



Capital-Alamo Connection Study: AAMPO TAC Regional Workshop Meeting Summary

Date: February 23, 2018

Facilitator: Jeff Webster (JACOBS)

Time: 9:30 – 11:30 am

Location: *TxDOT District Office – 4615 NW Loop 410 San Antonio, Texas.*

Purpose: Capital-Alamo MPO TAC Regional Workshops

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

Technical Advisory Committee

Jonathan Bean
Brian Buchanan
Allen Dunn
Garry Ford
Jesse Garcia
Stella Garcia
Tom Hornseth
Marc Jacobson
Tim Mulry
Joe Ramos
Greg Reininger
Sean Scott
Clay Smith
Patricia Wallace
Nicholas Wingarter

Texas Department of Transportation

Roger Beall
Susan Chavez
Melissa Neeley
Darcie Schipull
Kevin Dickey
Raluca Ene
Mark Werner

AAMPO

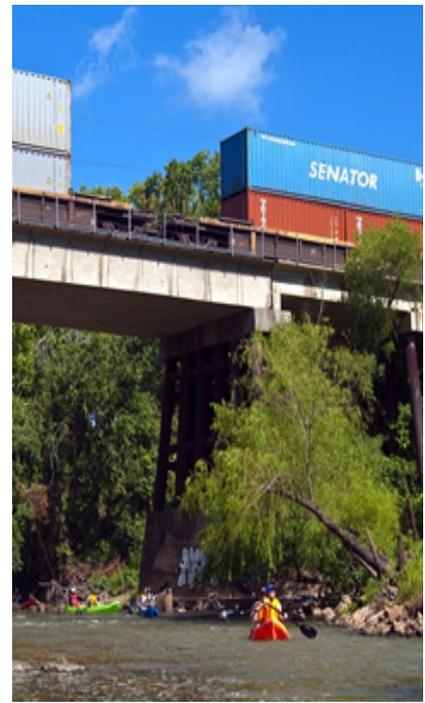
Linda Alvarado-Vela
Allie Blazosky
Alex Carroll
Jeanne Geiger
Sid Martinez
Lori Stewart

Study Team

Michael Sexton (JACOBS)
Nair Barrios (JACOBS)
Travis Norton (JACOBS)
Jeff Webster (JACOBS)
Hillary Calavitta (HNTB)
Janelle Carey (HNTB)
Jason Rodriguez (HNTB)
Scott Haywood (HNTB)
Marie Lewis Adams (NLA, Inc.)
Rachel Lunceford (Hg Consult)

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

Attachment A – Agenda



CAPITAL - ALAMO CONNECTION STUDY AAMPO TAC WORKSHOP

TxDOT District Office
4615 NW Loop 410 (Building 2)
San Antonio
TX 78229



February 23, 2018
9:30 am - 11:30 am



AGENDA



REGISTRATION

9:00 - 9:30 am

Registration, Open House and Coffee



WELCOMING REMARKS AND CALL TO ORDER

9:30 - 9:50 am

Jonathan Bean
San Antonio TxDOT District TP&D Director
TAC Chairman, Alamo Area MPO

Roger Beall
Corridor Planning Section Director
TP&P, TxDOT



CONNECTIONS WORKSHOP PART I - Ground Rules & Technology

9:50 - 10:15 am

Jeff Webster
Jacobs

Altitude Check. Stakeholder Input. Visual Survey of Preferred Technologies.



CONNECTIONS WORKSHOP PART II - Infrastructure

10:15 - 10:50 am

Micro-Charrette

Discussion of upcoming infrastructure improvements, gap identification, and potentials for enhancing regional connectivity

Report back discussion round.

BREAK

10:50 - 11:05 am



CONNECTIONS WORKSHOP PART III - Policy

11:05 - 11:25 am

Facilitated Discussion

Discussion on universe of policies to be pursued and the proper stakeholders to engage in their advancement.



NEXT STEPS

11:25 - 11:30 am

Roger Beall
TxDOT TP&P - Corridor Planning Section Director
Stakeholder Outreach, Updates and Future Meetings

ADJOURN

11:30 am

For more information, please contact:

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

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Jeanne Geiger

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Attachment B – Meeting Summary

1. Welcome Remarks & Introductions

The workshop started with a roll-call from of all members present by the TAC Chair, Jonathan Bean (see Attachment A for more details).

After roll call, Jonathan Bean proceeded to welcome everyone and started the meeting by providing a quick safety briefing. He continued by communicating to the TAC that this would be a dialogue-based workshop and emphasized the collaborative nature of the effort by reminding TAC members to consider the needs of the region as a whole.

Roger Beall with the Texas Department of Transportation (TxDOT), followed the TAC Chair with a brief recap of the study purpose and activities and feedback received up to this point in time.

2. General Discussion

General discussion items during the workshop are summarized below.

TAC members inquired as to who was being considered as stakeholders in this effort. It was discussed that local transportation decision-makers and elected officials are being interviewed by the study team at this time. Some private-sector transportation industry and technology companies in the area have also been contacted. It was mentioned that suggestions for other potential stakeholders would be considered by the study team. The TAC expressed a desire for freight representation and the need for more freight options (i.e. dedicated truck lanes). A comment was made that the region is in need of long term solutions which will need to be explored with a “no blinders” attitude and that markets other than highway users also need to be addressed. The TAC also mentioned that it would be a good exercise to look at other similar “twin cities” to examine how they have developed their transportation network. Dallas-Fort Worth was mentioned as an example region.

The meeting facilitator presented the results of the Stakeholder outreach effort to date. Main topics arising from those efforts included infrastructure and policy matters as well as concerns over local arterials, transit services, emerging technologies, and ensuring transparent and efficient transportation investments.

The facilitator pointed out the broad perspective needed during these discussions. In looking to enhance the mobility and connectivity of the region, it was requested of all attendees that they try to step away from their immediate local concerns to ensure all facets of mobility are being considered.

Michael Sexton from Jacobs discussed regional travel movements in the study area as based on an analysis of Streetlight data. Streetlight is a platform that allows users to gain fine-grain insights into observed travel patterns using big data from location-based services on smartphones and GPS devices. The main takeaways from the analysis include: a predominance of short trips on I-35; average travel distances along the I-35 corridor in the study area are not as long as previously considered; and a preponderance of trips in the north end of SH 130 and heavy usage of US 281 between San Antonio and US 290 N. For more details on this, see *Attachment D*.

Technology Preference Exercise

The facilitator introduced the first exercise to the group. The TAC was asked to rank their preference for existing or emerging technologies that they find appropriate for the study area. Each technology was given a brief description and an initial rating by the study team in terms of its potential capacity enhancements, its current availability for implementation, its relative construction or permitting difficulty, its compatibility with other technologies, and its perceived financial feasibility. Results from the exercise are as follows:

Table 1. Technology Preference Exercise Results

Technology	Votes
ICM	21
Commuter Rail	15
Improve Transit	16
Intercity Bus	10
Shared-Use Modes	9
CV Infrastructure	8
AV Infrastructure	2
Driverless Shuttles	1
Truck Platooning	4
Freight Shuttle	2
High Speed Rail	3
Delivery Drones	1
Hyperloop	0

Members of the AAMPO TAC signaled strong preferences in favor of Integrated Corridor Management (ICM), Improved Transit, and Commuter Rail technologies most prominently. In general discussion following the exercise, TAC members emphasized that their preferences reflected current, realistic options in the region. There was little interest in taking up emerging technologies like delivery drones, Hyperloop, and driverless shuttles.

In addition to the listed technologies, one TAC member suggested that the study review “Last-mile bike/walk connections” in its consideration of emerging technologies.

Infrastructure Micro-Charrette

After discussing the results of the Technology Preference Exercise, TAC members were asked to review existing programmed and planned projects in both the Capital Area MPO and AAMPO regions as well as to identify opportunities to improve mobility between the two urbanized areas. Maps of the planned and programmed projects in both regions were provided along with sticky notes for the group to add comments. Study team members helped facilitate discussion and answer questions during the exercise. The results of these activities are summarized below.

Commenting on opportunities in the CAMPO region, AAMPO TAC members suggested the possibility of a loop facility to the west of Austin and high-capacity transit opportunities for rail along MoPac. They

also emphasized improving connectivity between the two regions using the US 281 and US 290 corridors.

Focusing on their own MPO area, TAC members identified the following opportunities:

- A truck bypass connecting I-10 on both sides of San Antonio, possibly via SH 46. One member noted that this could be a truck-only corridor.
- New or expanded high-capacity corridors possibly with a long-distance transit focus including park & ride stations, running along I-35 and US 281. Potential areas for park & ride, transit, and/or intermodal stations were noted in San Marcos, New Braunfels, I-35 at LP 410, LP 1604 at US 281, SH 46 at US 281, I-10 at LP 1604, I-10 at SH 46, as well as FM 1620 at FM 725. Another member expressed concern about VIA's ability to operate high-capacity transit outside its service area into developing parts of the region.
- Several TAC members emphasized the need to expand transportation options between I-35 and I-10 and between LP 1604 and SH 46. One member suggested that 30,000 people were expected to move into the area east of I-35 between San Antonio and New Braunfels, hence new corridors could provide alternatives to accessing San Antonio and provide linkages between the two Interstates. To aid in relief of inter-regional traffic along I-35, new corridors could provide alternative access to SH 130 as well.
- TAC members suggested improved connectivity within the I-10, SH 123, and SH 130 corridor east of San Antonio. Another comment indicated that direct connectors between I-10, SH 123, and FM 1620 could improve flow. FM 20 was suggested for consideration as a truck route connecting SH 123/I-10 to SH 130.

Policy Considerations: Circles and Soup Exercise

After a short break, TAC members moved on to discuss policy needs in the study area and the level of involvement the MPO organizations can have in continuing to address those needs and in shaping existing policies. Their comments were as follows:

What policies can this region help move forward?

- Improve the level of transportation knowledge of local politicians,
- Increase regional cooperation,
- Improve access to transportation related information,
- Implement campaigns to change the public perception of how transportation systems get built and how they work,
- Fully utilize roadway impact fees to fund capacity improvements,
- Update cities' thoroughfare plans to meet region's needs,
- Educate the public by telling the story of how transportation is developed and how it affects their environment,
- Add corridors to regional thoroughfare plans, and
- Consider backage roads as alternatives to high capacity roads (i.e. Interstates).

What policies can this region influence?

- Implement user-based fees,

- Implement or modify existing land use and development regulations,
- Exercise State level influence over long range planning for small communities,
- Lobby appropriate entities for elimination of at grade rail road crossings,
- Coordinate municipal land use and thoroughfare plans to match and support regional mobility,
- Regional land use, and
- Definition of the statewide toll policy; there is a need for more clarity in the subject.

What other policies are outside of this region's field of action?

- Federal funding changes,
- Improve counties' ability to preserve ROW and control land use,
- Corridor preservation for greenfield road development,
- Reduce/streamline environmental regulations for transportation projects,
- Increase State and Federal fuel taxes,
- Reduce federal and local bicycle and pedestrian requirements for high capacity corridors,
- Protected bicycle facilities on high capacity/volume roads,
- Find alternatives to gas tax (i.e. VMT tax),
- Legislation to better address land-use planning and zoning issues across the region,
- Legislation allowing more State funding for multimodal projects,
- Balance the proportion of funds going into different transportation modes,
- Increase the portion of funding dedicated to other modes, and
- Legislation allowing for the expansion of local sales taxes for transportation funding use.

Other comments included:

- Decisions should be made based on state and regional needs regardless of political affiliations,
- Need for educating the public to recognize the need for solutions in this corridor and to realize that solutions should not be limited by political or jurisdictional boundaries.

3. Next Steps and Action Items

Hillary Calavitta with HNTB provided a brief discussion the stakeholder outreach process. Hillary discussed recurring themes heard during preliminary interviews, including the need for improved connectivity and system redundancy; land use and transportation planning integration; better use of resources; and improved coordination. Hillary also pointed out that the main topics emerging from the TAC workshop and stakeholder interviews were similar.

Group members asked for integration of more private entities into the stakeholder outreach process. Hillary mentioned the study team has already scheduled discussions with Amazon and is looking into other major transportation and technology companies.

Roger Beall closed the workshop by providing a brief schedule of upcoming activities, including a follow-up joint workshop with AAMPO and CAMPO TACs tentatively scheduled for early June.

The meeting was adjourned at 11:35 am.

Attachment C – Presentation



CAPITAL-ALAMO CONNECTION AAMPO TAC WORKSHOP

Agenda

- Open House and Registration
- Welcoming Remarks & Call to Order 20 minutes
- Connections Workshop Part I – Ground Rules & Technology 25 minutes
- Connections Workshop Part II – Infrastructure 35 minutes
- **Break** 15 minutes
- Connections Workshop Part III – Policy 20 minutes
- Next Steps & Action Items 5 minutes
- Adjourn

Jonathan Bean

San Antonio District TP&D Director - TxDOT
TAC Chairman, Alamo Area MPO

Roger Beall

Corridor Planning Section Director
TP&P, TxDOT





CAPITAL- ALAMO CONNECTION STUDY



Ground Rules & Stakeholder Input

Revisit the topics that have emerge during this effort and what is expected from the group.

Jeff Webster

Jacobs



Stakeholder Input

Number of Comments



92



79



25

1. Local Arterials
2. Transit
3. Return on Investment & Technology
4. Economic Development
5. Highway
6. Regional Coordination and Cooperation
7. Safety
8. Freight

What's on your mind?



OBJECTIVE OF THE STUDY

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

BY

- Defining the need/ market
- Identifying options
- Recommending potential solutions

OUTCOME

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

Visual Survey of Preferred Technologies

Revisit pros and cons of each technology. Prescreen the field of potential technologies.

Jeff Webster

Jacobs



Connections Workshop Part I – Ground Rules & Technology

9:50 a.m. to 10:15 a.m.

CAPITAL-ALAMO CONNECTION STUDY WORKSHOP



Long Distance Connections

Line Haul

Last-Mile Connections

Description	INTEGRATED CORRIDOR MANAGEMENT	EXPANDED INTERCITY BUS	INFRASTRUCTURE FOR CONNECTED VEHICLES	COMMUTER RAIL	HIGH SPEED RAIL	HYPERLOOP	FREIGHT SHUTTLE	INFRASTRUCTURE FOR AUTONOMOUS VEHICLES	INFRASTRUCTURE FOR TRUCK PLATOONS	IMPROVE TRANSIT	SHARED-USE MODES	DRIVERLESS SHUTTLES	DELIVERY DRONES	Other
Function														
Capacity Increase														
Availability														
Implementation														
Compatibility														
Financially Feasible														
PLACE YOUR PREFERENCE														

LEGEND

+

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-



TECHNOLOGY PREFERENCE SHEET

Infrastructure Micro-Charrette

Discussion of infrastructure improvements already under development; identify gaps and opportunities to coordinate; identify proposed projects to enhance regional connectivity.



Legend

- Interstate
- US Highway
- State Highway
- FM Road
- City Boundary
- MPO Boundary
- County Boundary
- Active Railroad

Type of Improvements

- Access
- Interchange
- Widening
- New Roadway
- Rehab
- Planning
- 123 Project Number

- VIA RTC Alignments & Stations
- CapMetro Frequent Services Routes (June 2018)
- Potential Local Alternative Corridors

Sources:

TxDOT Project Tracker (Short and Long Term Improvements). AAMPO MTP 2017, CTRMA, Williamson County 2013 Bond and 2017 CIP, Travis County 2017 Bond, Hays County 2016 Bond, VIA 2040 Long Range Plan. Texas Freight Mobility Plan 2017, City of San Antonio Bond Program 2017.



Break

10:50 a.m. to 11:05 a.m.

Circles and Soup Exercise

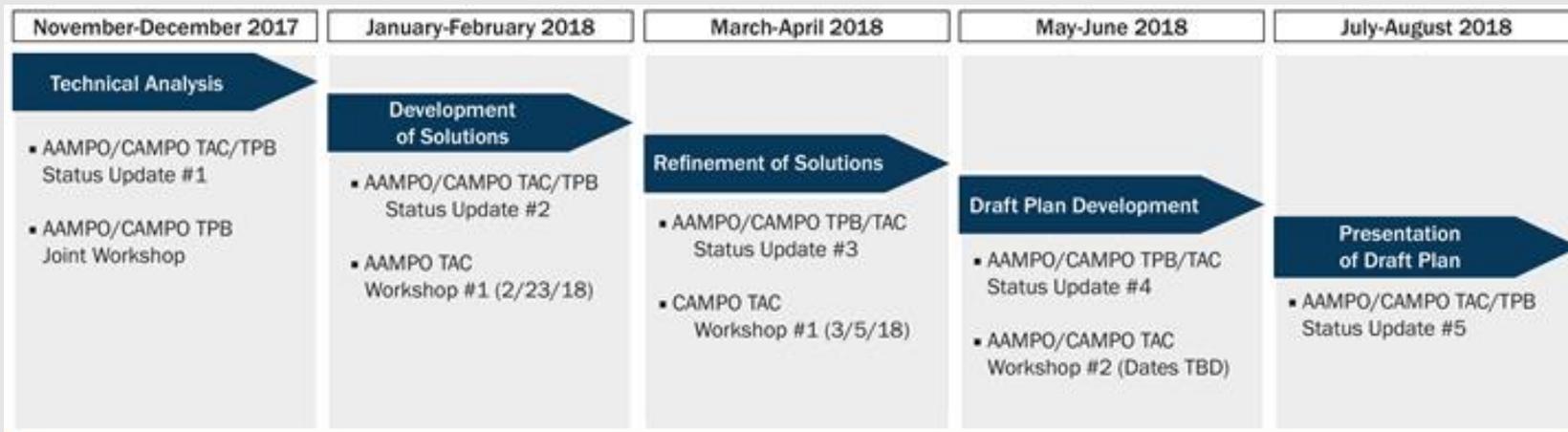
Discussion on the universe of policies to be pursued and the proper stakeholder to engage in their advancement.



Stakeholder Outreach

Revisit the level and extend of the stakeholder outreach effort.

Next Steps



Staying Engaged...

For more information, please contact:

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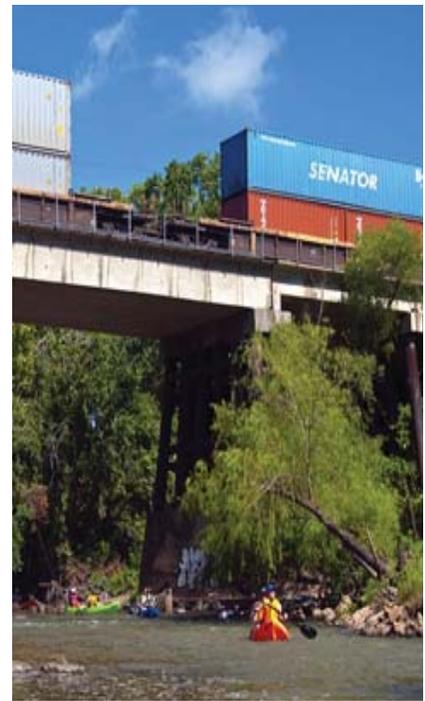
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Attachment D – Meeting Brochure



CAPITAL - ALAMO CONNECTION STUDY BRIEFING

Stakeholder Input Recap
Regional Travel Patterns

February, 2018



WHAT YOU'VE TOLD US SO FAR...

Initial efforts by CAMPO and AAMPO in partnership with TxDOT, included a Joint Regional Workshop attended by both Transportation Policy Boards (TPB) on the current state of the region and their shared concerns and expectations for the future. TPB Members expressed the following:

Current Issues



Future Vision

Congestion and traffic on I-35
 Restricted right-of-Way
 Changing demographics
 Better planning for freight
 Potential new technology implications

Lack of

Transport options - Transit
 Political will
 Funding sources
 Focus
 Regional coordination

Better freight management
 Multimodal solutions
 Environmental stewardship
 Resource optimization
 Project phasing considerations

Process transparency
 Innovative thinking
 Land use & Transportation coordination
 Local solutions

The group also discussed the needs and challenges associated with infrastructure, policy and technology improvements for the region. The overarching themes resulting from those discussions were as follows:

NEEDS

More understanding of new technologies
 Implementation of new technologies
 More coordination with the industry
 Consideration of potential implications



New land use regulations
 State investment and Federal funding
 Embrace growth
 Corridor preservation
 Consistency in priorities



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



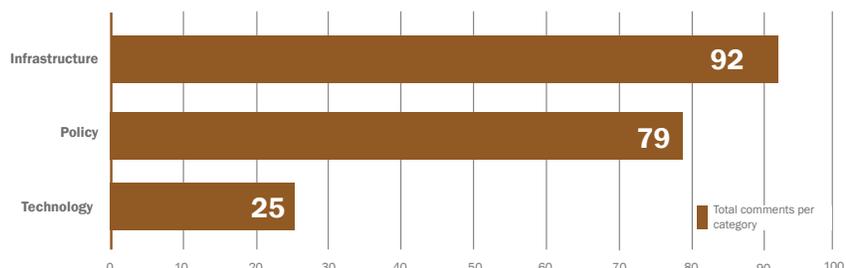
CHALLENGES

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

Project delivery processes
 Better coordination with freight industry
 Cultural shift away from private vehicles
 Inconsistent policies
 New funding strategies

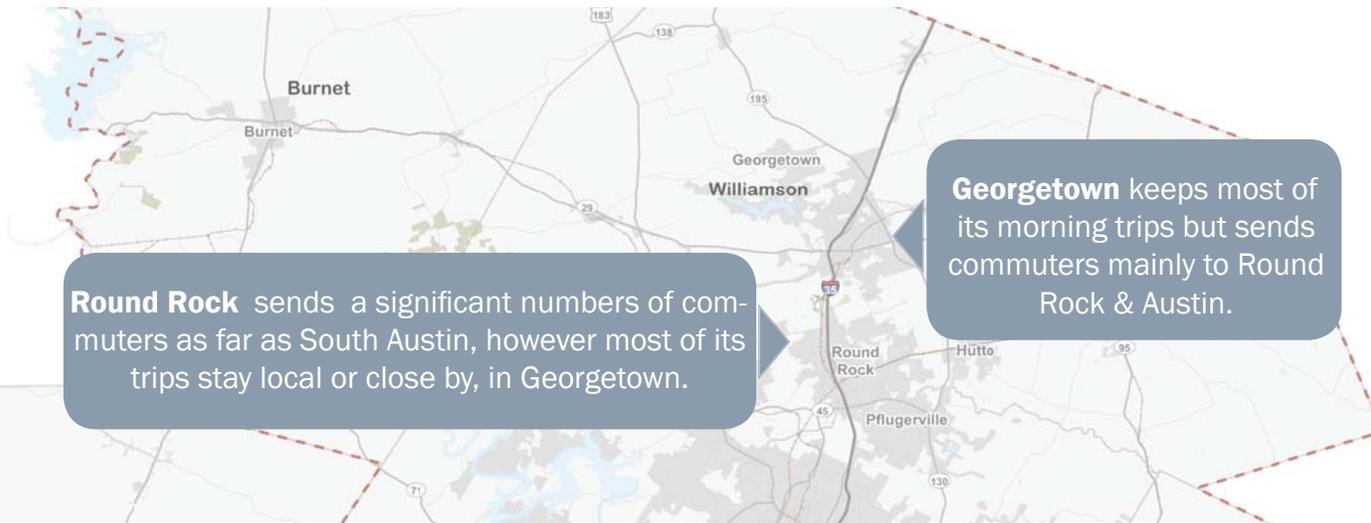
Making mobility options convenient
 Political will and capital
 Physical constraints
 Hurdles to cooperation
 System connectivity

Interviews have also been conducted with key stakeholders. The following depicts a summary of comments by Solution Grouping as of February 12, 2018.



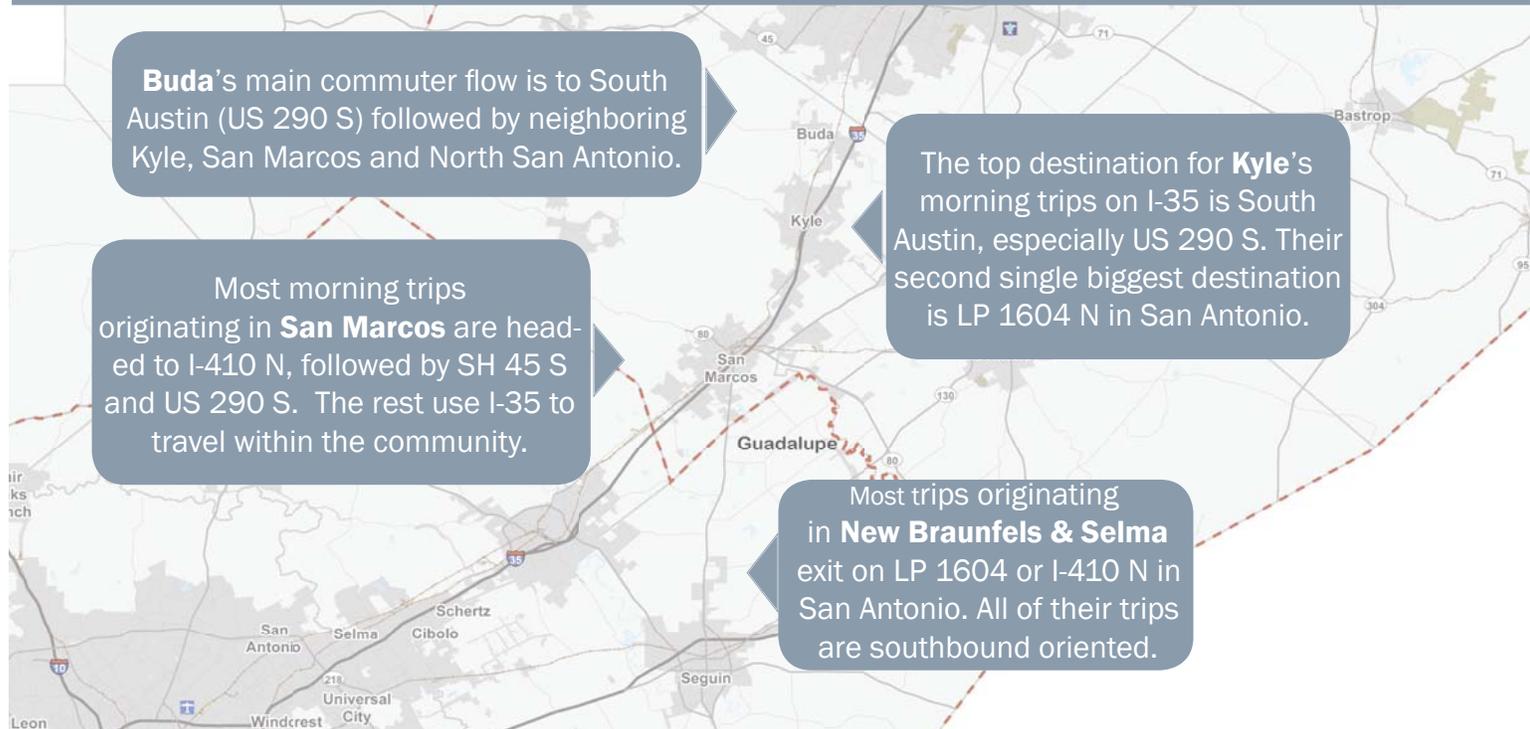
WHERE ARE WE COMMUTING TO?...

In order 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:



Austin

Most morning trips on I-35 are local, followed by commuters to Round Rock. However, a small share go as far as North San Antonio, mostly from South Austin.



San Antonio

Most morning trips use I-35 for local travel, with a significant drop in use north of LP 1604. However, a small number of trips originating at LP 1604 go as far as North Austin.

I-35

Analysis into destinations of trips starting at each ramp along I-35 depict a high number of local and short movements, especially in Austin and San Antonio.

A significant number of trips use I-35 to travel only from one interchange to the next.

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

US 281

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

SH 130

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

North Austin

~ 20% of trips in Round Rock travel only to the next ramp

South Austin

Ramps are used mostly for local trips. However, they also generate trips travelling as far as Downtown San Antonio and Round Rock

Selma & New Braunfels

Trips are mostly travelling to North San Antonio (Loop 1604 & I-410 N)

North San Antonio

36% of trips that start at Loop 1604 only travelled to I-410 N

Dwntwn San Antonio

73% of trips from W. Cesar Chavez travelling north only travel for 2 interchanges
47% of those travelling south only go to US 90

Johnson City

Significant number of trips on US 281 are going from US 290 N to US 290 S and vice versa

Bulverde

~50% of trips entering at FM 1863 NB exit at SH 46

San Antonio

Most of the San Antonio area northbound trips exit at I-410 N

North Austin

A large number of trips originating north, exit at SH 45

South Austin

US 71 attracts the majority of trips in both directions

Lockhart

The majority of trips getting on the corridor past SH 21 are headed to I-10. However, 50% of trips starting at US 183 end at SH 142

1.

22%

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

3,000



a day pass through the region

13%

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

5% of all trucks traveling the I-35 corridor use either  or  as relief routes through urbanized areas.

2.

Attachment E – Sign-In Sheets



Capital-Alamo Connection Study
 AAMPO TAC Workshop
 February 23, 2018



SIGN IN - Attendees

Initials	Name	Organization
	Jonathan Bean, P.E.	AAMPO TAC
BBM	Brian Buchanan	AAMPO TAC
	Ismael Segovia David	AAMPO TAC
	Christina DeLaCruz, P.E.	AAMPO TAC
AD	Allen Dunn, P.E.	AAMPO TAC
	Ron Emmons, P.E.	AAMPO TAC
GF	Garry Ford, P.E., PTOE	AAMPO TAC
	Reggie Fountain, P.E.	AAMPO TAC
JG	Jesse Garcia	AAMPO TAC
	Stella Garcia	AAMPO TAC
	Robert Hanley, AIA	AAMPO TAC
	Jillian Harris	AAMPO TAC
JH	Tom Hornseth, P.E.	AAMPO TAC
	Marc Jacobson, P.E.	AAMPO TAC
	Lydia Kelly	AAMPO TAC
	Kelly Kuentler	AAMPO TAC
	Daniel Ludwig	AAMPO TAC
	Tobin Maples	AAMPO TAC
	Mark Mosley, P.E.	AAMPO TAC
TM	Tim Mulry	AAMPO TAC
	Rebecca Pacini, AICP	AAMPO TAC
	Blake Partridge	AAMPO TAC
JR	Joe Ramos, P.E.	AAMPO TAC
GL	Greg Reininger	AAMPO TAC
	Cristian Sandoval	AAMPO TAC
SM	Sean Scott	AAMPO TAC
CS	Clay Smith, P.E.	AAMPO TAC
	Chris Treviño, P.E.	AAMPO TAC
	Rick Vollbrecht, P.E.	AAMPO TAC
OW	Patricia Wallace, AICP	AAMPO TAC
	Dave Wegmann, P.E.	AAMPO TAC
NW	Nicholas Wingerter	AAMPO TAC
	Mark W. Powell	TXDOT
	DAVID HALDEMAN	COSA





SIGN IN - Staff

Initials	Name	Organization
RAB	Roger Beall	TxDOT
JB	Jonathan Bean	TxDOT
	Ricardo Castaneda	TxDOT
SM	Susan Chavez	TxDOT
	Kevin Dickey	TxDOT
	Lauren Garduño	TxDOT
	Jefferson Grimes	TxDOT
MS	Melissa Neeley	TxDOT
DS	Darcie Schipull	TxDOT
	Peter Smith	TxDOT
	Carlos Swonke	TxDOT
LV	Linda Alvarado-Vela	AAMPO
B	Allie Blazosky	AAMPO
AC	Alex Carroll	AAMPO
JG	Jeanne Geiger	AAMPO
SM	Sid Martinez	AAMPO
LS	Lori Stewart	AAMPO
NB	Nair Barrios	Jacobs
	Carine Choubassi	Jacobs
MS	Michael Sexton	Jacobs
TN	Travis Norton	Jacobs
JW	Jeff Webster	Jacobs
	Jennifer Zankowski	Jacobs
JC	Hillary Calavitta	HNTB
JC	Janelle Carey	HNTB
	Scott Haywood	HNTB
JR	Jason Rodriguez	HNTB
DK	David Kocour	Hg Consult
	Steve Wells	Hg Consult
	Rachel Lunceford	Hg Consult
MLA	Marie Lewis Adams	NLA, Inc.
	Mark Werner	TxDOT

