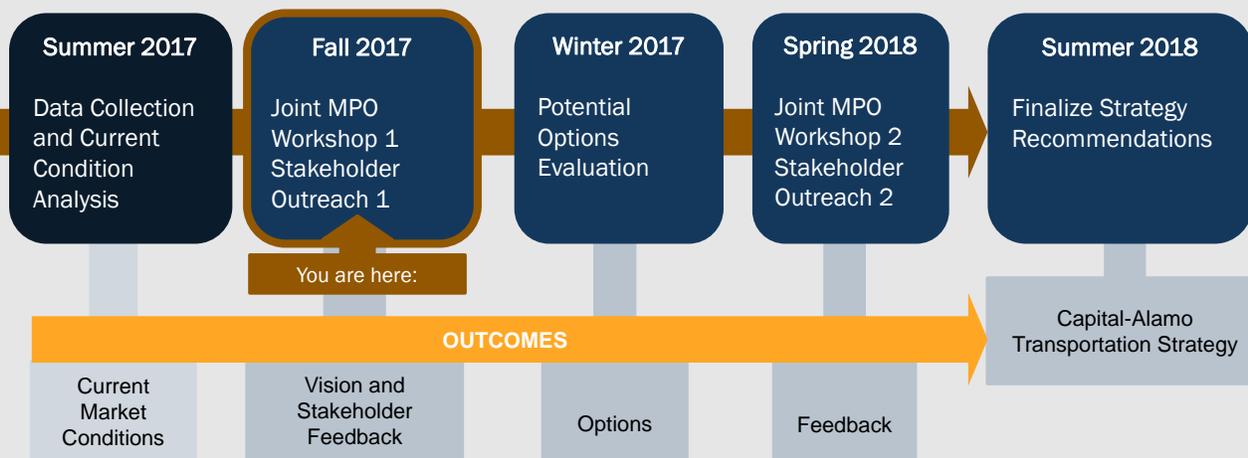
OUTCOME:

An implementable system of improvements organized into short-, mid- and long-term transportation improvements

Joint MPO Regional Workshop

November 1, 2017

Capital-Alamo Schedule and Deliverables



Joint MPO Regional Workshop

November 1, 2017

Today's Meeting

1. Current and Forecasted Conditions
2. Problem and Vision Discussion
3. Needs and Challenges Interactive Session
4. Next Steps

Joint MPO Regional Workshop

November 1, 2017



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CAPITAL- ALAMO TRANSPORTATION ISSUES

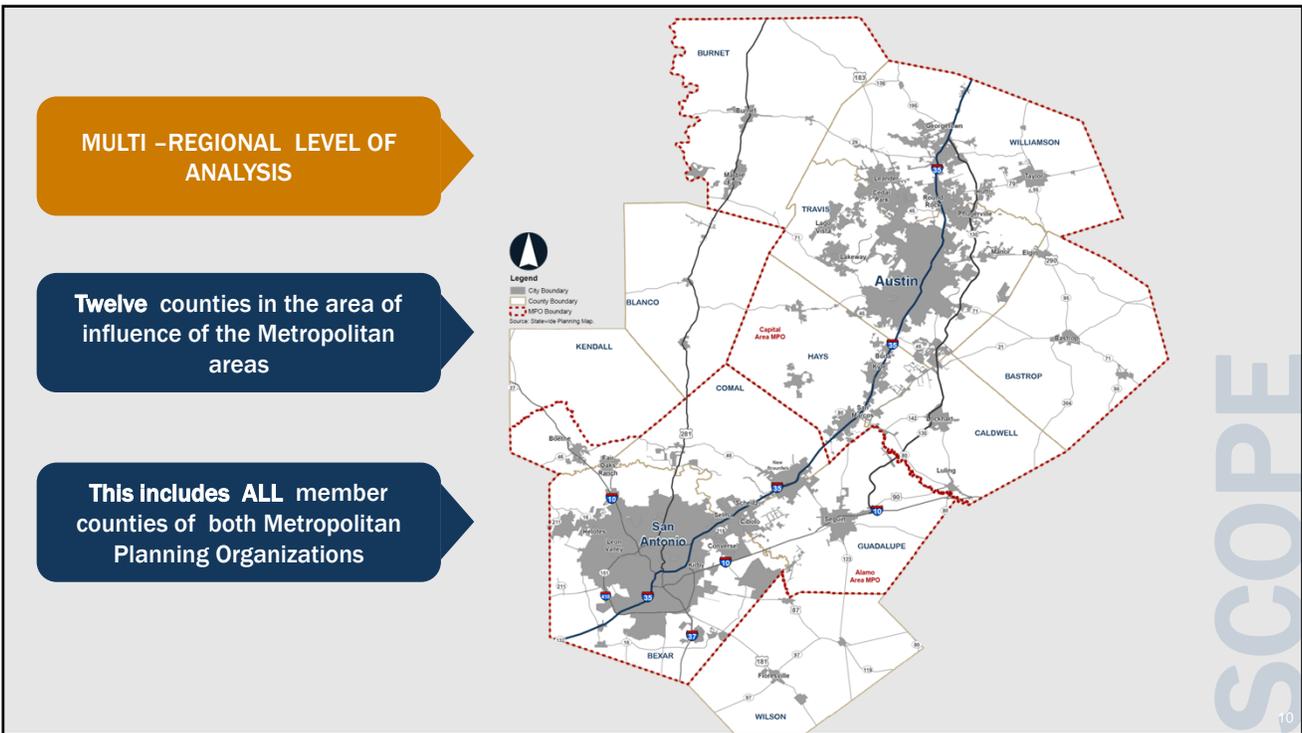


November 1, 2017

Why are we here?

To develop a regional strategy
to enhance mobility
identify infrastructure, policy and technology solutions
for the Greater Austin-San Antonio region.

PURPOSE



What are the immediate concerns?



Few options for
Direct Connections



Considerable
Delay and Traffic



Passenger Needs



Accelerated Regional
Growth

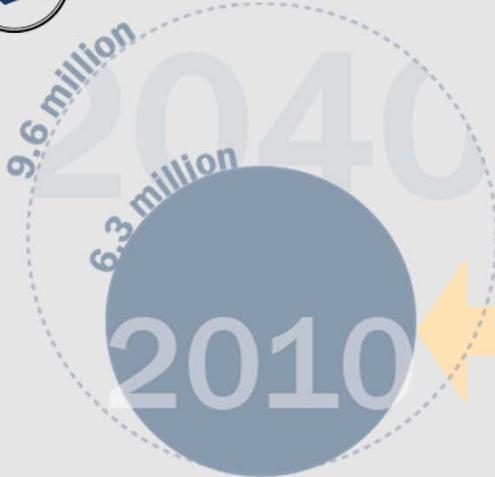


Emerging
Multi-Regional Issues

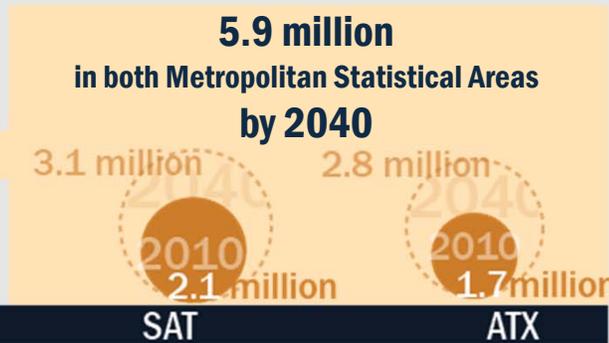


Freight Needs

CHALLENGES



DFW



SAT

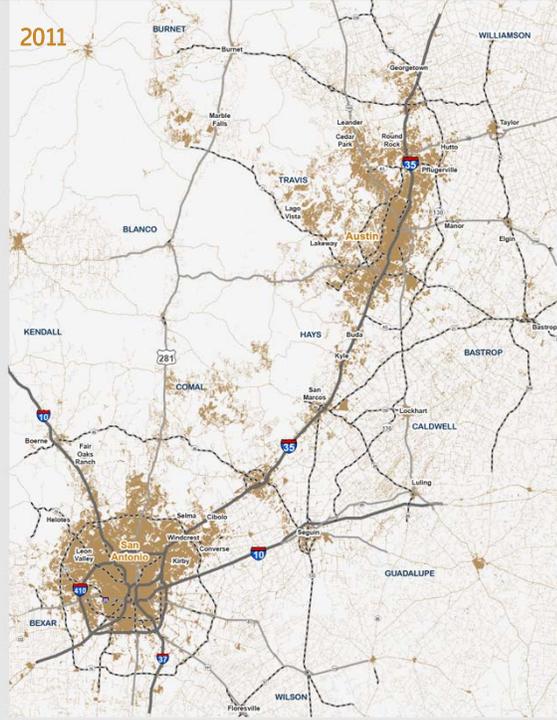
ATX

Source: 2010 Census MSA Totals

GROWTH



Developed Land in 2011



GROWTH

Source: 2011 National Land Cover Database vs. *The Clark Labs 2050 Conterminous US Land Cover Prediction*



How could growth affect the region?

approx. change in developed land

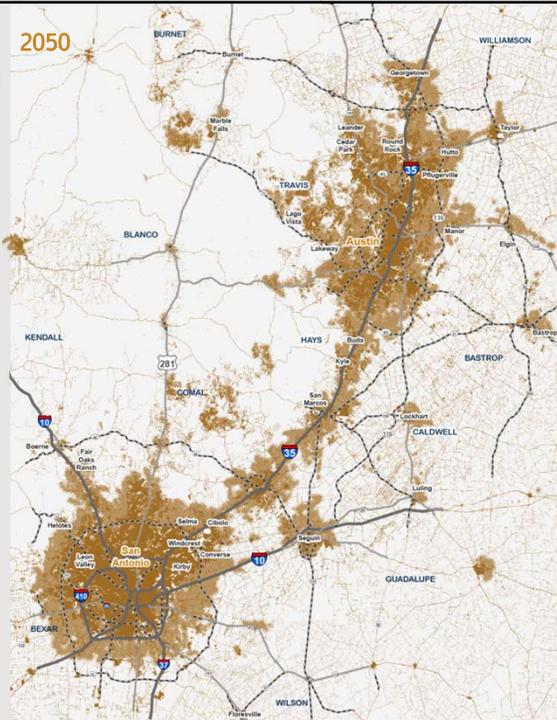
+41%

approx. change in undeveloped lands

- 9%

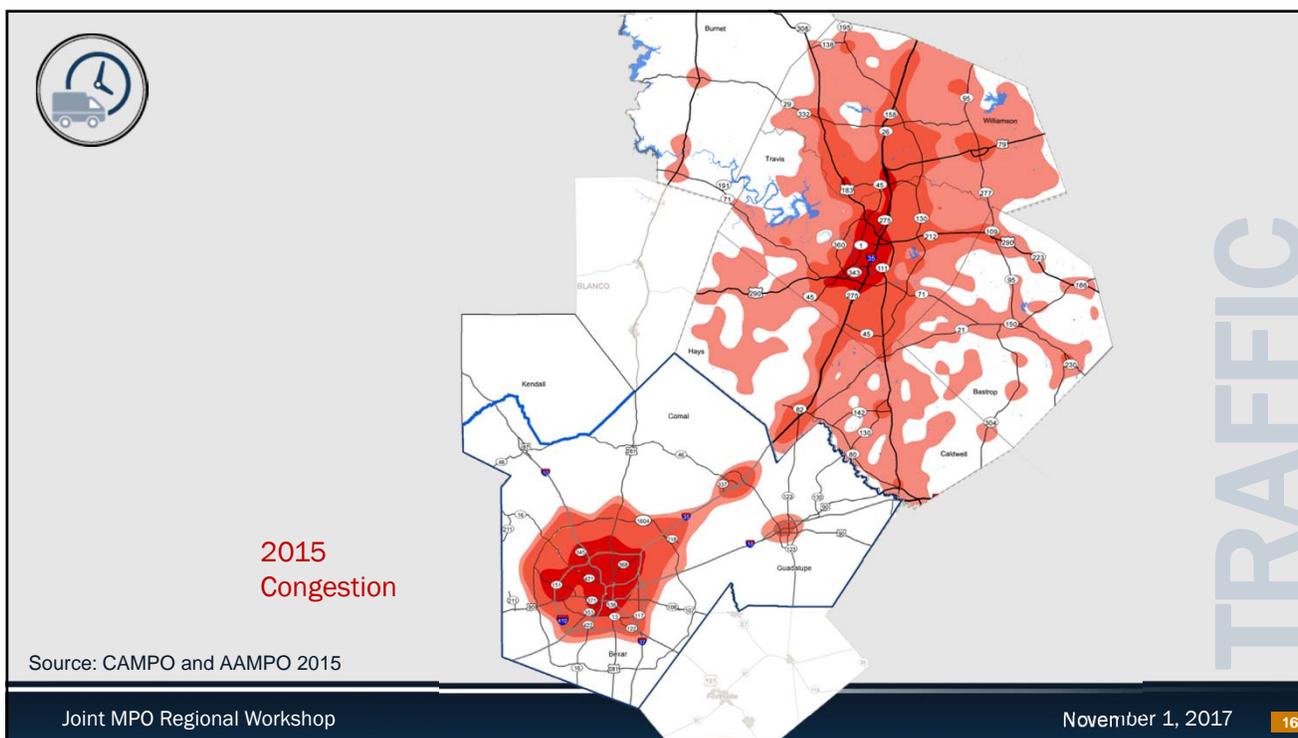
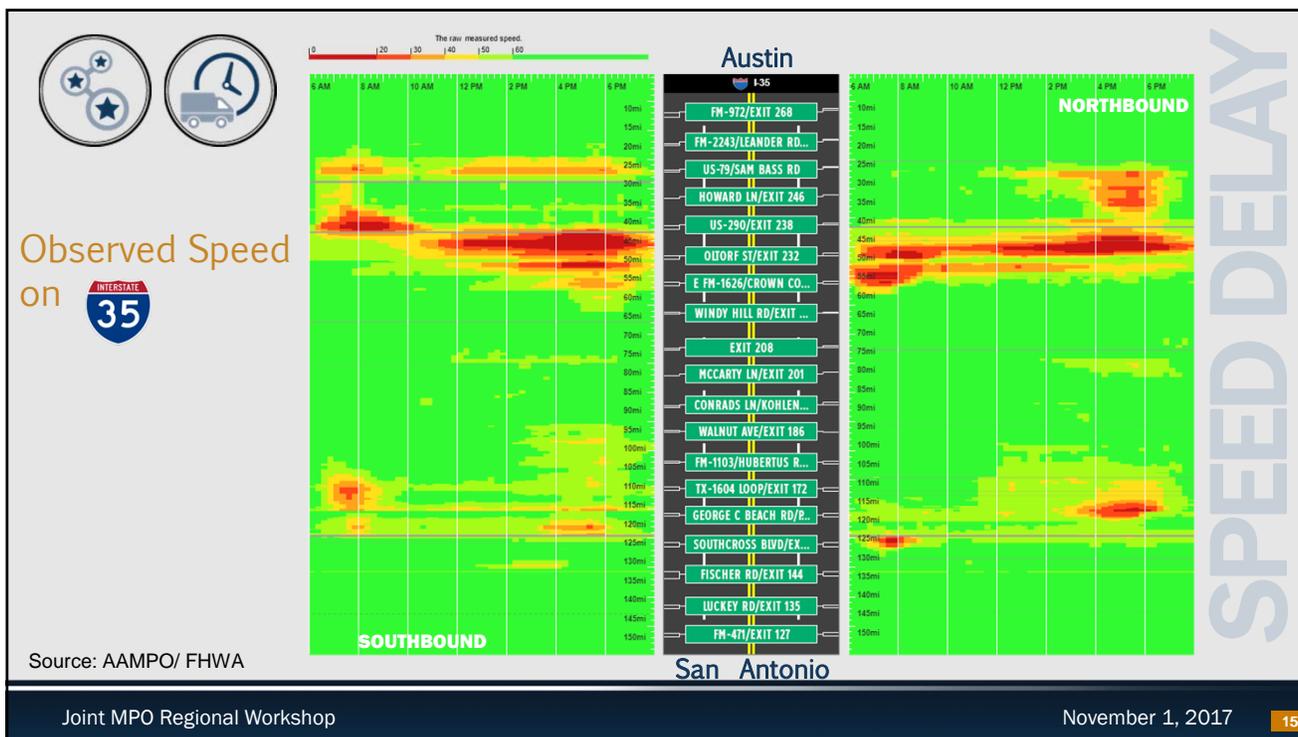
approx. change in crop lands

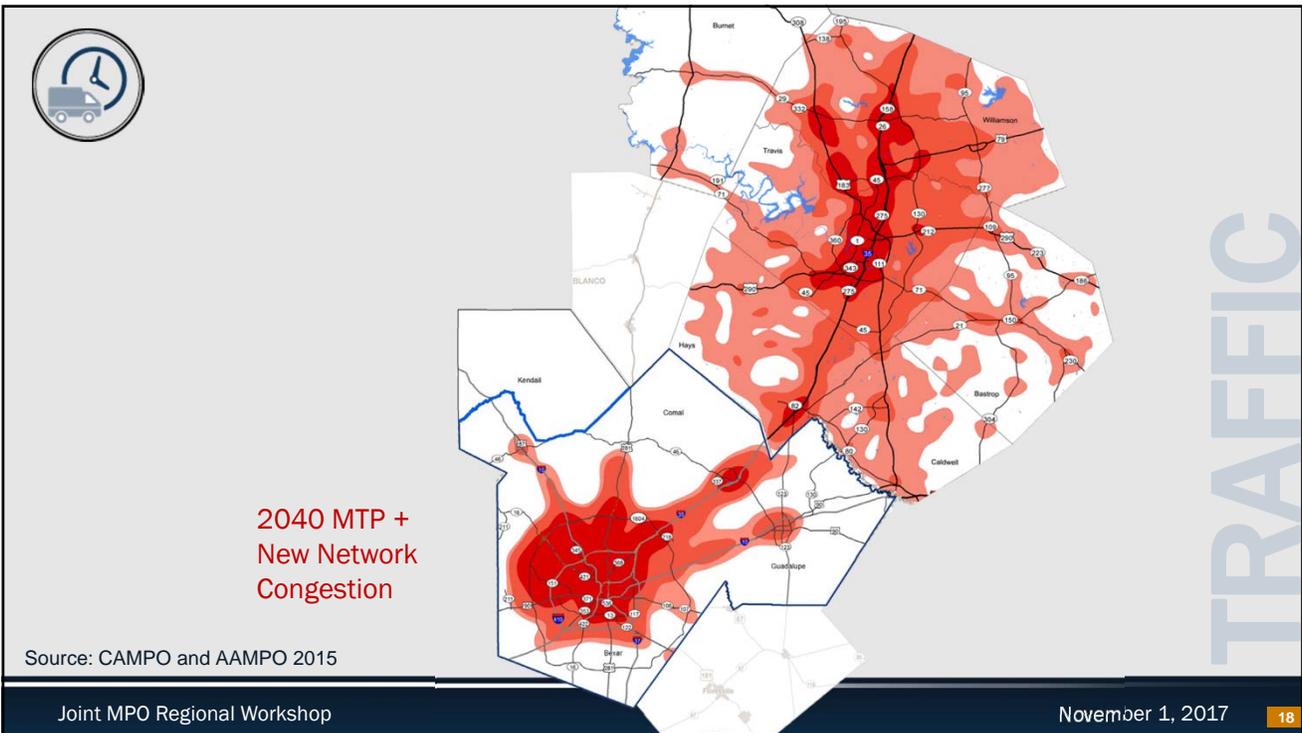
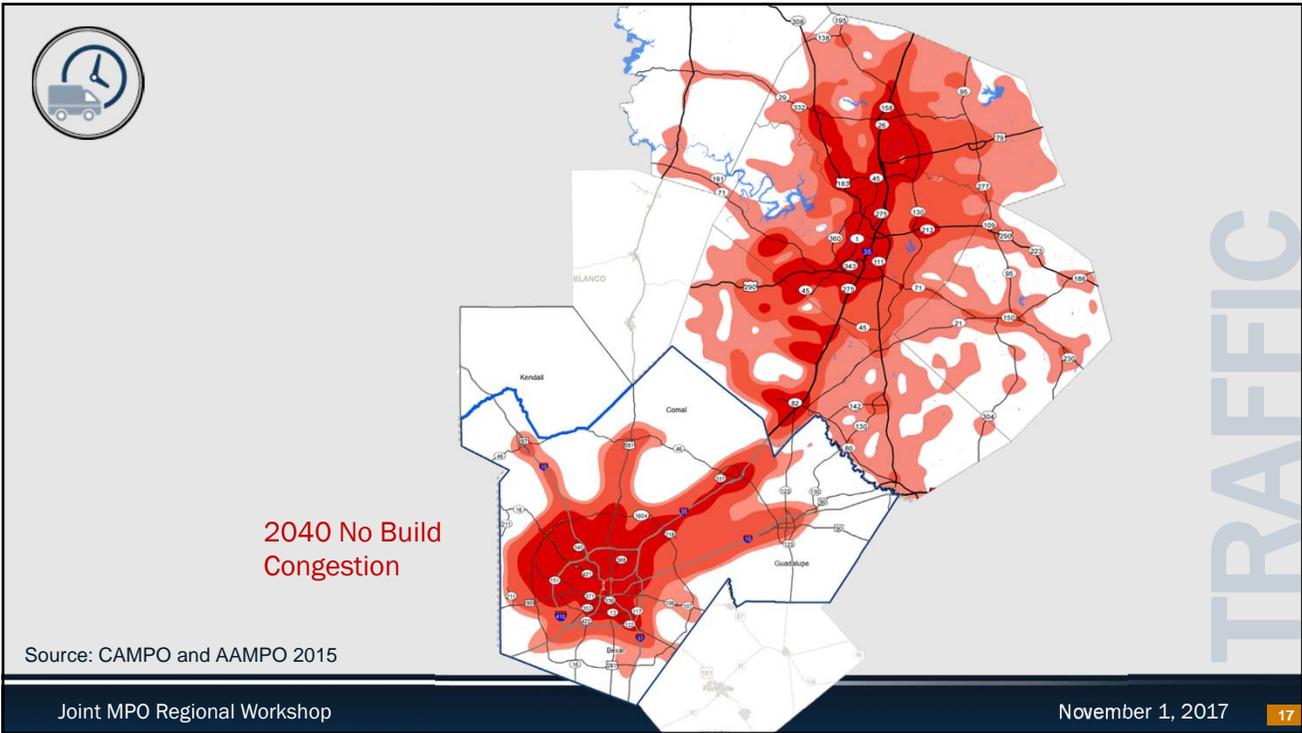
- 6%

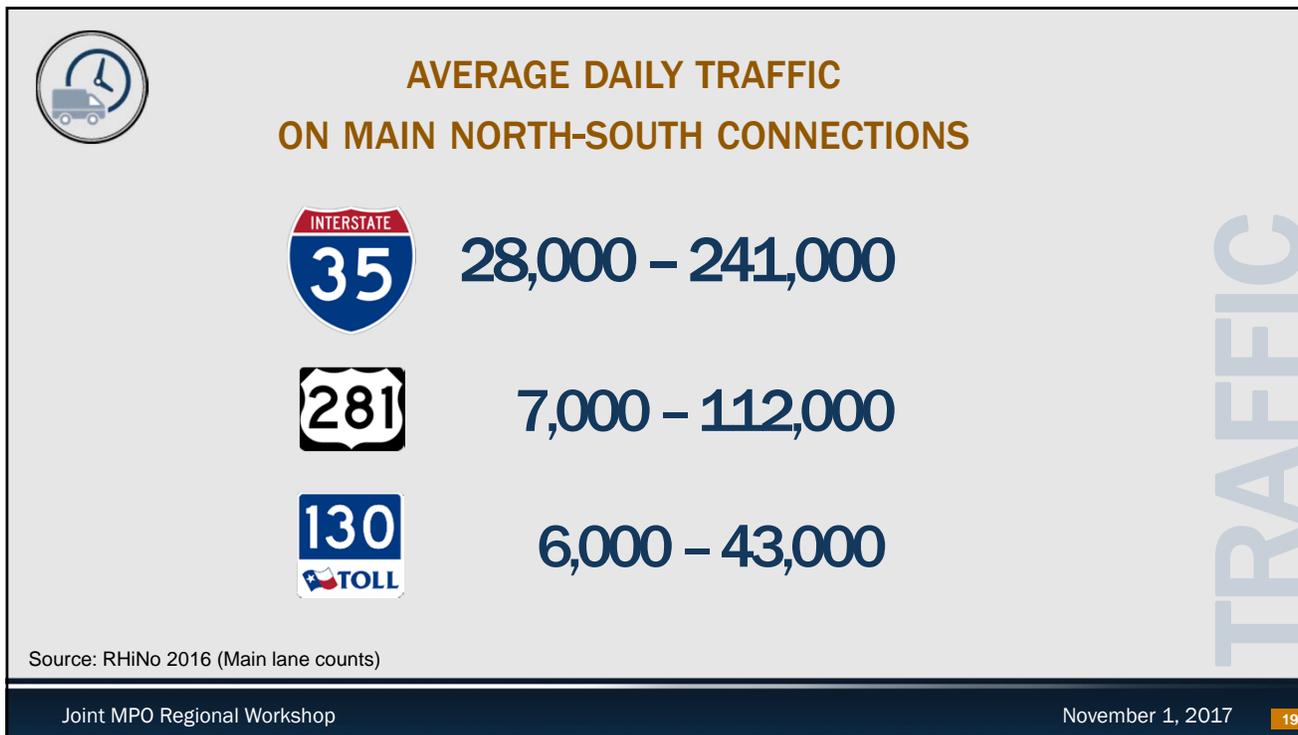


GROWTH

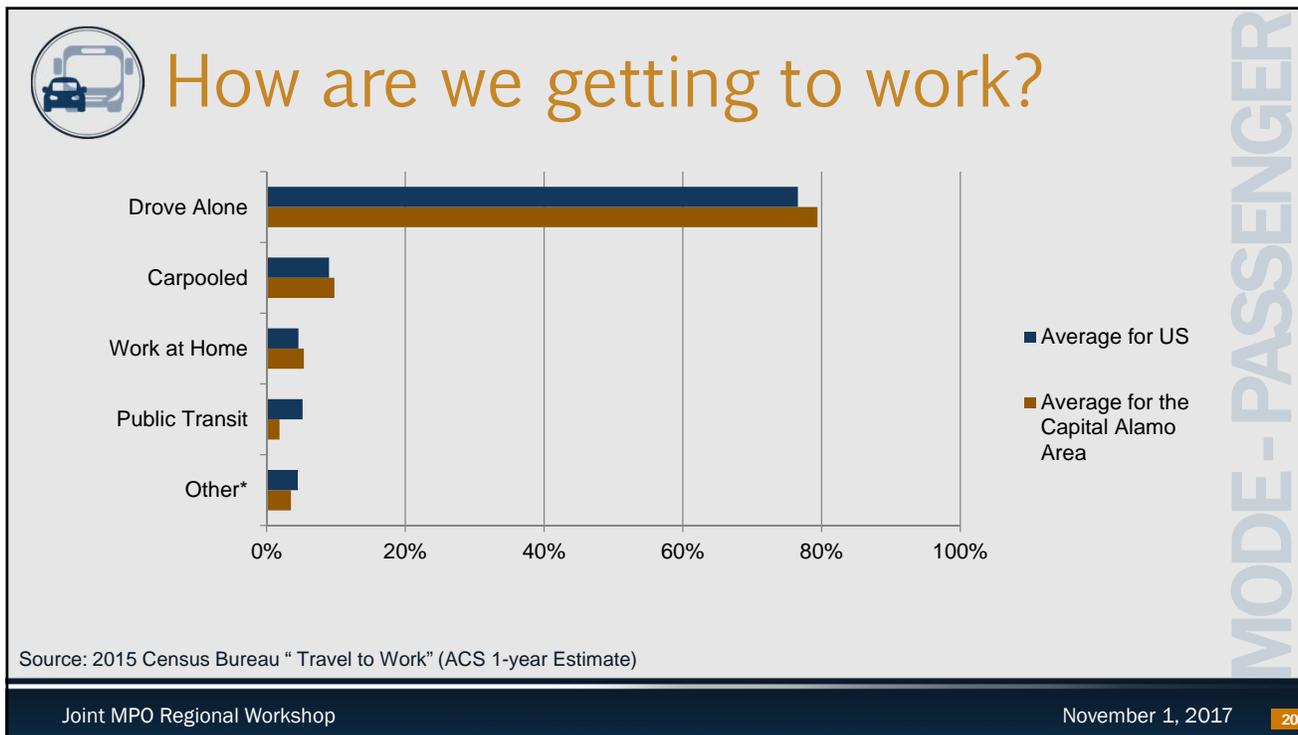
Source: 2011 National Land Cover Database vs. *The Clark Labs 2050 Conterminous US Land Cover Prediction*







TRAFFIC



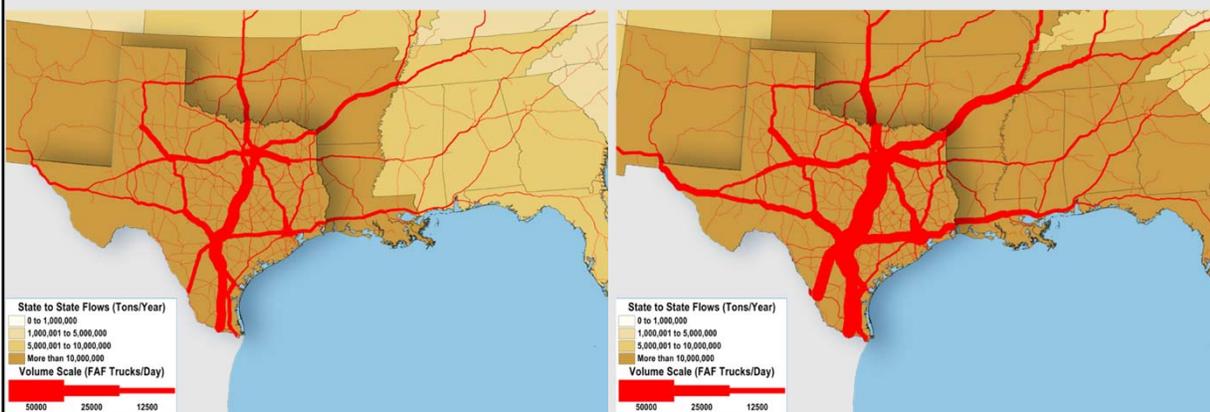
MODE-PASSENGER



How much truck freight is moving ?

2010

2040



Source: Texas Freight Mobility Plan 2016 / FAFS

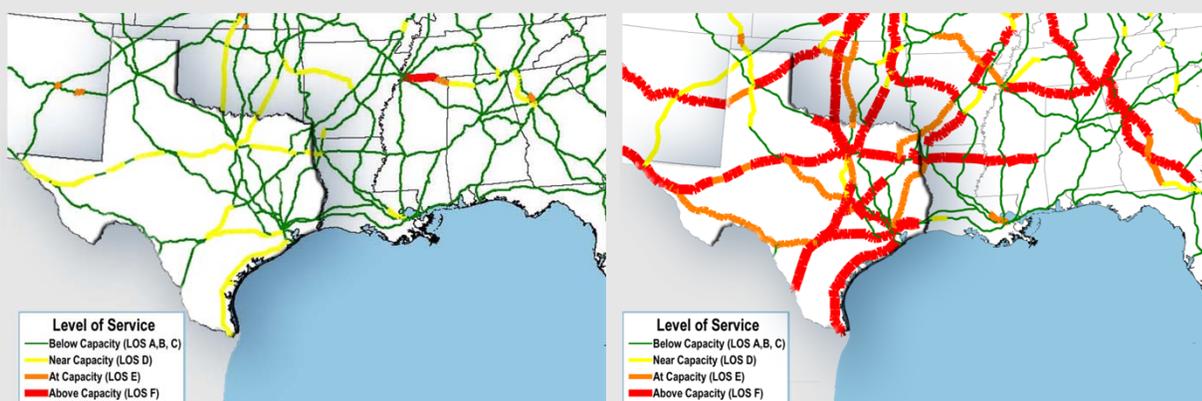
FREIGHT NEEDS



How much rail freight is moving?

2010

2040



Source: Texas Freight Mobility Plan 2016 / FAFS

FREIGHT NEEDS

2040 Long Range Transportation Plan

2018 Austin Strategic Mobility Plan

2018 Unified Transportation Program

Statewide Long-Range Transportation Plan 2035

Mobility 2040 Metropolitan Transportation Plan

San Antonio Multimodal Transportation Plan

CENTRAL TEXAS VISION

MULTI-REGION

Joint MPO Regional Workshop

November 1, 2017

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What do we want to accomplish today?

Capital – Alamo Area

What is our current problem?

Start the presentation to activate live content
If you see this message in presentation mode, install the add-in or get help at PollEv.com/app

Poll Everywhere

What do we want for the future?

Start the presentation to activate live content
If you see this message in presentation mode, install the add-in or get help at PollEv.com/app

Poll Everywhere

Needs and Challenges



Needs and Challenges

ROUND #1

DONE!



Needs and Challenges

ROUND #2

DONE!



Needs and Challenges

ROUND #3

DONE!



Report Back - Needs and Challenges



Next Steps

1. Reach out to additional stakeholders
2. Continue data collection and analysis
3. Provide updates to you as we progress
4. Come back to you this Spring for a second workshop

Staying Engaged...

For more information, please contact:

www.CAMPOTexas.org

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300 N. Interstate 35, Ste. 630, Austin, TX 78705
Phone: 512.215.8225 Fax: 737.708.8140

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Joint MPO Regional Workshop

November 1, 2017

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TEXAS DEPARTMENT OF TRANSPORTATION

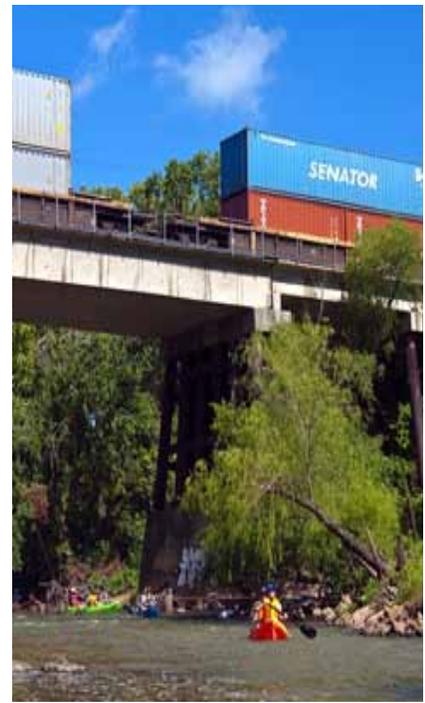


CAPITAL- ALAMO CONNECTION JOINT MPO REGIONAL WORKSHOP



November 1, 2017

Attachment C – Meeting Brochure



CAPITAL - ALAMO JOINT MPO REGIONAL WORKSHOP

New Braunfels Civic and Convention Center
375 S Castell Ave
New Braunfels
TX 78130

November 1, 2017
9:30 am - 12:00 pm



AGENDA



REGISTRATION AND OPEN HOUSE

9:30 - 10:00 am

Registration, Open House and coffee



WELCOMING REMARKS AND CALL TO ORDER

10:00 - 10:10 am

Kevin Wolff

Bexar County Commissioner
Chairman, Alamo Area MPO

Will Conley

Hays County Commissioner
Chairman, Capital Area MPO



CAPITAL - ALAMO CONNECTION STUDY - INTRODUCTION

10:10 - 10:20 am

Lauren Garduño

TxDOT - Director of Project Planning and Development

Overview of the current effort. Presentation on opportunities and expectations of your participation.



CAPITAL - ALAMO REGIONAL TRANSPORTATION ISSUES

10:20 - 10:40 am

Roger Beall

TxDOT - Corridor Planning Section Director

What are the current problems? Presentation on challenges and findings from analysis.



LONG RANGE VISION AND DISCUSSION ON REGIONAL NEEDS AND CHALLENGES

10:40 - 11:40 am

Facilitated Discussion

Long range regional vision and problem definition.

Breakout Session

Needs and challenges for Technology, Policy and Infrastructure Improvements.

Report back discussion round.



NEXT STEPS

11:40 - 12:00 pm

Lauren Garduño

TxDOT - Director of Project Planning and Development

Stakeholder outreach, updates and future meetings

ADJOURN

12:00 pm

For more information, please contact:

www.CAMPOTexas.org

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WHAT IS THE CAPITAL- ALAMO CONNECTION STUDY ?

CAMPO and AAMPO in partnership with TxDOT initiated a study to identify needs and develop solutions to enhance connectivity between the Greater Austin and San Antonio regions. Initial efforts included data collection, a current conditions analysis and a scan of emerging technologies that might be considered.

WHAT IS THE PURPOSE OF THE CAPITAL- ALAMO CONNECTION STUDY ?

Growth in the metropolitan areas of Austin and San Antonio, as well as the communities in between, explains the need for transportation improvements for both freight and passenger movements that better link the two regions. This study aims to identify inter-regional travel patterns, assess current market conditions, define future transportation needs and develop potential solutions.

SCHEDULE

Summer 2017

Data Collection and Current Conditions Analysis

YOU ARE HERE:

Fall 2017

Joint MPO Workshop 1
Stakeholder Outreach 1

Winter 2017

Potential Options Identification and Evaluation

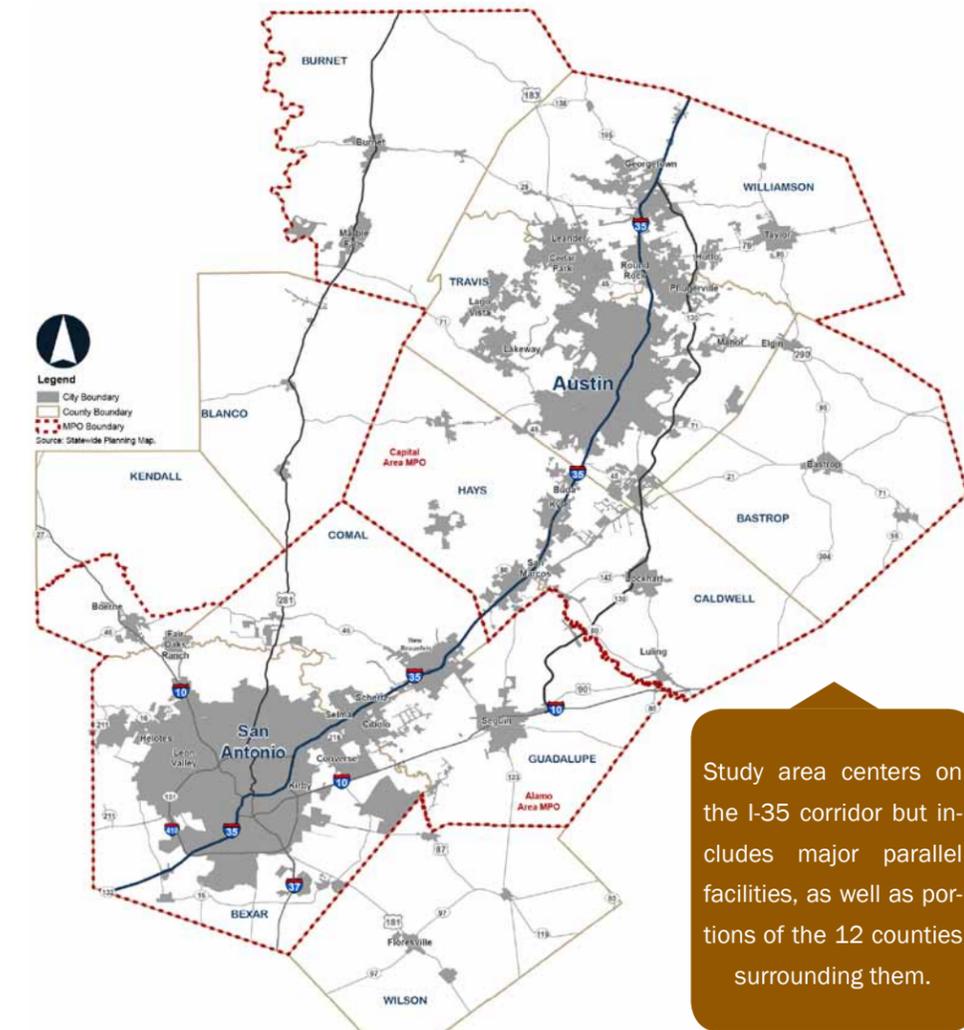
Spring 2018

Joint MPO Workshop 2
Stakeholder Outreach 2

Summer 2018

Finalize Strategy
Recommendations

CAPITAL- ALAMO CONNECTION STUDY AREA

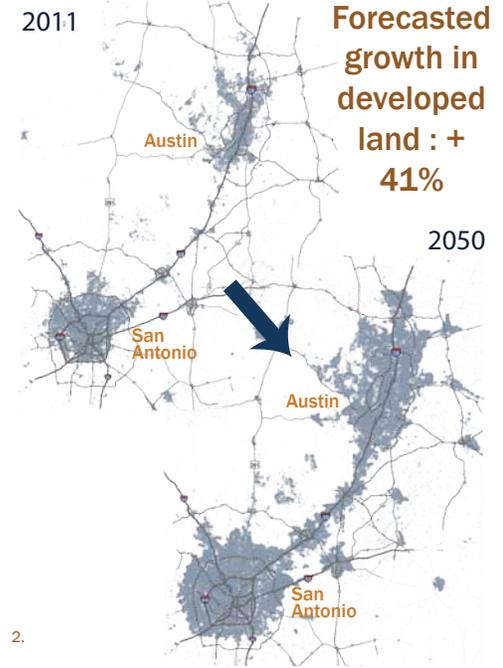
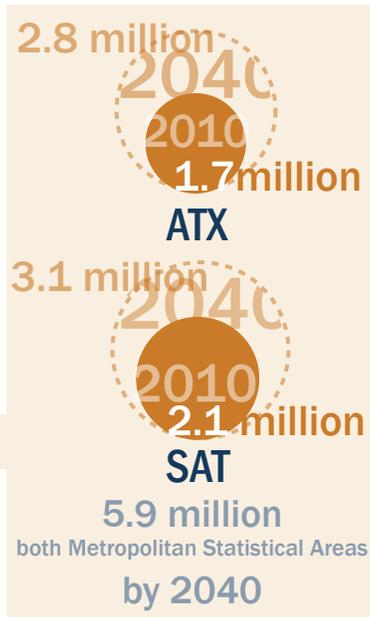
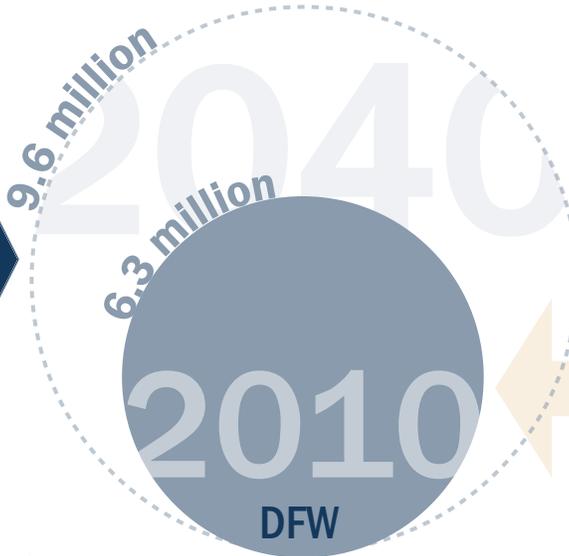


WHAT WILL BE THE OUTCOME OF THIS STUDY ?

The result of the study will include the development of an implementation strategy organized into short-, mid-, and long-term improvements and staged, to be fiscally achievable, out to the year 2050.

FINDINGS

Significant Growth



1.

2.

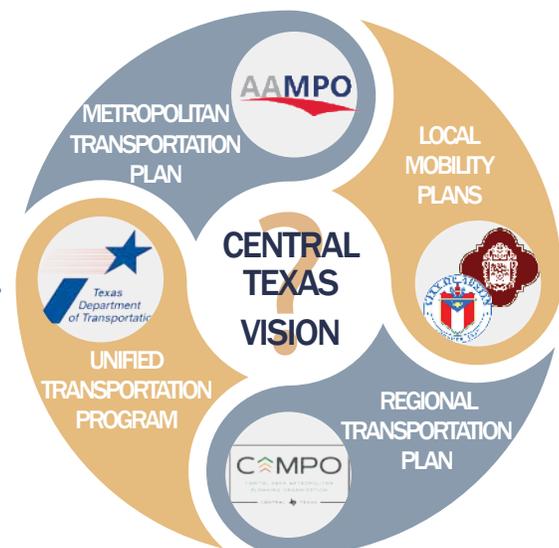
CHALLENGES

How many are we?

Average vehicles a day	28,000 - 241,000	INTERSTATE 35	10.8% - 29.0%	% of
	7,000 - 112,000	281	2.2% - 29.7%	
	6,000 - 43,000	130 TOLL	3% - 26.5%	

3.

NEEDS



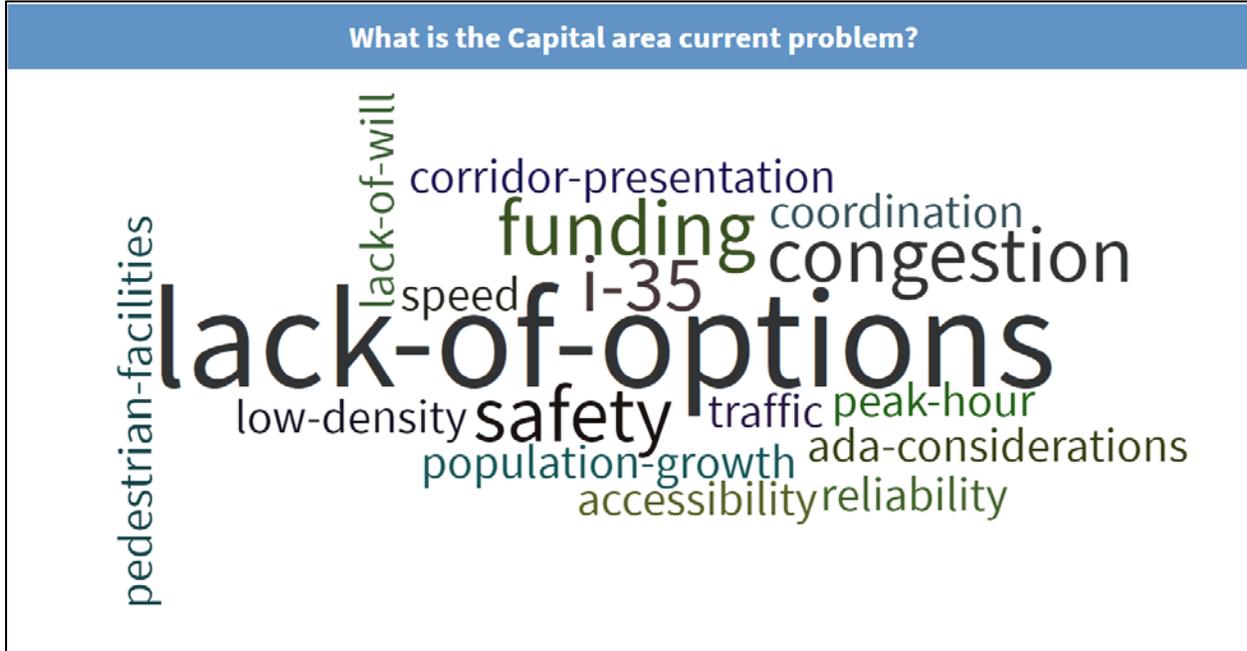
Broader coordination for multi-regional issues provides opportunities to:

- Maximize existing infrastructure.
- Increase efficiency.
- Improve service.
- Increase transportation options.

4.

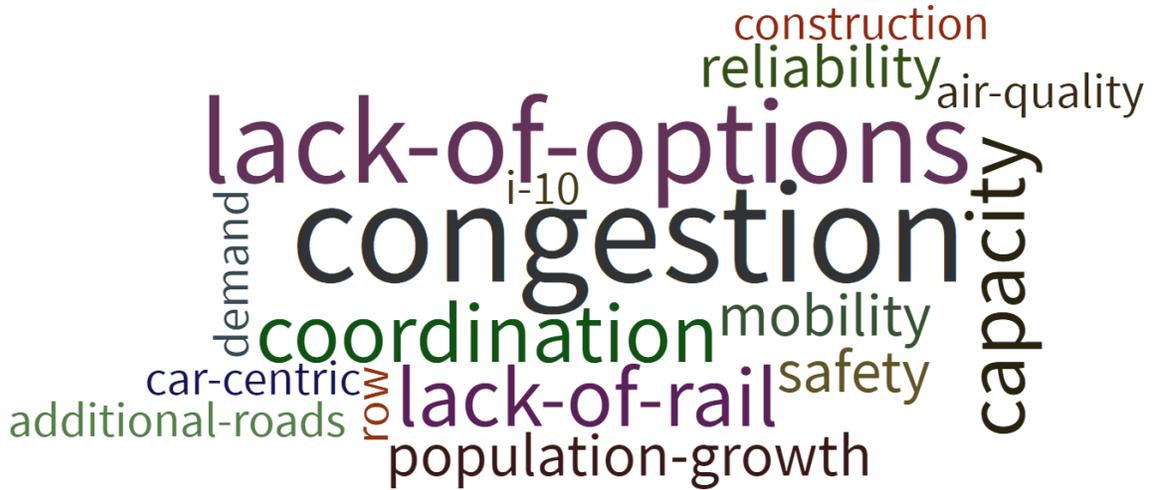
Attachment D – MPO Wordclouds

Capital Area MPO Word Clouds based on survey responses



Alamo Area MPO Word Clouds based on survey responses

What is the Alamo area current problem?



What does the Alamo area want for the future?



Attachment E – Breakout Session Summaries



Results from the Needs and Challenges Roundtable Exercise.

Capital-Alamo Joint MPO Regional Workshop.

During their Joint MPO Regional workshop on November 1, 2017, the Transportation Policy Board members from both the Alamo Area MPO and the Capital Area MPO were invited to participate in a targeted round-table discussion about the needs and challenges facing the two regions in terms of infrastructure, technology and policy improvements for the next 25 years. The following includes a summary of their contributions.

Infrastructure

Needs

- Creative funding solutions
- Better network connectivity i.e. SH-130 connector at New Braunfels
- Develop community/employment hubs to reduce Vehicles Miles Travelled (VMT)
- CAMPO's commitment to options: transit, ridesharing, all other kinds
- Increase density – create economies of scale
- Coordinated ITS between regions
- Utilize more advanced current technology
- ROW preservation
- Operational improvements
- Travel Demand Management
- Multimodal corridors and solutions
- Coordinating public/private demand and need
- Flexibility to changing needs, markets, and technologies
- Maximizing use of existing infrastructure
- I-10 needs to be more efficient
- River bridge crossings
- Reduce VMT – reduce need
- Arterial system alternatives
- Inclusion of Blanco County in funding discussion - especially as it pertains to US 281
- What can we do on existing infrastructure?
- Options for today's and future ROW
- Freight corridor in addition to passenger rail
- Special District/Funding Recognition by State/Feds
- Improvements to airports: Direct connection from San Antonio to Austin/ better air transportation options, 2 airports must work together – leverage Port of SA but not build a totally new facility, better accessibility.
- High-speed rail along SH 130 corridor
- Space allocation for:



- Premium transit
- Freight dedicated
- Peds/bikes
- Cars
- Consider strategies that have worked well elsewhere in the world
- Construct flexible infrastructure to accommodate future technology
- Better manage incoming vehicles from outside counties
- I-35 truck lanes
- Light Rail Transit (LRT)
- Commuter High-speed Rail
- Connectivity between rail, cars, and buses
- Addressing student populations
- Lack of East-West connections / Need to improve East-West connections (SH 46, SH 290, SH 29)
- Lack of East-West connections from I-35 to SH 130

Challenges

- Affordability
- Accommodating freight
- Political lack of will to add capacity
- Limited political capital
- Lack of density
- Community support
- Underutilized facilities
- Meeting diverse community desires (e.g. pro-rail vs. anti-rail constituencies)
- Project phasing – ROW preservation
- Lack of interagency coordination
- Existing funding mechanisms
- Money!
- Adaptive Infrastructure (convenient accommodation)
- Cooperation
- Decrease transportation demand, what policies are in place?
- Funding
- 17% of San Antonio Airport market uses Austin-Bergstrom Airport improve connection between airports
- Corridor preservation
- Getting people to/from fixed rail
- Investment zones needed
- Convenience of other modes



- Physical constraints
- Resistance to different ideas
- Lack of imagination
- Political challenges for East-West connections
- Rail as infrastructure, not just technology
- Congestion decrease - wasted time in vehicles and freight
- Truck only lanes! Or dedicated space for through freight
- High-Speed Rail on SH 130 corridor
- Can't build our way out
- 28,000 AADT on I-35 seems unreasonably low!
- Combined toll/HOV lanes

Technology

Needs

- Funding for the change in technology
- Need a user-pay system for new technology deployment
- Need a statewide Intelligent Transportation System (ITS)
- Need Connected /Automated Vehicles dedicated lanes
- Need ITS in the I-35 corridor fully equipped with incident management
- Need backup systems for technology-based solutions
- Technology options not related to all road travel
- The public doesn't need to fund a dime- industry would fund improvements just so they could use the data produced by it
- Need to see if dedicated lanes make more sense for premium transit.
- Need light rail between San Antonio and Austin
- Need dependable Wi-Fi
- Need ROW for power stations, rapid charging capabilities and infrastructure for Electric vehicles (EV)
- Explore technology and recharging lanes for EV
- Federal funding
- Technology that enables quicker travel times
- More champions
- Need viable location for light rail
- Leverage TransGuide and ITS
- EVs need ability to rapid charge
- Need infrastructure that can talk to cars and cars that can talk to each other
- Need connected vehicles dedicated lanes
- Need more transparency in tolling systems - TxTag is not working



- Need more models for how infrastructure interacts with consumers
- Need private innovation
- Any new construction has to be planned for technology
- Cities/corridors need to be wired for automated vehicles
- Need 100% reliability for technology solutions.
- Tech has the ability to make us more flexible and more efficient
- Connecting people w/ technology-supplied transportation aka rideshare
- The public sector needs to be involved in the technology-driven solutions especially on the funding side
- What do we have to do to be ready for C/AV? Roadway sensors, markings, etc.

Challenges

- How do we make sure infrastructure is compatible with other areas?
- Channel more passengers off roads so we can have a dedicated freight lane
- More coordination with the technology industry. People are fearful of doing projects with the private sector. This makes it hard for financing and innovation.
- Artificial intelligence and augmented reality will find their way into transportation, we must embrace it and understand it.
- AAMPO /CAMPO are not at the same starting point technology-wise, we need to catch up to each other's strengths
- No toll roads in San Antonio
- Public is open to different things
- Driverless or Automated Vehicle Safety
- Technology progresses faster than policy
- Potential impact on Economic Growth
- The will to commit to funding light rail
- We don't know what we don't know
- Avoid being too dependent on technology. We need to think about cybersecurity and the possibility of hacking
- Technology is constantly changing
- New Funding options
- Getting fiber optic technology to all areas
- Light rail might not be the answers - see China's rail on wheels
- Technology will assist us to keep people off the road - "telecommuters"
- Analyzing how needs change based on advancing technology (i.e. not building projects that are outdated by the time they open)
- What has the most beneficial impact? Technology solutions that impact freight or technology solutions that move people?
- Is the long-term decrease of maintenance and pollutions from EV vehicles significant?



- Technology perception. You'll believe it when you see it. Differing acceptance of tech timelines
- The state of evolution of technology is so abstract
- The private sector will adapt/ advance without us (public sector) which is difficult because their technology is proprietary
- Does tech supplant rail? And if it does, is a project flexible enough to work with new technological developments?
- How to deal with tech changes that may supplant existing infrastructure

Other ideas

- Need ramp metering
- As people live longer, how does this affect the demand for our transportation systems?
- "The future is not coming, the future is already here" – NE Partnership after meeting w/ Amazon
- What does connecting the two areas' airports solve?

Policy

Needs

- Land-use regulations
- Land use needs to be favorable to transit
- Land use planning – not much going on in the rural areas
- Subdivision development
- No planning at county level
- Support for EIS planning
- Alignment of different land uses
- FTA: Funding could have been to policy
- We need CDA legislation!
- Political will
- Need accountability at the federal level
- Infrastructure funding – tied to tax reform?
- Consistency in priorities
 - Toll roads vs. no toll roads?
 - Constantly changing parameters
 - Long-range plans suffer from priorities and elected officials changing
- Why required to go to votes for rail but not for roads?
- Need local control/flexibility in funding



- Difficult to implement rail if the state does not support it
- Improve ETS policy
- Work with legislative regions as enterprise zones to be able to relax barriers and streamline processes.
- Can't ignore transportation funding for other more "trendy" issues
- Need to embrace growth to manage it successfully
- More and better coordination with the Federal government
- Coordinate state and federal policies to move projects faster
- Responding to federal environmental policy changes
- Discussion on TxDOT informal policy to not fund transit including rail
- Alternative mode focus
- Need for regional agency COG/MPO
- Coordinating with freight needs
- Statewide thoroughfare plan or policy for early preservation of corridors
- Allow for multi-use when obtaining property for ROW
- Other funding options beyond gas-tax, put more financing tools in the box!, Cat 10 and 12 avenues are very narrow

Challenges

- Access management
- Land development
- County planning and corridor preservation must be done very early and must involve communities
- Rough proportionality – require upgrades by developers
- Local central overfunding/federal \$ needs to be cheaper
 - Cost of using a federal dollar 40%
 - Federal dollars not free
 - Streamlining federal projects/process
 - Auditing is intensive
- State investment in multimodal
- Focus on the basics
 - Transit and roads
 - Be functional / embrace growth!
 - Stop picking up the shiny objects
- Why do we go to the public for transit votes and not roadway?
- Consider this a megaregion – how could we identify this area with special designation?
- Counties have limited land use control
- TxDOT focus and culture is single mode: vehicle lanes only
- TxDOT – AAMPO – different regions and decision makers



- State defund cities – spending caps (state funding cut = constraints)
- Limited ability to fund transit (local/state)

Attachment F – Sign-in Sheets



Capital-Alamo Connection Study
 Joint MPO Workshop
 November 1, 2017



SIGN IN - Staff

Initials	Name	Organization
RAB	Roger Beall	TxDOT
	Jonathan Bean	TxDOT
	Ricardo Castaneda	TxDOT
SUC	Susan Chavez	TxDOT
	Kevin Dickey	TxDOT
LG	Lauren Garduño	TxDOT
STJ	Jefferson Grimes	TxDOT
M	Melissa Neeley	TxDOT
	Darcie Schipull	TxDOT
	Peter Smith	TxDOT
CS	Carlos Swonke	TxDOT
✓	Linda Alvarado-Vela	AAMPO
✓	Allie Blazosky	AAMPO
AE	Alex Carroll	AAMPO
✓	Jeanne Geiger	AAMPO
	Sid Martinez	AAMPO
(P)	Lori Stewart	AAMPO
✓	Anthony Gonzales	CAMPO
✓	Ashby Johnson	CAMPO
✓	Doise Miers	CAMPO
NB	Nair Barrios	Jacobs
✓	Carine Choubassi	Jacobs
SG	Sunxia Ghen	Jacobs
MS	Michael Sexton	Jacobs
JZ	Jennifer Zankowski	Jacobs
AT	Adriana Torcat	Jacobs
HC	Hillary Calavitta	HNTB
	Summer Lawton	HNTB
SH	Scott Haywood	HNTB
DLK	David Kocour	Hg Consult
SW	Steve Wells	Hg Consult
MLA	Marie Lewis Adams	NLA, Inc.
KYP	Kim Petty	CAMPO
✓	Rick Cortes	City of Seguin
	JEFF THOMPSON	CITY OF BOERNE
	Clay Smith	UTA
	Leanna Sheppard	TxDOT - TPA P





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SIGN IN - Staff

Initials	Name	Organization
*	MELISSA SHANNON	BEXAR CO.
*	Jim Koenig	Jacobs
*	Don Dixon	N/A
	Bubba Needham	Atkins-CTRMA
	Lesly Harlan	JAMCO
	Wendy Trans	BARBER
	Lauren Taylor	WSP
	Terry McCoy	TXDOT AUS
	Howard Lyons	Pipe-Dawson Eng'rs.
	Monk Wenzel	TXDOT
	Chad Coburn	TXDOT
	PETER ESPY	TXDOT
	Greg Wood	FHWA
	Stephanie Tejes	SA Chamber
	RICARDO ZAMARRIPA	AMERICAN STRUCTURAL
	Daphne Cantel	Bexar Co.
	Joe Villalpando	N
	JASPER SCHERER	SA EXPRESS-NEWS
	Bill Loudon	Alliance Transportation
	Terrin Hall	TEXAS TURF
	Alex Amponsah	CAMPO - TAC
	Lisa Pruitt	City Council S.M. (CARRS)
	Jane Aughson	City of San Marcos



SIGN IN - Attendees

Initials	Name	Organization
	Laurie Moyer	CITY OF SAN MARCOS
	Gene Rodriguez	City of San Antonio, CW Gonzalez
	KEN POLASEK	City of Selma
*	Haberstroh	
	John-Michel Cortez	OFFICE OF MAYOR ADLER
	Rachel Nelson	Community Impact Newspaper
	GARRY FORD	CONB
	Jay Crossley	Farm & City
	Julie Montgomery	CAPCOG
	Jacey Benningfield	CFDY
	Michael Aulick	A+A, LLC
	Rebecca Bray	WSP
	Amy Redman	TxDOT
	MARC WILLIAMS	TxDOT
	Kevin Young	Jacobs



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SIGN IN - Attendees

Initials	Name	Organization
<i>JA</i>	Jeff Arndt	AAMPO - VIA Metropolitan Transit
	Vic Boyer	AAMPO - San Antonio Mobility Coalition
	Greg Brockhouse	AAMPO - City of San Antonio
	Mark Browne	AAMPO - Greater Bexar County Council of Cities
	Lester Bryant	AAMPO - Advanced Transportation District
	Tommy Calvert	AAMPO - Bexar County
	Rick Castañeda	AAMPO - TxDOT
	Rebecca Cedillo	AAMPO - Advanced Transportation District
	Ron Cisneros	AAMPO - Kendall County
<i>MD</i>	Mary Dennis	AAMPO - Northeast Partnership
<i>✓</i>	Michael S. Frisbie, P.E.	AAMPO - City of San Antonio
<i>✓</i>	Richard Gambitta	AAMPO - VIA Metropolitan Transit
<i>✓</i>	Renee Green, P.E.	AAMPO - Bexar County
<i>* ✓</i>	Shirley Gonzales	AAMPO - City of San Antonio <i>Gene Rodriguez, Rep.</i>
<i>✓</i>	Scott Haag	AAMPO - Comal County
	Kevin Hadas	AAMPO - Northeast Partnership
	Steven Hussain	AAMPO - VIA Metropolitan Transit
<i>✓</i>	Mario Jorge, P.E. <i>Jonathan Bean</i>	AAMPO - TxDOT
	Don Keil	AAMPO - City of Seguin
<i>✓</i>	Kyle Kutscher	AAMPO - Guadalupe County
<i>✓</i>	Betty Mathies	AAMPO - City of Seguin
<i>✓</i>	Nick Page	AAMPO - TxDOT
<i>✓</i>	Wayne Peters	AAMPO - City of New Braunfels
<i>✓</i>	Diane Rath	AAMPO - AACOG
<i>✓</i>	Ron Reaves	AAMPO - City of New Braunfels
<i>✓</i>	Arthur Reinhardt, P.E., C.F.M.	AAMPO - City of San Antonio
<i>✓</i>	Chris Riley	AAMPO - Greater Bexar County Council of Cities
	Sergio "Chico" Rodriguez	AAMPO - Bexar County
<i>✓</i>	Rey Saldaña	AAMPO - City of San Antonio
<i>✓</i>	Ana E. Sandoval	AAMPO - City of San Antonio
<i>✓</i>	Kevin Webb	AAMPO - Comal County
	Bridgett White	AAMPO - City of San Antonio
<i>✓</i>	Kevin A. Wolff	AAMPO - Bexar County
<i>✓</i>	Jim Wolverton	AAMPO - Guadalupe County
<i>✓</i>	Greg P. Wood	AAMPO - Federal Highway Administration
	<i>Frank Garza</i>	<i>Attorney</i>
	<i>Tim</i>	
	<i>JEFF HABERSTROH</i>	<i>Kendall County - Boerne</i>



