



Capital-Alamo Connection Study: CAMPO TAC Workshop Meeting Summary

Date: March 5, 2018

Facilitator: Michael Sexton (JACOBS)

Time: 9:30 – 11:30 am

Location: CTRMA Board Room – 3300 N I-35 Austin, Texas

Purpose: Capital-Alamo Connection Study - MPO TAC Workshop

Attendees: **Capital Area Metropolitan Planning Organization (CAMPO)**

Technical Advisory Committee (TAC)

Alex Amponsah

Eric Bollich

Julia Cleary

Joe Clemens

Ed Collins

Bob Daigh

David Fowler

Stevie Greathouse

Todd Hemingson

Amy Miller

Laurie Moyer

Amy Pattillo

Ed Polasek

Cathy Stephens

Jacque Thomas

Charlie Watts

Chad Wood

Justin Word

CAMPO

Ashby Johnson

Doise Miers

Ryan Collins

Anthony Gonzales

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)

Other attendees

David Haldeman (City of San Antonio)

Warner Cook (City of Austin)

Texas Department of Transportation

Roger Beall

Susan Chavez

Melissa Neeley

Darcie Schipull

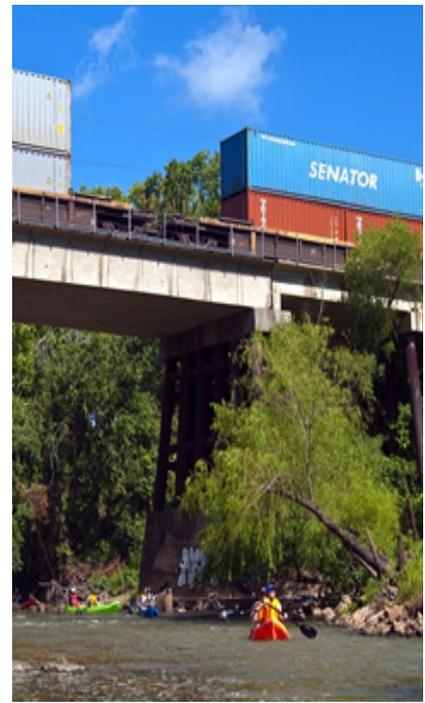
Kevin Dickey

Raluca Ene

Mark Werner

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

Attachment A – Agenda



CAPITAL - ALAMO CONNECTION STUDY CAMPO TAC WORKSHOP

CTRMA
CTRMA Board Room, 3300 N IH 35
Austin
TX 78705

March 5, 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

Ed Polasek
City of Georgetown
TAC Chairman, Capital Area MPO

Roger Beall
Corridor Planning Section Director
TP&P, TxDOT



CONNECTIONS WORKSHOP PART I - Ground Rules & Technology

9:50 - 10:15 am

Michael Sexton
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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Attachment B – Meeting Summary

1. Welcome Remarks & Introductions

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

Ed Polasek, kicked-off the workshop by walking through safety procedures for the building. Ed continued by emphasizing to the group that this was partnership effort between CAMPO, Alamo Area MPO and Texas Department of Transportation (TxDOT).

Roger Beall with TxDOT, followed the TAC Chair with a brief recap of the study purpose and activities and feedback to this point in time.

2. General Discussion

General discussion items during the workshop are summarized below.

TAC members inquired as to whether the commuter rail option was still available. It was discussed that given the extended planning horizon of the study, all options are open. As a follow-up, an inquiry was made into the planning horizon being considered. TxDOT responded that the study is looking at recommendations for a 25-year period and possible considerations beyond that. Other discussion was related to topics that would be covered in the different workshop exercises. These discussions were then tabled until being addressed in their respective sections of the workshop.

The meeting facilitator, Michael Sexton with JACOBS, 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.

The facilitator discussed regional travel movements in the study area as based on an analysis of Streetlight data. It was explained that 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. TAC members were 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 were as follows:

Table 1. Technology Preference Exercise Results

Technology	Votes
ICM	16
Commuter Rail	18
Improve Transit	17
Intercity Bus	12
Shared-Use Modes	9
CV Infrastructure	3
AV Infrastructure	9
Driverless Shuttles	10
Truck Platooning	6
Freight Shuttle	6
High Speed Rail	3
Delivery Drones	0
Hyperloop	0

Among CAMPO TAC members, commuter rail and improving transit scored highly, reflecting a desire to build fixed-route connections between growing suburban parts of the region, such as eastern Travis County, and opportunities in central Austin. Integrated Corridor management (ICM) solutions were also rated favorably by the TAC. Further discussion revealed that ICM integrations supported by the TAC focused on incident management and ramp metering along I-35. Hyperloop and delivery drones were not preferred by the group. The CAMPO TAC showed some support for driverless shuttles and automated vehicle infrastructure in the region, though one member noted that driverless shuttles still involve increases in travel and could lead to greater congestion.

Other technologies not listed on the board that TAC members considered important were travel demand management programs, Amtrak inter-city rail service on the existing UP line, tolling on I-35, last-mile gondola service (particularly in central Austin for access from commuter rail stations), and aviation solutions.

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 CAMPO 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.

Suggestions for improvements in the Alamo area included the following:

- Several new routes providing improved mobility between I-10 and I-35, including a bypass route around Luling
- A truck relief route, possibly following SH 46, connecting I-10 east and west of San Antonio

For the CAMPO area, TAC members made the following suggestions:

- Improvements and new alignments within the San Marcos area and connecting to cities to the north, including a bypass to the west of I-35
- Amtrak service expansion or other commuter rail service along the existing Union Pacific (UP) corridor was emphasized by several TAC members.
- Opportunities were identified for expanded intercity bus service connecting Austin and San Marcos (which is currently operated by CARTS, costing \$6 per day, serving mostly students, and at capacity.)
- New commuter rail services along existing rail alignments were suggested, with separate connections between Austin and Elgin, Taylor, and Marble Falls (through an expansion of Red Line service). One note indicated that this would require expanding service outside the CapMetro area.
- Other High-Capacity Transit routes associated with Project Connect were identified on the map.
- Opportunities for new corridors within the study area were identified. These included planned new controlled access facilities in Williamson County (including those included in the Williamson County Long Range Transportation Plan), SH 45 extending East of FM 1626, an extension of FM 1100 in Pflugerville, a bypass connecting US 290 and SH 130 along the FM 973 corridor, and the MOKAN corridor in Round Rock/Pflugerville.
- Expansion of existing facilities and extensions of existing projects throughout the region, including Old San Antonio Road to provide I-35 backage, expanding SH 21 between Bastrop and San Marcos to a 4-lane divided facility, improvements to US 290, and an expansion of FM 620 between Mansfield Dam and US 183.
- Adding managed lanes to I-35 and allowing for express busses in the short term and autonomous busses in the long term.

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?

- Flexibility in Statewide Transportation Improvement Program funding to support transit improvements,
- More policies, programs and projects for transportation demand management,
- Multimodal transportation supportive land use regulations,
- Add a Chief Technology Officer position to staff on both MPOs,
- Reduce parking requirements in concert with transit improvements,
- Develop policy framework for autonomous vehicles,

- Alternatives to gas tax (that will allow for full funding of projects),
- Increase density along potential commuter rail corridor,
- Local bond programs for corridor preservation funds,
- More emphasis in corridor preservation,
- Increase funding for off-system roads and multimodal transportation options,
- County land use authority,
- Coordinated road impact fees enforced by each entity, and
- Traffic impact assessment requirements and corresponding improvements in subdivision regulations.

What policies can this region influence?

- Formalize Austin-San Antonio collaborative planning,
- Regional support for TxDOT managed lanes on I-35,
- Support Amtrak in their efforts to expand services,
- Technology challenge that draws in private sector,
- Develop policy framework for autonomous vehicles,
- Grant counties increased land use regulation authority,
- Corridor preservation coordination between adjacent jurisdictions,
- Increase funding for off-system roads and multimodal transportation improvements, and
- Alternatives to gas tax (that will allow for full funding of projects),

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

- Modification of State law restricting Metropolitan Transit Agencies to spend funds outside of service areas,
- Greater flexibility by State Legislature to use state funding for transit projects (i.e. Prop 1 & 7 funding),
- Give counties land use authority,
- Get State support for Travel Demand Management (Capital complex and other State workers as examples),
- Develop policy framework for autonomous vehicles,
- Regional support for TxDOT managed lanes on I-35,
- Grant county land use regulation authority,
- Increased and more flexible federal funding for transit,
- Reduce/Mitigate/Improve threatened-endangered species regulations,
- Continue to use tolls as an option for funding, where appropriate and supported by locals, and
- Move currently proposed toll projects forward.

Other comments included:

- Decisions need to 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 of next steps in 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 TAC workshops 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 companies.

There was a discussion regarding public outreach for this study. It was discussed that this study is a first step in identifying focus areas for improving mobility in the corridor. Public engagement will be needed before any improvement reaches the implementation phase.

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

The meeting was adjourned at 11:35 am.

Attachment C – Presentation



CAPITAL-ALAMO CONNECTION CAMPO 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

Ed Polasek

City of Georgetown

TAC Chairman, Capital Area MPO

Roger Beall

Corridor Planning Section Director

TP&P, TxDOT





CAPITAL- ALAMO CONNECTION STUDY



Ground Rules & Stakeholder Input

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

Michael Sexton

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.

Michael Sexton

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	Collaboration, Infrastructure and Technology strategies for corridor optimization	Regional transport service between different cities	Infrastructure supporting vehicles with technologies to communicate with each other	Passenger rail service operating between a city center and its suburbs	High Speed Passenger Rail service on Dedicated Track	Long distance, high speed pod-vehicles inside reduced pressure tubes	Automated shuttle service for high volume and mid range freight traffic	Infrastructure that supports automated vehicles - efficient in environment sensing and navigating	Trucks equipped with driving support systems, Vehicle platooning for increased capacity	Automated transit services, intelligent systems & new technologies	Optimize vehicle utilization, Reduce congestion, emissions & parking needs (i.e. Ridesharing)	Short range and Small scale autonomous shuttles	Unmanned short range delivery of packages	Please post sticky notes to suggest other considerations
Capacity Increase	Improvements to efficiently use existing facilities	Upgraded/ luxury mid-range curbside service	Optimize lane capacity and safety	Mid distance high capacity rail passenger service	Long distance high speed rail passenger service	Highest speed passenger and freight movements	Low-emission automated container movement	Optimize lane capacity & vehicle utilization	Optimize lane capacity by using electronic linkages	Provide convenient options & improve connectivity	Serve last-mile connectors	Serve last-mile connectors	Last-mile freight package delivery	
Availability	Green	Green	Yellow	Green	Green	Red	Yellow	Yellow	Yellow	Green	Green	Green	Yellow	
Implementation	Green	Yellow	Yellow	Red	Red	Red	Yellow	Yellow	Yellow	Green	Green	Green	Yellow	
Compatibility	Green	Green	Green	Red	Red	Red	Green	Green	Green	Green	Green	Green	Yellow	
Financially Feasible	Green	Yellow	Green	Red	Red	Red	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Green	
PLACE YOUR PREFERENCE														

LEGEND

Green: +

Yellow: 0

Red: -

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 extent of the stakeholder outreach effort.

Hillary Calavitta

HNTB



Next Steps

November-December 2017	January-February 2018	March-April 2018	May-June 2018	July-August 2018
Technical Analysis <ul style="list-style-type: none">▪ AAMPO/CAMPO TAC/TPB Status Update #1▪ AAMPO/CAMPO TPB Joint Workshop	Development of Solutions <ul style="list-style-type: none">▪ AAMPO/CAMPO TAC/TPB Status Update #2▪ AAMPO TAC Workshop #1 (2/23/18)	Refinement of Solutions <ul style="list-style-type: none">▪ AAMPO/CAMPO TPB/TAC Status Update #3▪ CAMPO TAC Workshop #1 (3/5/18)	Draft Plan Development <ul style="list-style-type: none">▪ AAMPO/CAMPO TPB/TAC Status Update #4▪ AAMPO/CAMPO TAC Workshop #2 (Dates TBD)	Presentation of Draft Plan <ul style="list-style-type: none">▪ AAMPO/CAMPO TAC/TPB Status Update #5

Staying Engaged...

For more information, please contact:

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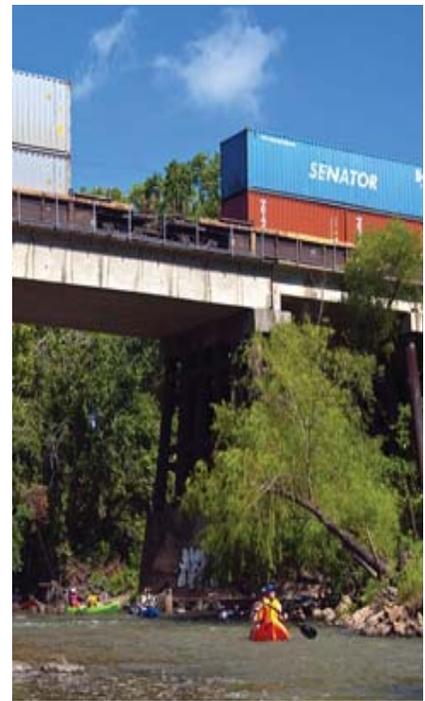
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Jeanne Geiger

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

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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



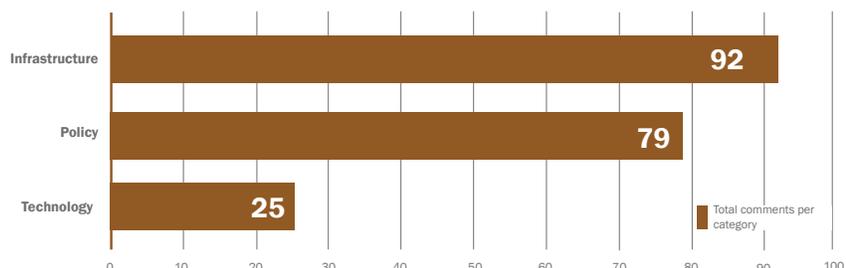
CHALLENGES

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

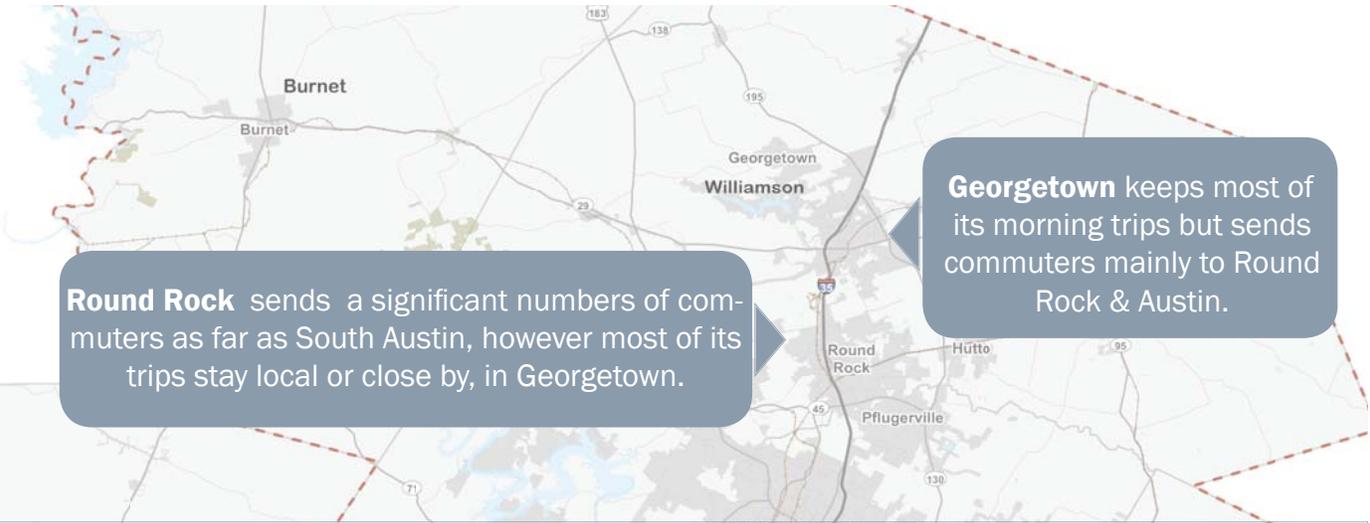
Making mobility options convenient
 Political will and capital
 Physical constraints
 Hurdles to cooperation
 System connectivity

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



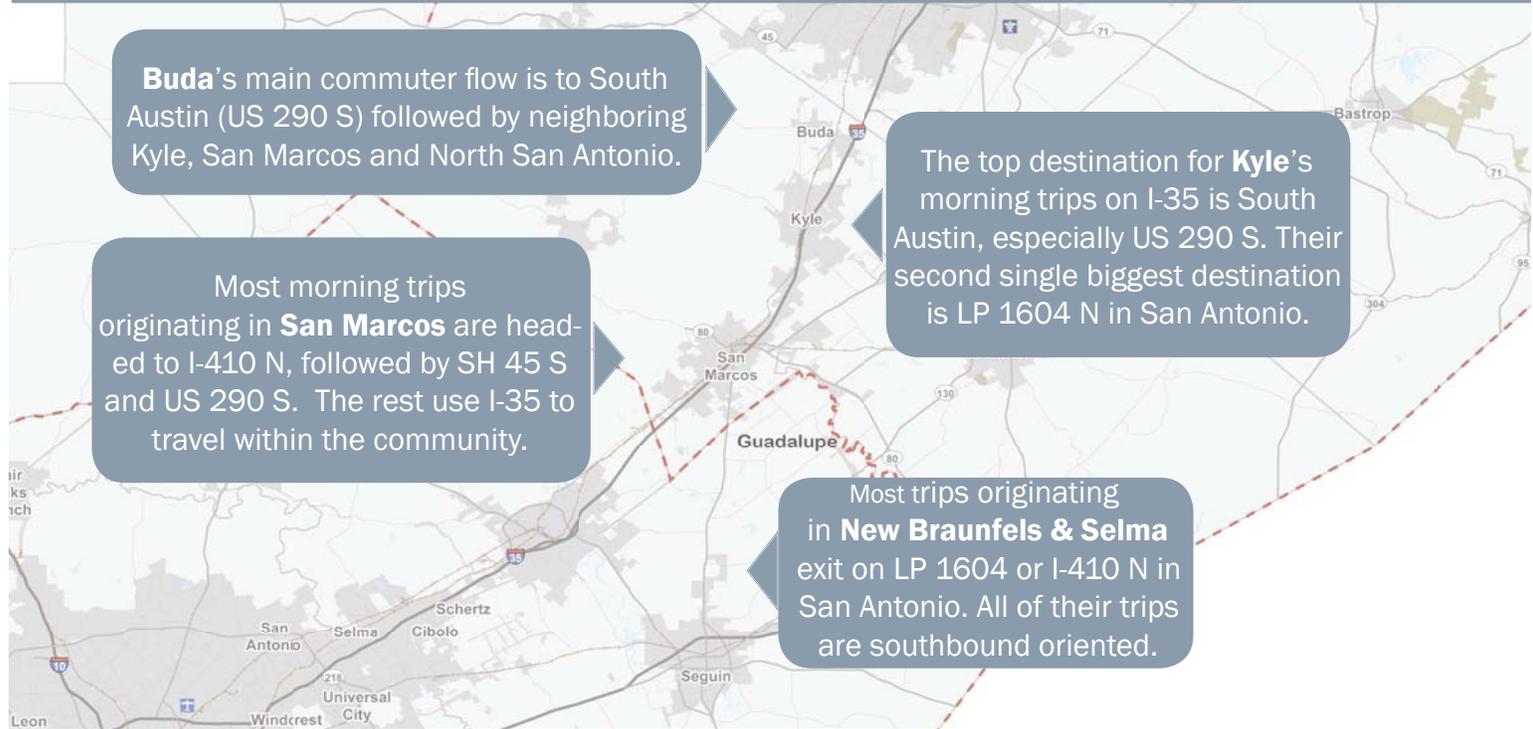
WHERE ARE WE COMMUTING TO?...

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
 CAMPO TAC Workshop
 March 5, 2018



SIGN IN - Attendees

Initials	Name	Organization
AA	Alex Amponsah	CAMPO TAC
EB	Eric Bollich	CAMPO TAC
	Jerry Borcharding	CAMPO TAC
	Wesley Brandon	CAMPO TAC
	Tien-Tien Chan	CAMPO TAC
J.C	Julia Cleary	CAMPO TAC
JC	Joe Clemens	CAMPO TAC
EC	Ed Collins	CAMPO TAC
	Katheryn Cromwell	CAMPO TAC
	Terrie Crauford	CAMPO TAC
RD	Bob Daigh	CAMPO TAC
	Herb Darling	CAMPO TAC
	Carolyn Dill	CAMPO TAC
	Trey Fletcher	CAMPO TAC
DF	David Fowler	CAMPO TAC
	Octavio Garza	CAMPO TAC
	Tom Gdala	CAMPO TAC
	Dan Gibson	CAMPO TAC
GS	Stevie Greathouse	CAMPO TAC
	Greg Haley	CAMPO TAC
	Dwayne Halbardier	CAMPO TAC
TH	Todd Hemingson	CAMPO TAC
	Mike Hodge	CAMPO TAC
	Gary Hudder	CAMPO TAC
	Cole Kitten	CAMPO TAC
	Howard Koontz	CAMPO TAC
	Caleb Kraenzel	CAMPO TAC
	Darwin Marchell	CAMPO TAC
	David Marsh	CAMPO TAC
	Sally McFeron	CAMPO TAC
ASM	Amy Miller	CAMPO TAC
LM	Laurie Moyer	CAMPO TAC
	Lyle Nelson	CAMPO TAC
AP	Amy Pattillo	CAMPO TAC
	Gerald Pohlmeyer	CAMPO TAC
EP	Ed Polasek	CAMPO TAC
	Marisabel Ramthun	CAMPO TAC
	Vance Rodgers	CAMPO TAC
	Mike Sexton	CAMPO TAC
	Robert Spillar	CAMPO TAC
CS	Cathy Stephens	CAMPO TAC





Capital-Alamo Connection Study
 CAMPO TAC Workshop
 March 5, 2018



SIGN IN - Staff

Initials	Name	Organization
RAB	Roger Beall	TxDOT
	Jonathan Bean	TxDOT
	Ricardo Castaneda	TxDOT
SAC	Susan Chavez	TxDOT
KD	Kevin Dickey	TxDOT
	Lauren Garduño	TxDOT
	Jefferson Grimes	TxDOT
	Melissa Neeley	TxDOT
	Darcie Schipull	TxDOT
	Peter Smith	TxDOT
	Carlos Swonke	TxDOT
RC	Ryan Collins	CAMPO
AG	Anthony Gonzales	CAMPO
AJ	Ashby Johnson	CAMPO
DM	Doise Miers	CAMPO
	Kim Petty	CAMPO
	Nirav Ved	CAMPO
	Nair Barrios	Jacobs
	Carine Choubassi	Jacobs
	Travis Norton	Jacobs
	Michael Sexton	Jacobs
	Jeff Webster	Jacobs
	Jennifer Zankowski	Jacobs
	Hillary Calavitta	HNTB
	Janelle Carey	HNTB
	Scott Haywood	HNTB
	Jason Rodriguez	HNTB
	David Kocour	Hg Consult
	Steve Wells	Hg Consult
RDL	Rachel Lunceford	Hg Consult
MLA	Marie Lewis Adams	NLA, Inc.
RPE	Raluca Porana ENE	TxDOT
W	Mark Wendor	TxDOT
WLC	Warner Cook	City of Austin

