



# Joint Meeting – Capital Area and Alamo Area MPOs

June 16, 2023

# Introductions and Opening Remarks

Chairs Long and Webb



# Regional Demographics Presentation



# Demographic Trends and Population Projections in the Capital-Alamo Area

Presented at

**Joint AAMPO/CAMPO Meeting**

<https://www.youtube.com/live/5d-Rnk1xh10?feature=share>

June 16, 2023, San Marcos, Texas





## Population Change, the US and Selected States, 2010-2020, 2020-2021, 2021-2022

	2010 Population	2020 Population	Numeric Change 2010-2020	Percent Change 2010-2020	Numeric Change 2020-2021	Percent Change 2020-2021	Numeric Change 2021-2022	Percent Change 2021-2022
United States	308,745,538	331,449,281	22,703,743	7.4%	520,042	0.16%	1,256,003	0.38%
<b>Texas</b>	<b>25,145,561</b>	<b>29,145,505</b>	<b>3,999,944</b>	<b>15.9%</b>	<b>326,390</b>	<b>1.12%</b>	<b>470,708</b>	<b>1.59%</b>
Florida	18,801,310	21,538,187	2,736,877	14.6%	238,467	1.11%	416,754	1.91%
California	37,253,956	39,538,223	2,284,267	6.1%	-358,662	-0.91%	-113,649	-0.29%
New York	19,378,102	20,201,249	823,147	4.2%	-250,804	-1.24%	-180,341	-0.91%
Arizona	6,392,017	7,151,502	759,485	11.9%	84,934	1.19%	94,320	1.30%
Colorado	5,029,196	5,773,714	744,518	14.8%	26,432	0.46%	28,629	0.49%
Utah	2,763,885	3,271,616	507,731	18.4%	55,328	1.69%	41,687	1.25%

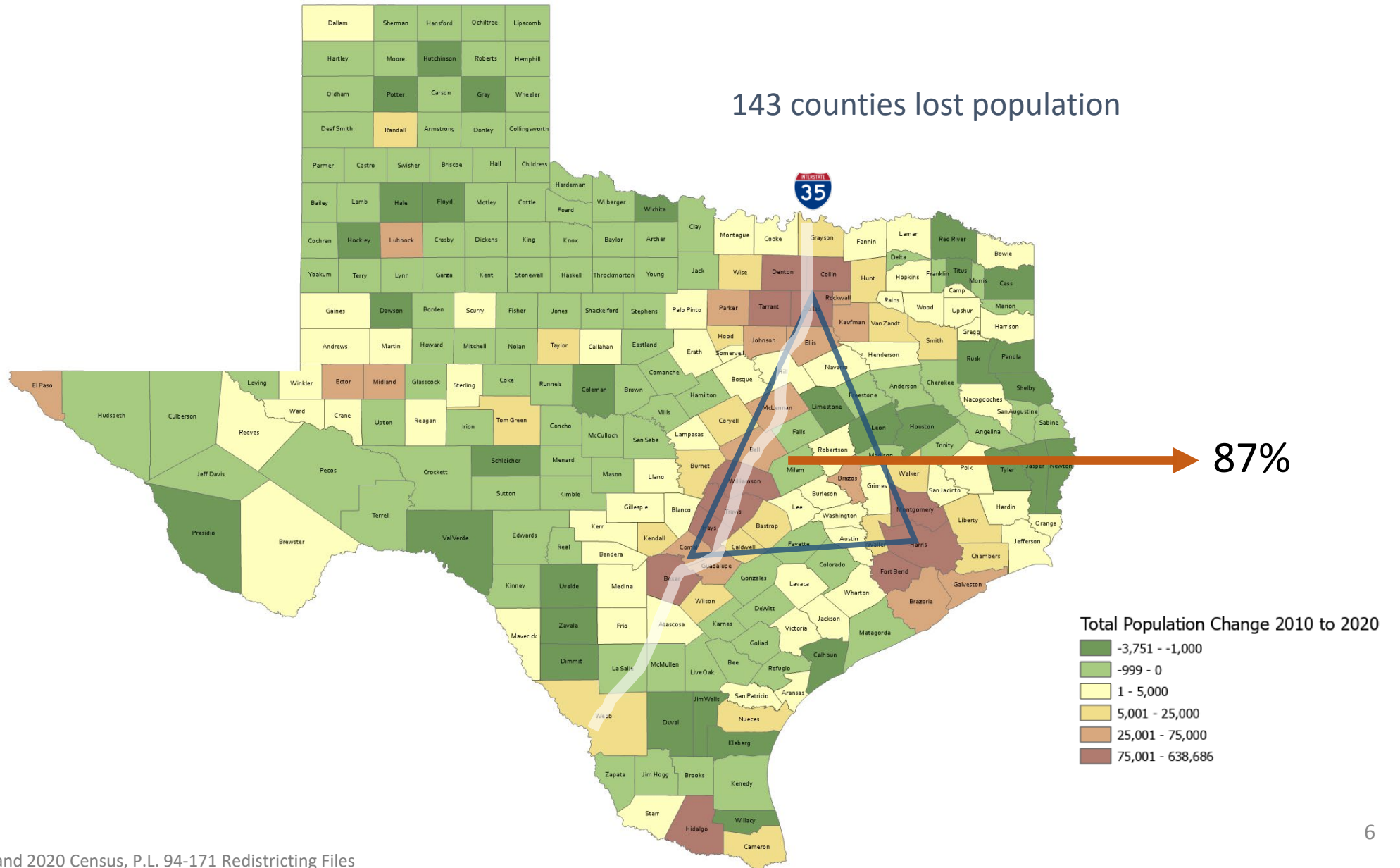
'10-'20 -> **1,096**  
new Texans per day

'20-'21 -> **902**  
new Texans per day

'21-'22 -> **1,290**  
new Texans per day

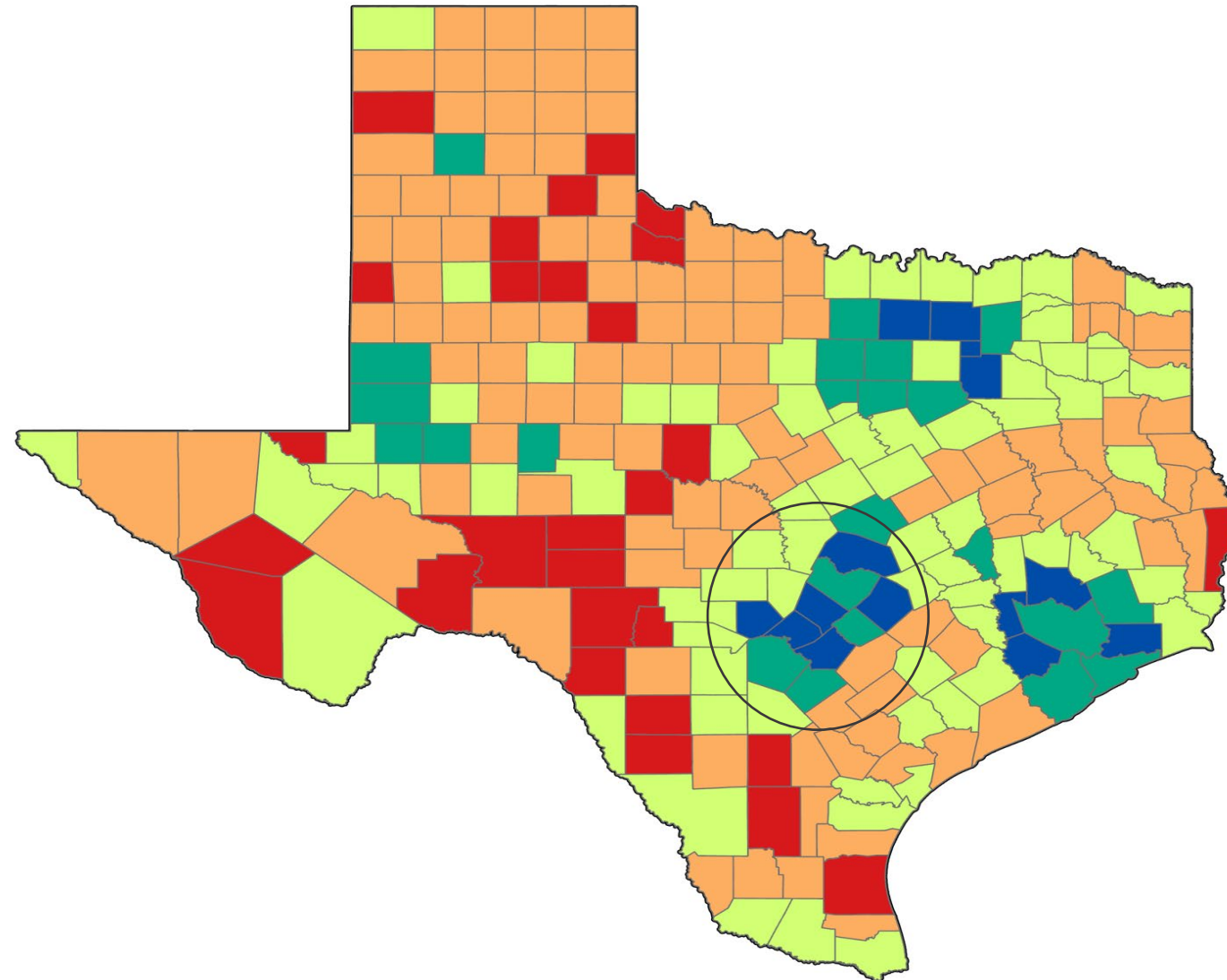


# Numeric Change, Texas Counties, 2010-2020





# Percent Change, Texas Counties, 2010-2020



County  
Percent Change 2010-2020

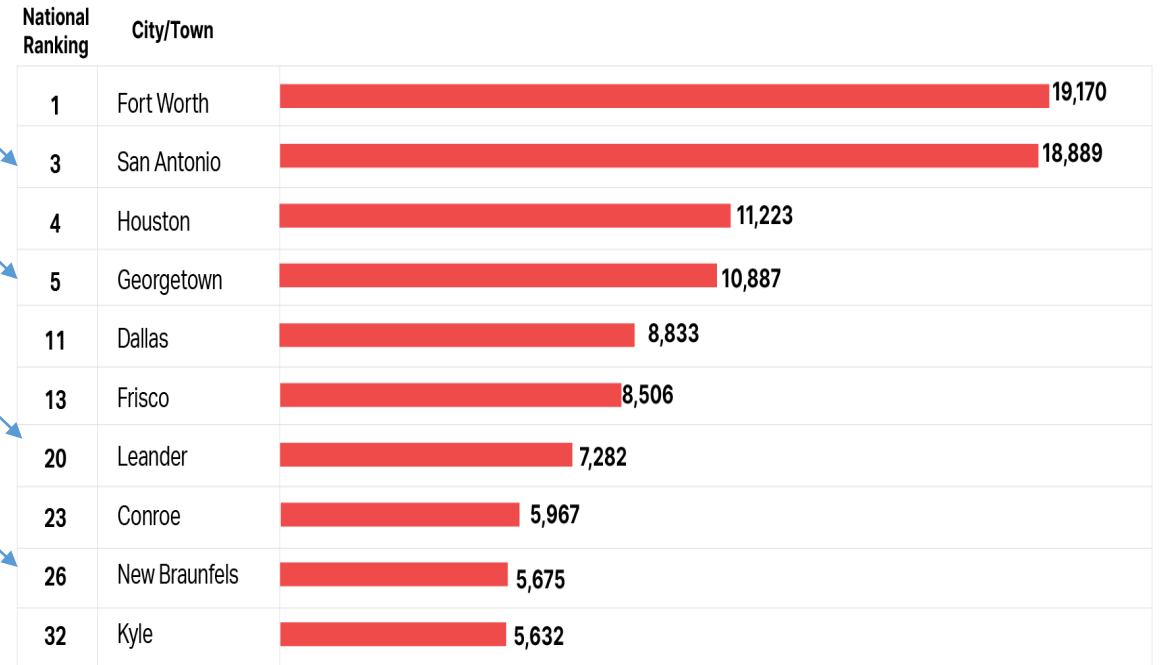
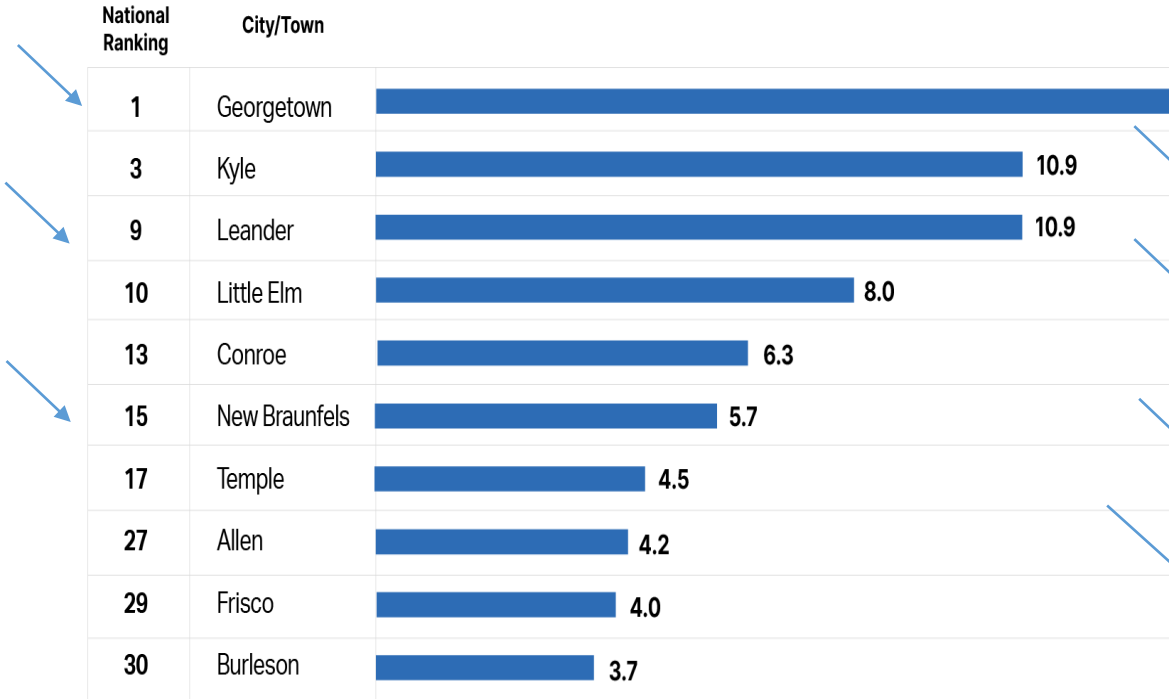
- Red: -29.2 - -13.0 (28)
- Orange: -12.9 - 0.0 (115)
- Light Green: 0.1 - 15.0 (74)
- Teal: 15.1 - 30.0 (23)
- Dark Blue: 30.1 - 53.4 (14)



# Top Places for Percent and Numeric Growth, 2021-2022

Texas Cities/Towns with the fastest growth rate from 2021 to 2022 and their ranks in the U.S.

Texas Cities/Towns with the largest numerical growth from 2021 to 2022 and their ranks in the U.S.



■ Growth Rate

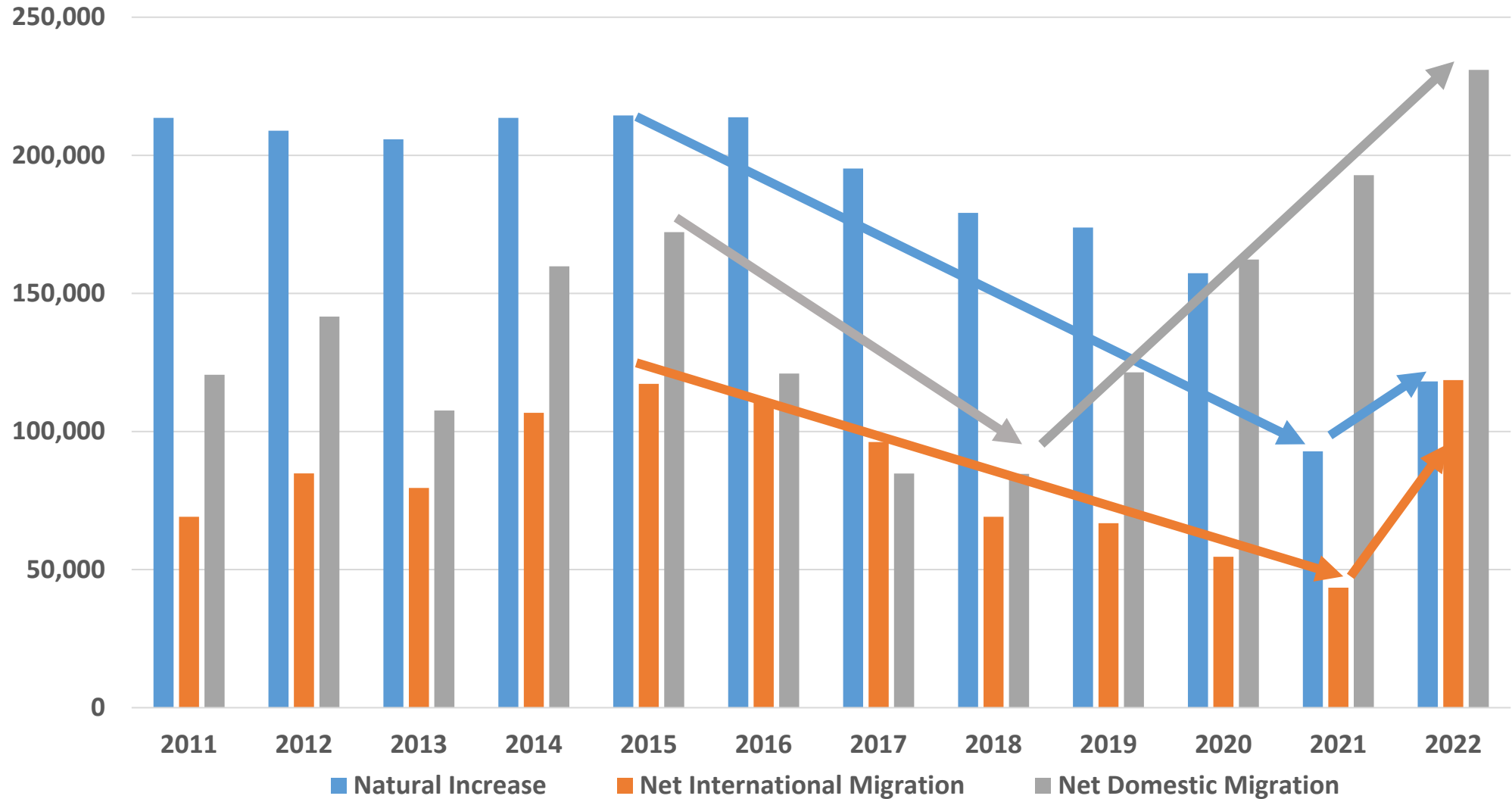
■ Population Change

SOURCE: U.S. Census Bureau. Vintage 2022 Population Estimates





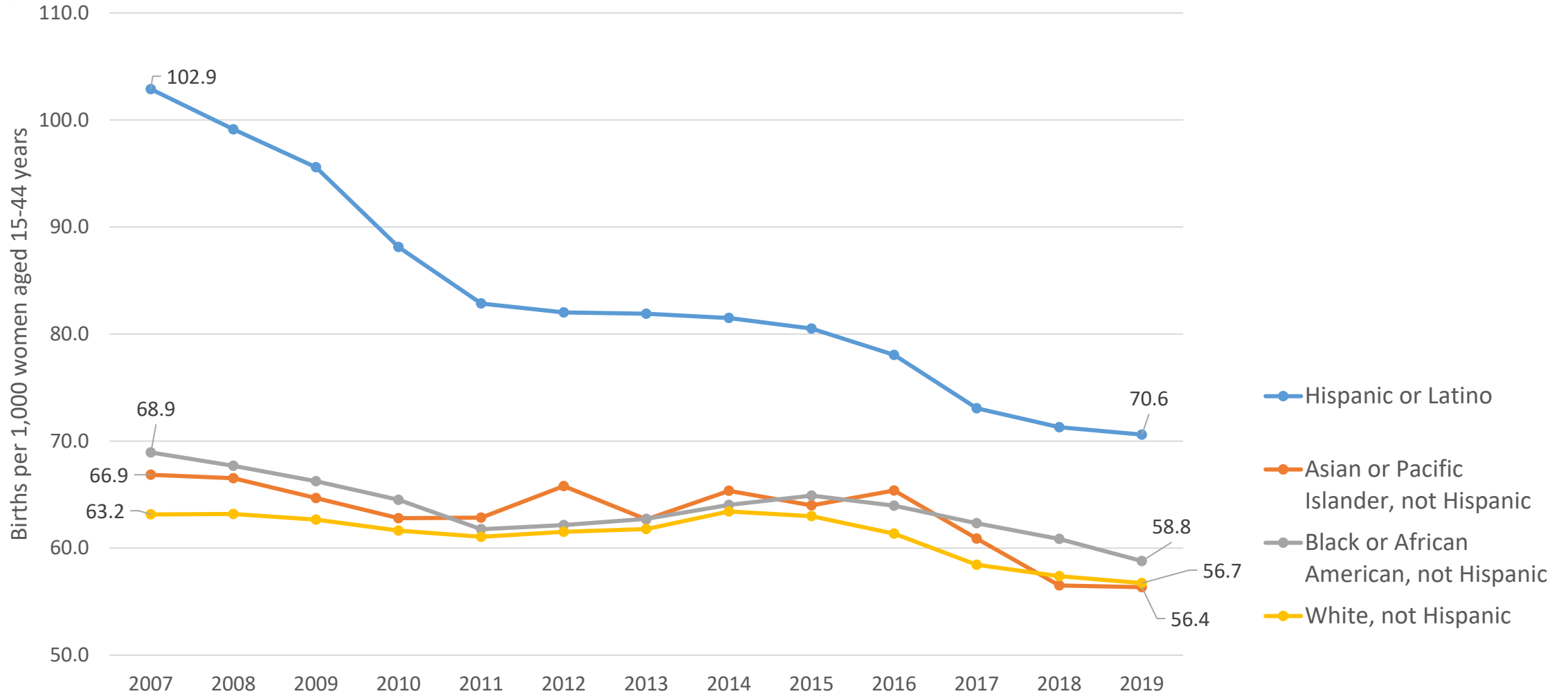
## Components of Population Change, Texas, 2011 to 2022



SOURCE: U.S. Census Bureau. Vintage 2020, 2021 and 2022 Population Estimates



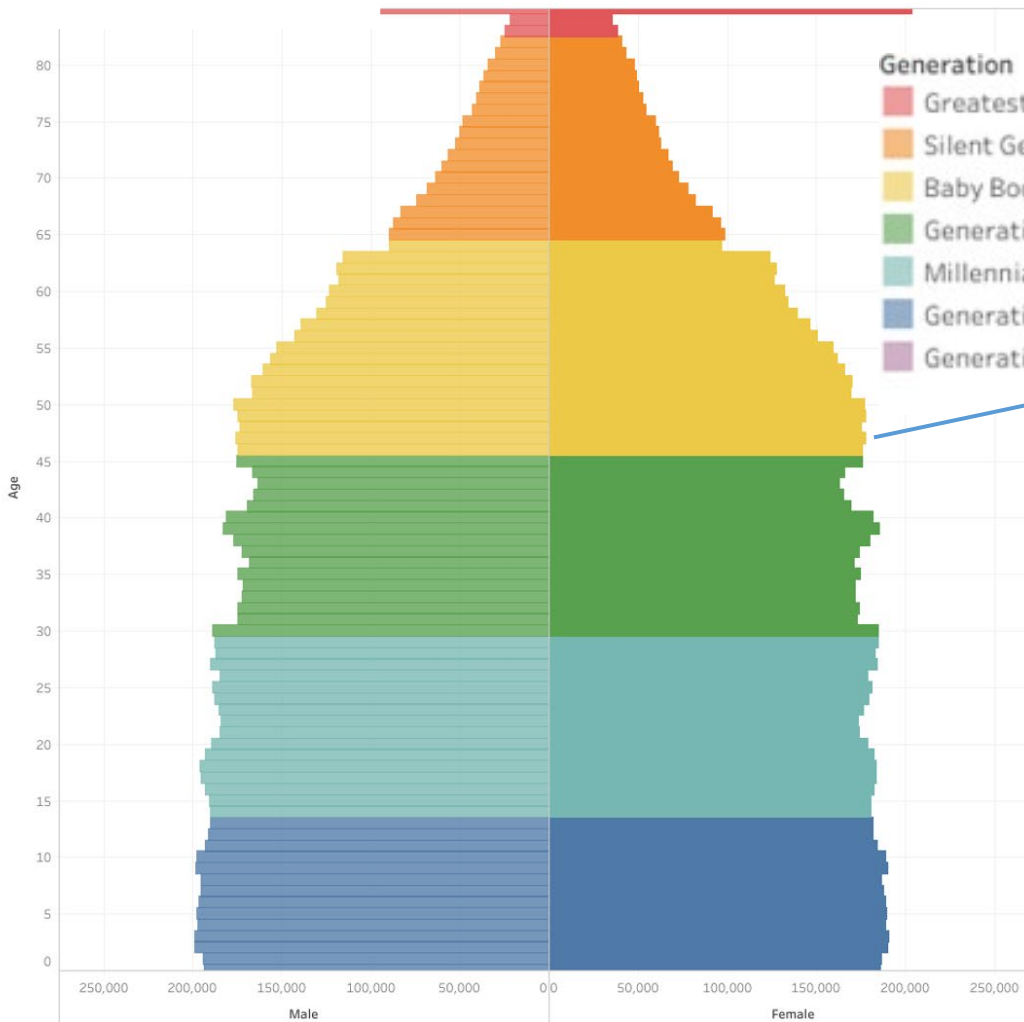
# Texas Birth Rates, 2007-2019



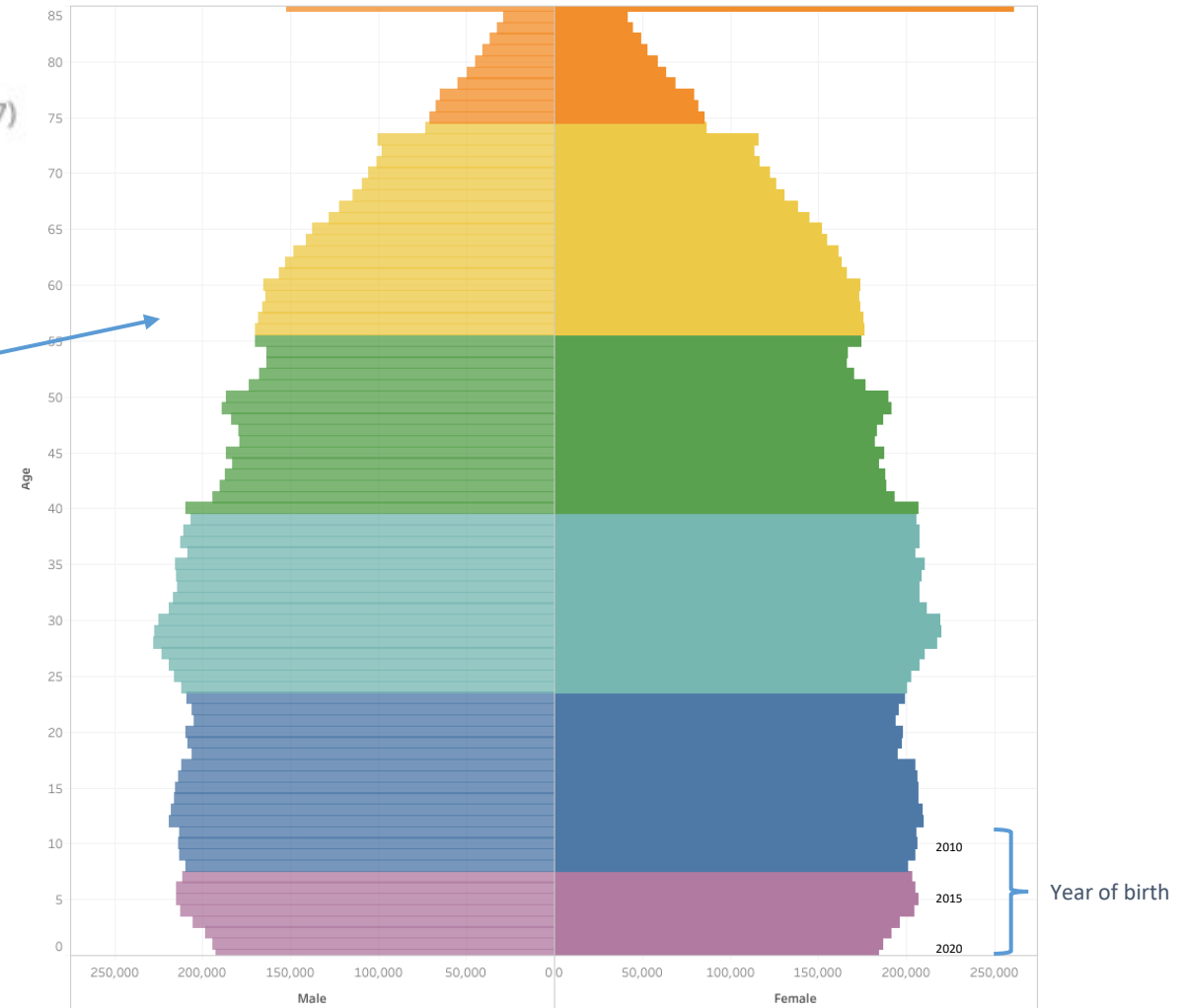


# Generational Population Pyramids, Texas, 2010 and 2020

2010

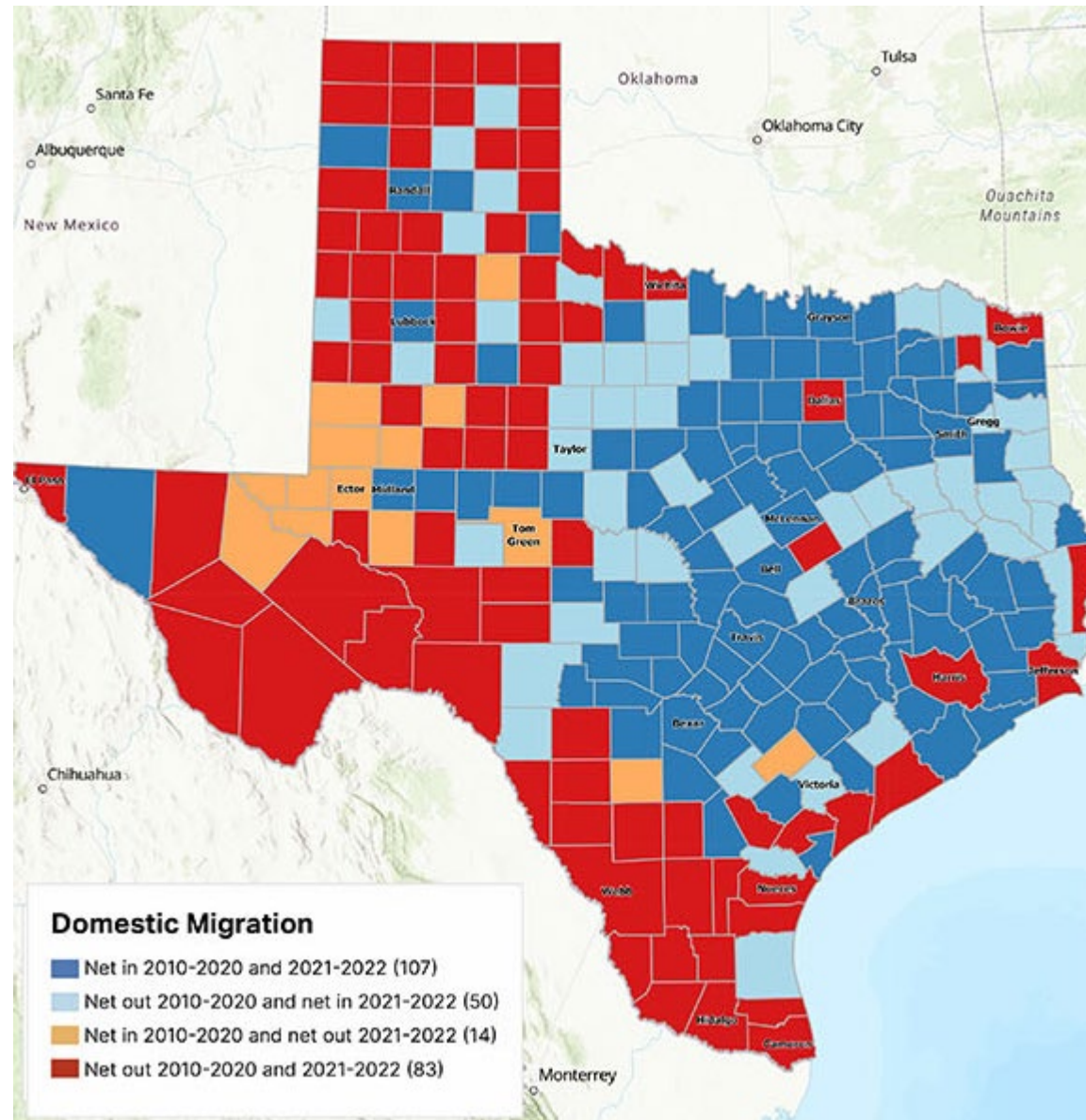


2020



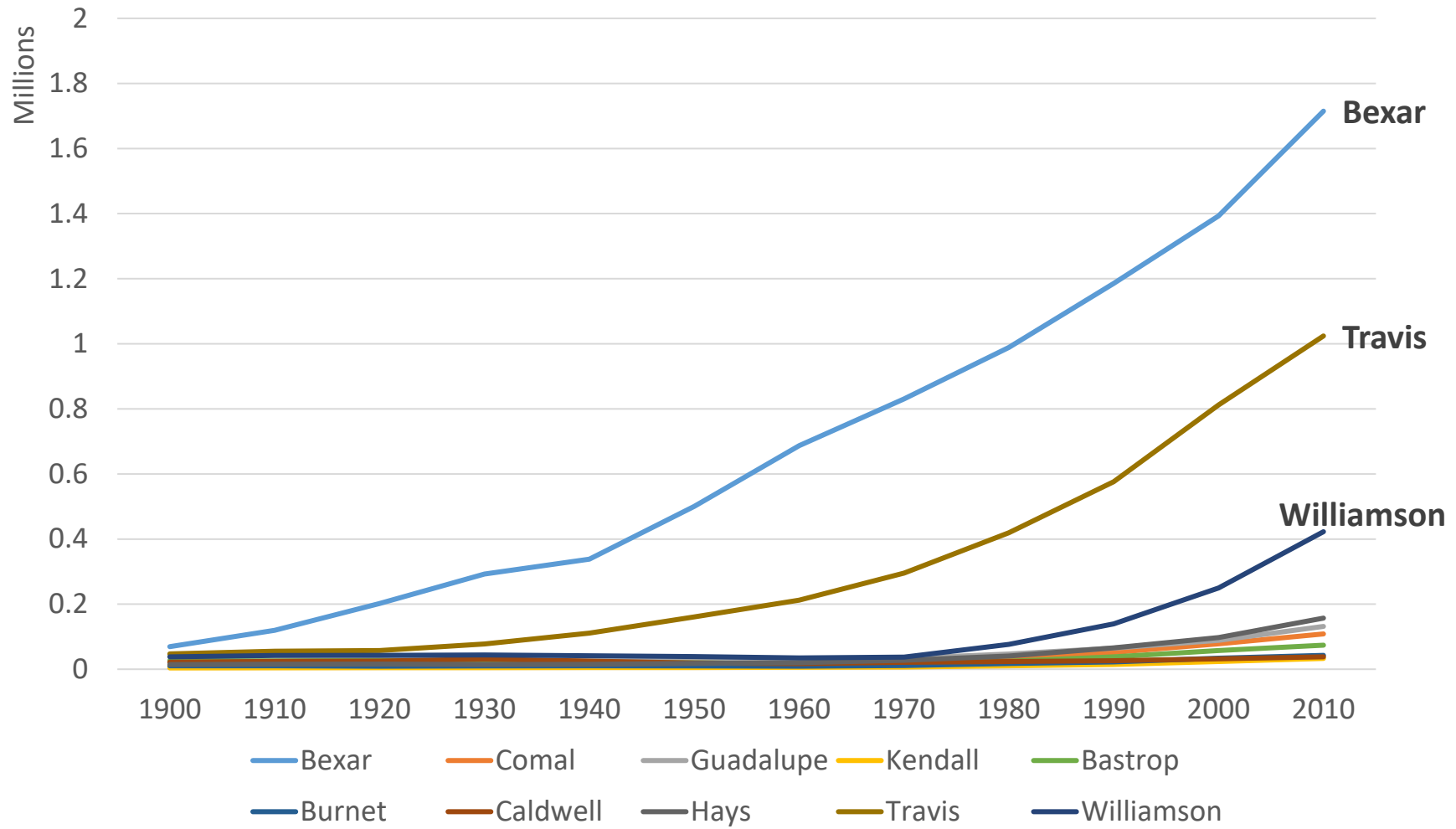


# Estimated Change from Domestic Migration Comparing 2010-20 and 2021-22, Texas Counties





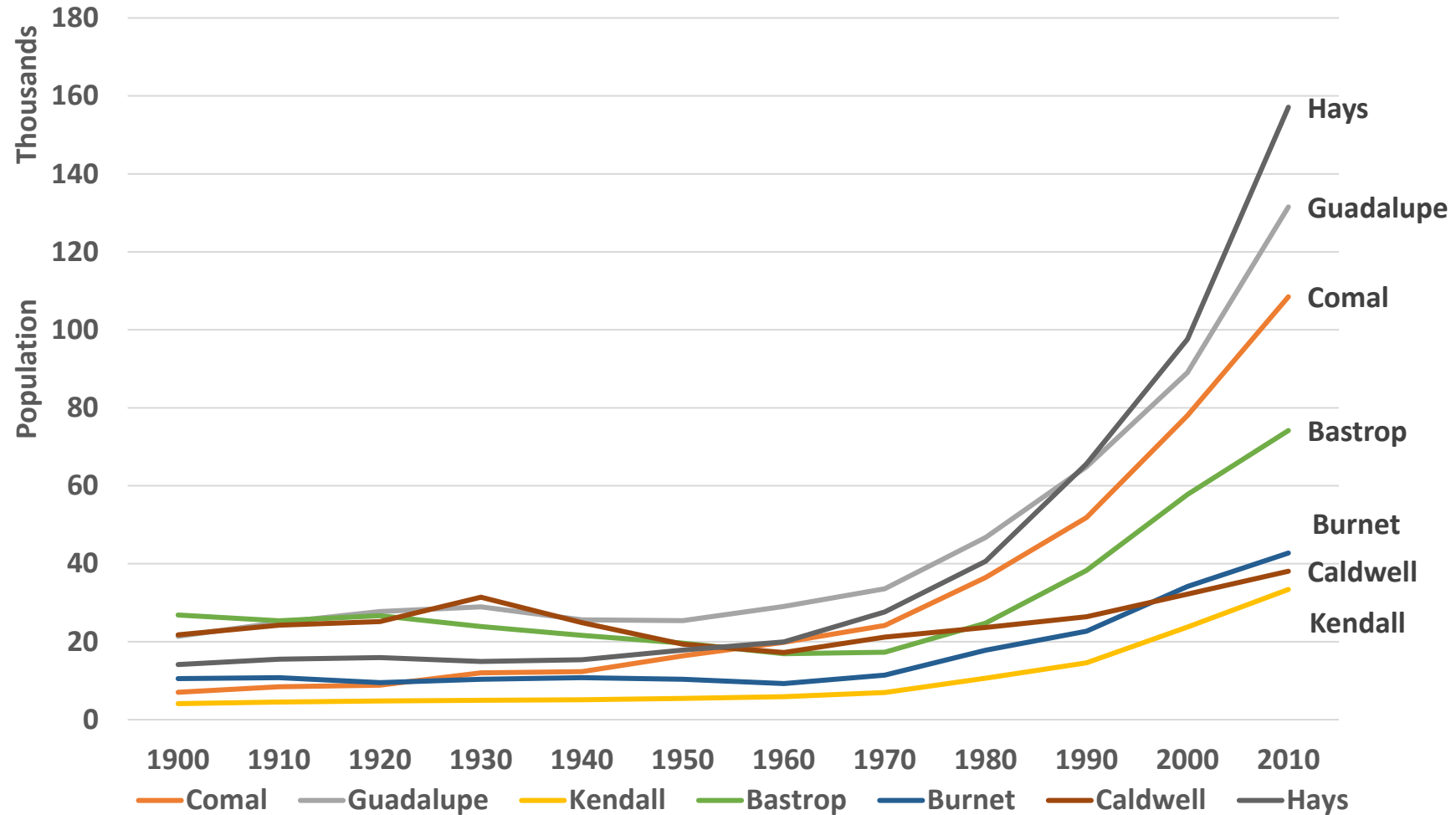
# Historical Population Trends, AAMPO and CAMPO counties, 1900-2010



Source: US Census Bureau, Decennial Censuses



# Historical Population Trends, AAMPO and CAMPO counties, 1900-2010



Source: US Census Bureau, Decennial Censuses

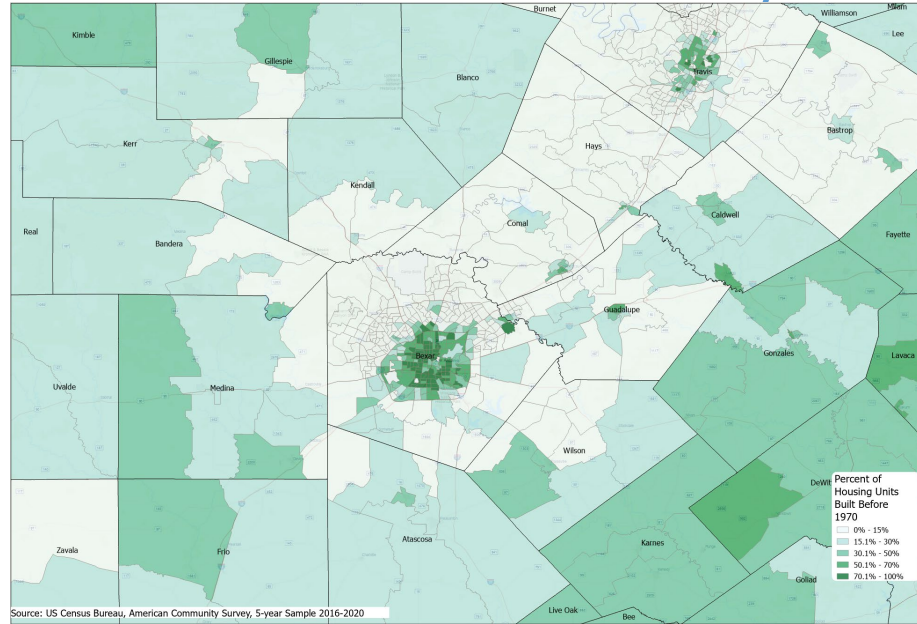


## Latest Population Estimates, AAMPO and CAMPO counties, 2021-2022\*

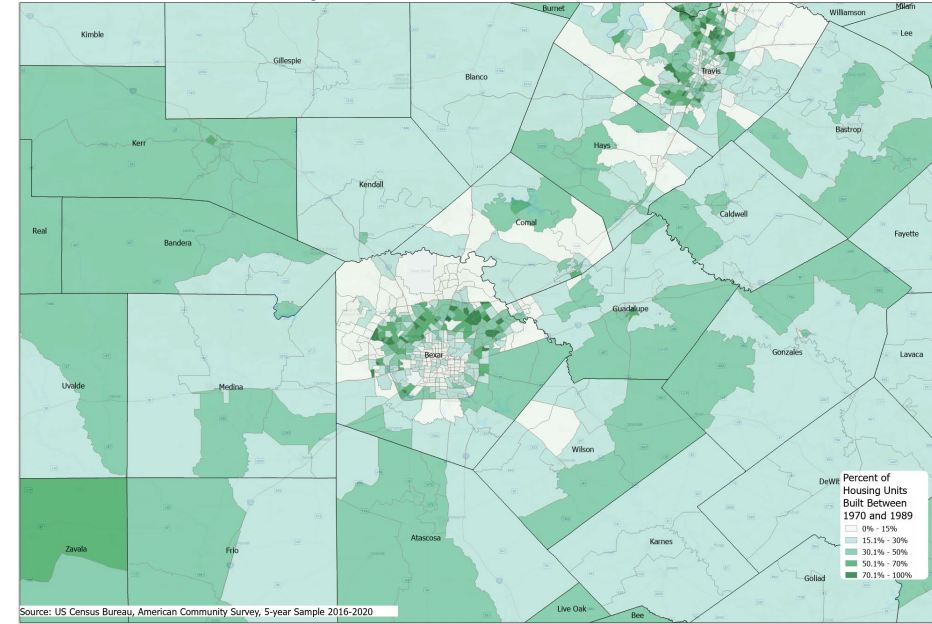
County	2022 Population Estimate	Population Change 2021-2022	Percent Population Change 2021-2022	Percent of Population Change from Natural Increase	Percent of Population Change from International Migration	Percent of Population Change from Domestic Migration
Bexar	2,059,530	28,635	1.4%	28%	18%	54%
Comal	184,642	9,751	5.6%	0%	0%	95%
Guadalupe	182,760	5,506	3.1%	7%	1%	90%
Kendall	48,973	2,122	4.5%	-2%	4%	95%
Bastrop	106,188	4,022	3.9%	8%	2%	86%
Burnet	52,502	1,422	2.8%	-9%	-1%	106%
Caldwell	47,848	944	2.0%	17%	7%	76%
Hays	269,225	13,160	5.1%	11%	4%	82%
Travis	1,326,436	17,892	1.4%	47%	40%	13%
Williamson	671,418	26,967	4.2%	13%	8%	76%

# Estimated Percent of Housing Units Built by Time Period, San Antonio Bexar County Area, Census Tracts, 2016-2020

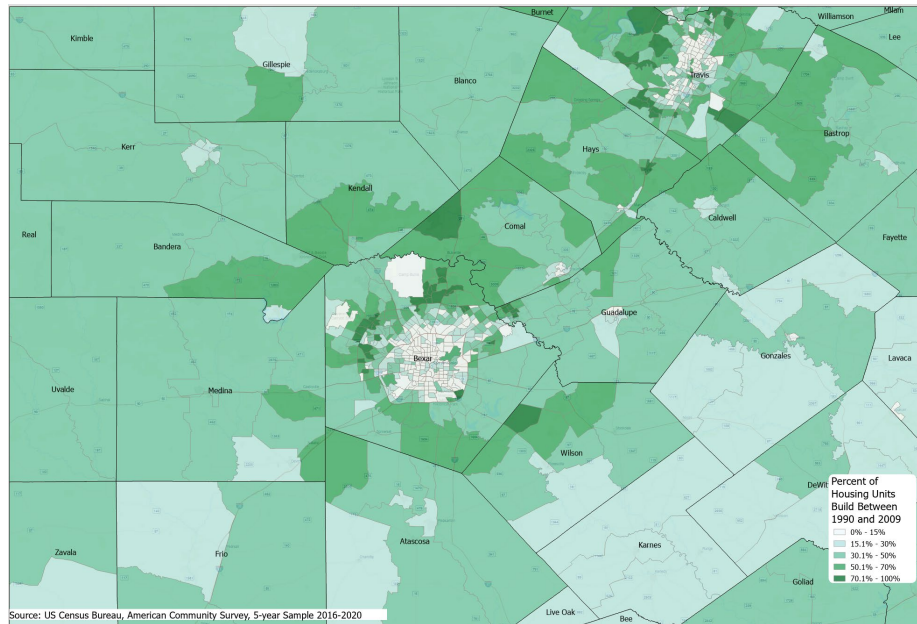
Before  
1970



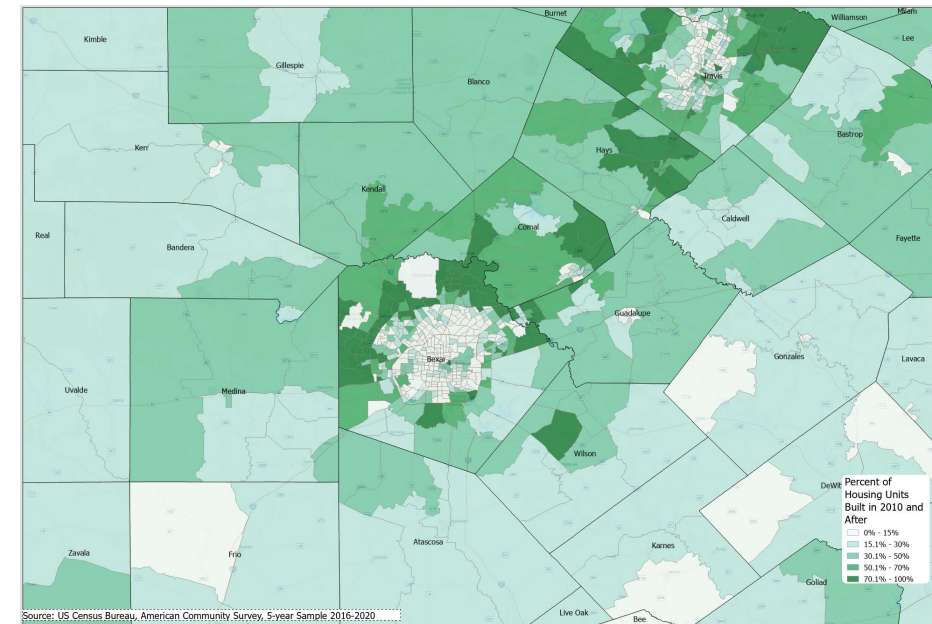
1970-  
1989



1990-  
2009



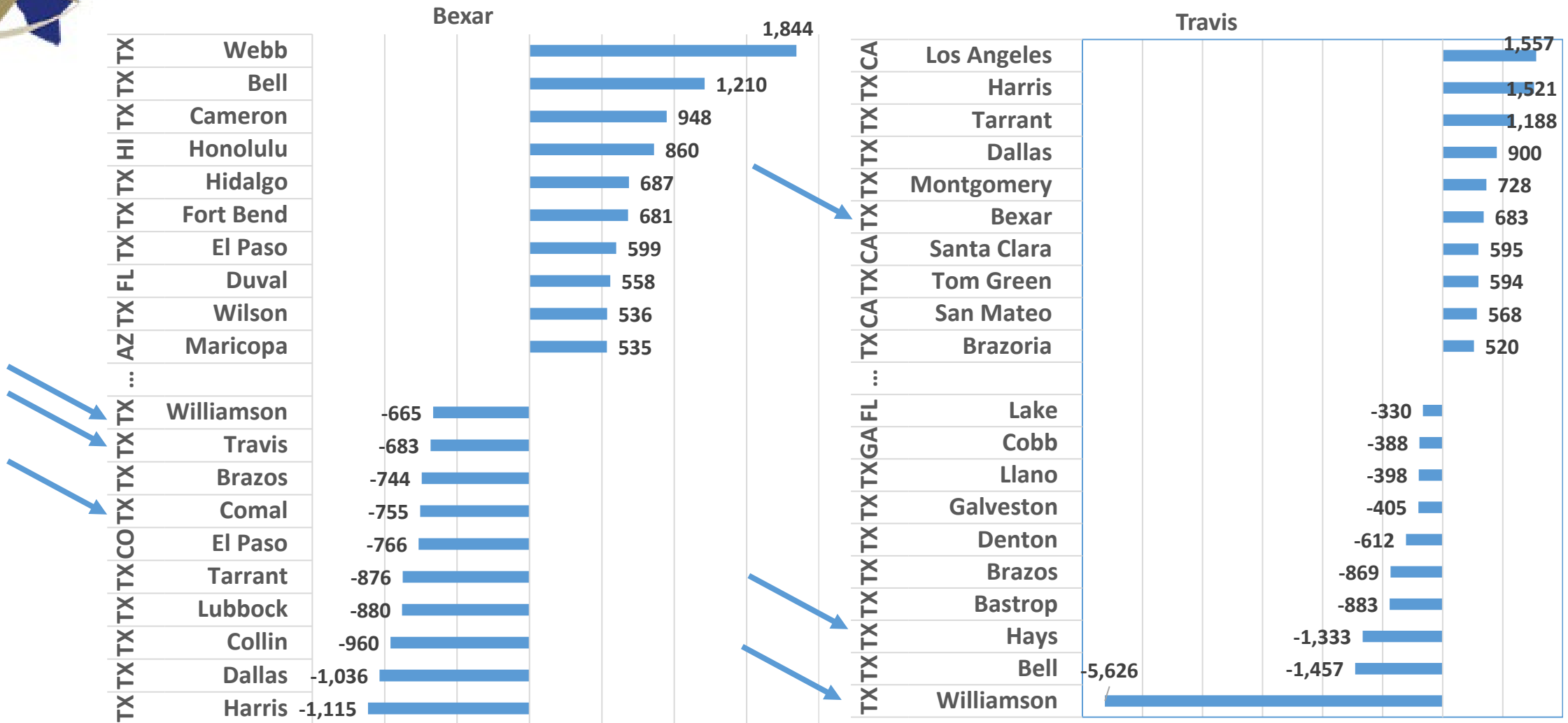
2010  
and  
after







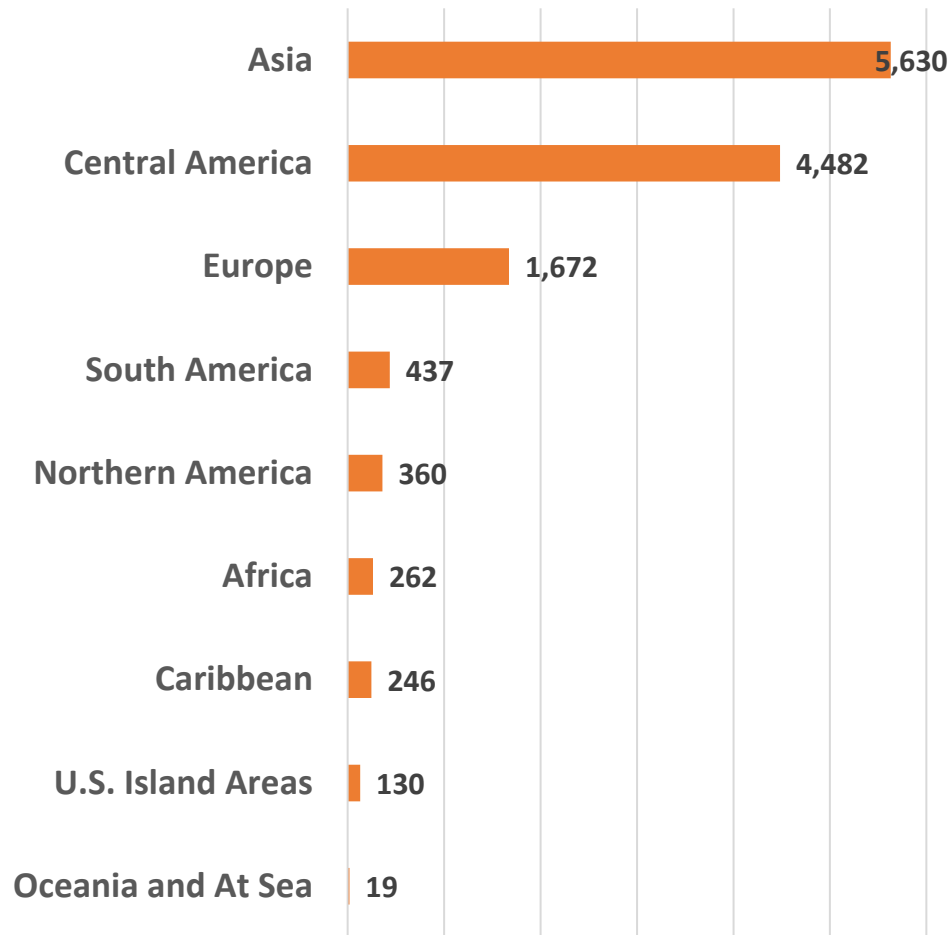
# Net Domestic Migration Flows, Travis and Bexar, 2017-2021



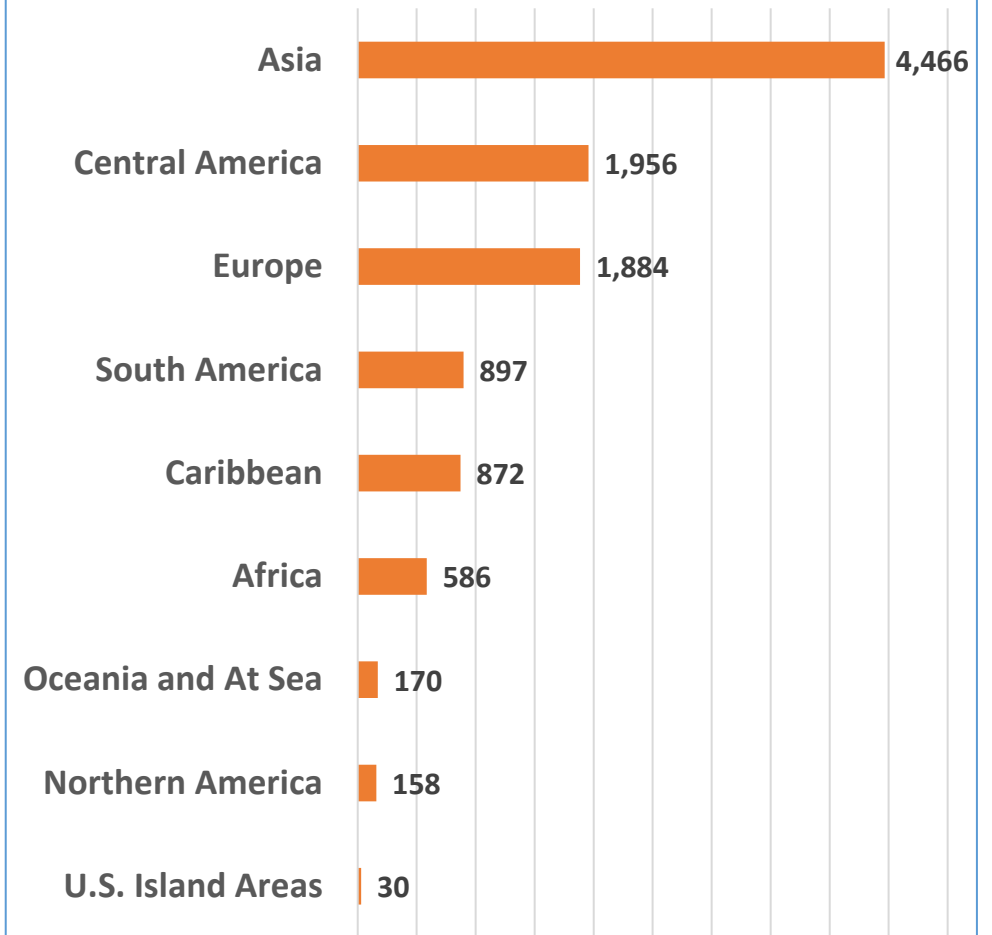


# International Migration, Bexar and Travis, 2017-2021

International Migration to Bexar

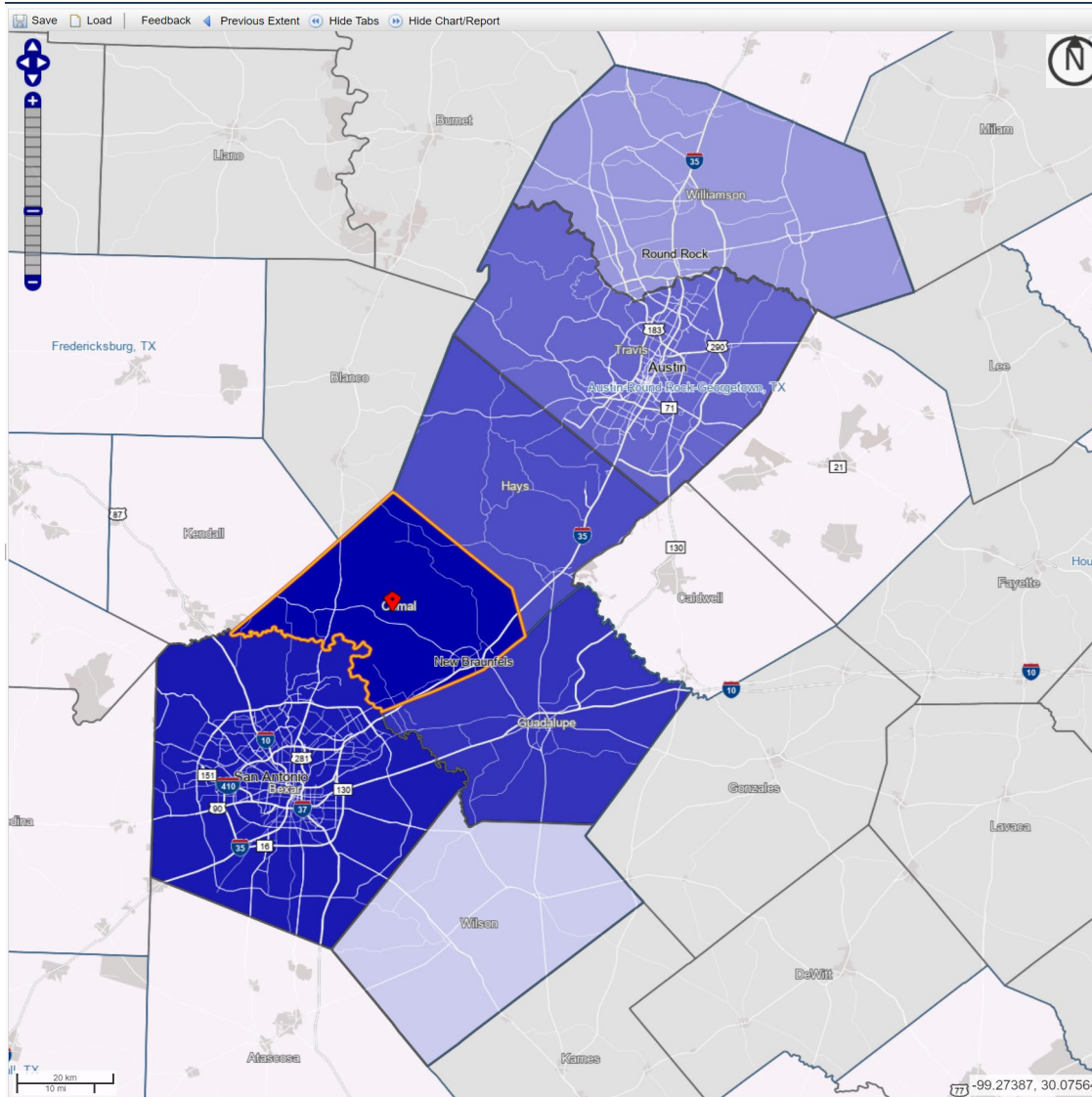


Travis





# On the Map : Where do Comal County Residents go to work



of confidential information and approved the disclosure avoidance practices applied to this release. CDBR-FY21-249. Accessibility | Information Quality | FOIA | Data Protection and Priv

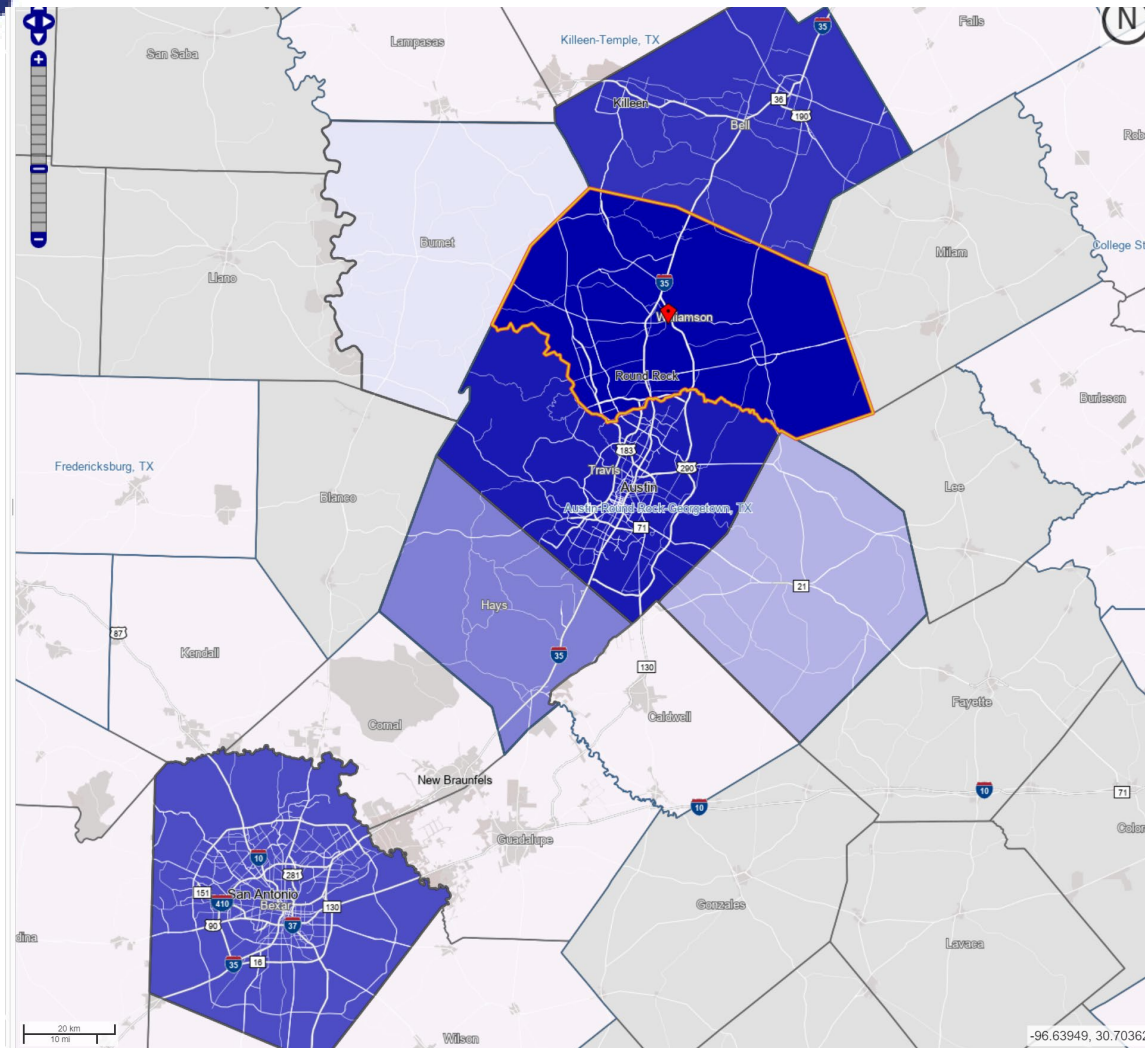
## Jobs Counts by Counties Where Workers Live - Private Primary Jobs

2020

	Count	Share
<b>All Counties</b>	51,701	100.0%
<b>Comal County, TX</b>	14,321	27.7%
<b>Bexar County, TX</b>	13,234	25.6%
<b>Guadalupe County, TX</b>	7,787	15.1%
<b>Hays County, TX</b>	2,360	4.6%
<b>Travis County, TX</b>	1,513	2.9%
<b>Harris County, TX</b>	1,178	2.3%
<b>Williamson County, TX</b>	847	1.6%
<b>Tarrant County, TX</b>	527	1.0%
<b>Wilson County, TX</b>	440	0.9%
<b>Nueces County, TX</b>	435	0.8%
<b>All Other Locations</b>	9,059	17.5%



# Estimated Net Domestic Migration Flow, Travis and Williamson, 2015-2019



**Jobs Counts by Counties Where Workers Live - Private Primary Jobs 2020**

	Count	Share
<b>All Counties</b>	160,378	100.0%
<b>Williamson County, TX</b>	68,057	42.4%
<b>Travis County, TX</b>	42,088	26.2%
<b>Bell County, TX</b>	5,525	3.4%
<b>Bexar County, TX</b>	5,242	3.3%
<b>Harris County, TX</b>	4,507	2.8%
<b>Hays County, TX</b>	3,623	2.3%
<b>Dallas County, TX</b>	2,949	1.8%
<b>Bastrop County, TX</b>	2,172	1.4%
<b>Tarrant County, TX</b>	1,924	1.2%
<b>Burnet County, TX</b>	1,854	1.2%
<b>All Other Locations</b>	22,437	14.0%

Use of confidential information and approved the disclosure avoidance practices applied to this release. CBDRB-FY21-248. Accessibility | Information Quality | FOIA | Data Protection and Privacy Policy | U.S. Dep.



# TDC Population Projection Illustration

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**Population 2020 (Ages 0 to 95+)**

**- DEATHS**

*[= Base Population \* Projected Death Rates]*

**+ NET MIGRANTS**

*[= Base Population \* Constant Migration Rates]*

**Population 2021 (Ages 1 to 95+)**

**+ BIRTHS**

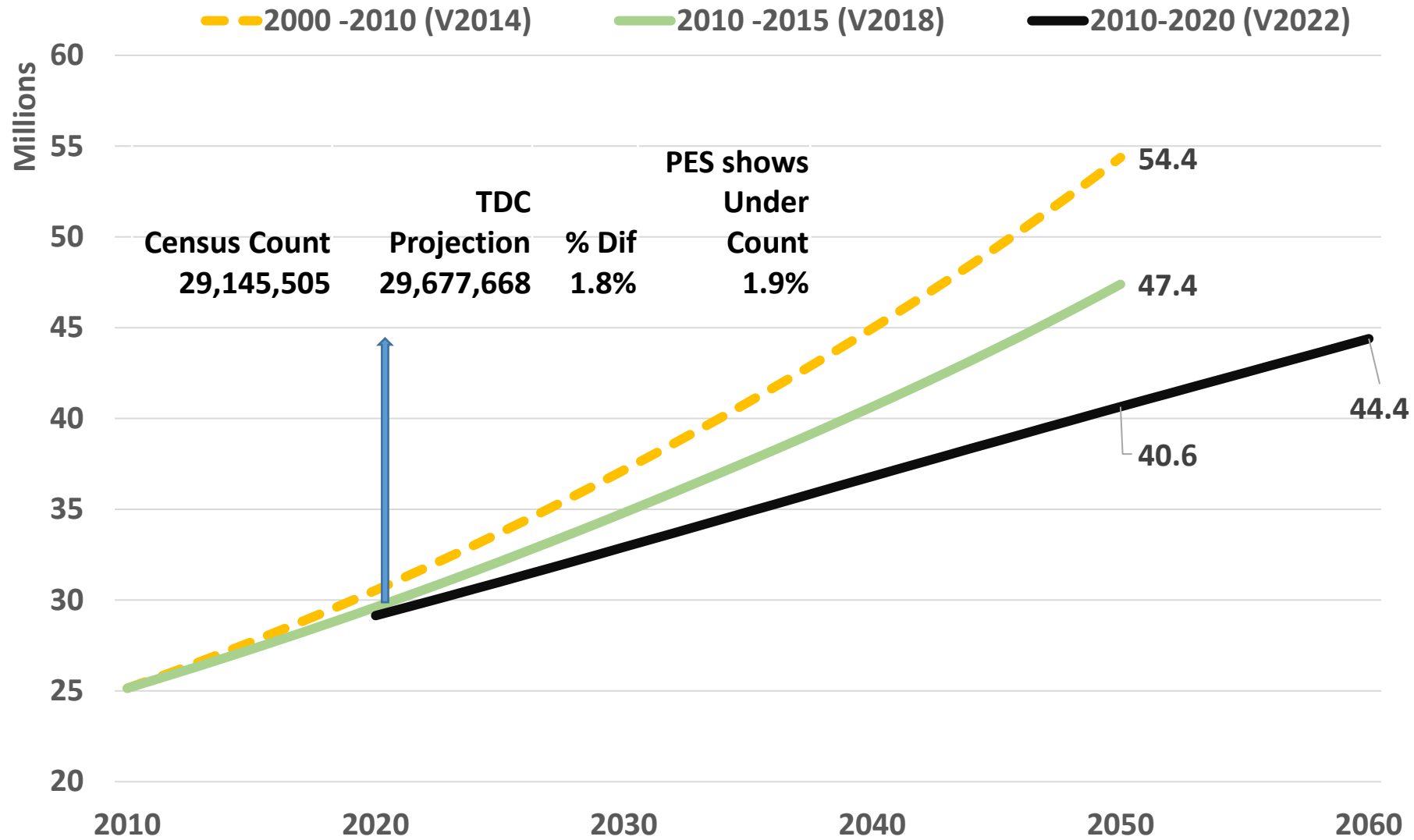
*[= Women 15 -49 \* Projected Fertility rates (ASFR)]*

**Population 2021 (Ages 0)**

**Population 2021  
(Ages 0 to 95+)**



# Projected Population Growth in Texas with Various Migration Scenarios





## Projected Population Growth, AAMPO and CAMPO Counties, 2020-2060

NAME	2020	2040	2020-2040	2060	2020-2060
<b>Bexar</b>	<b>2,009,324</b>	<b>2,599,727</b>	<b>29%</b>	<b>3,102,720</b>	<b>54%</b>
<b>Comal</b>	<b>161,501</b>	<b>315,640</b>	<b>95%</b>	<b>584,380</b>	<b>262%</b>
<b>Guadalupe</b>	<b>172,706</b>	<b>268,305</b>	<b>55%</b>	<b>387,211</b>	<b>124%</b>
<b>Kendall</b>	<b>44,279</b>	<b>70,896</b>	<b>60%</b>	<b>111,448</b>	<b>152%</b>
<b>Bastrop</b>	<b>97,216</b>	<b>150,018</b>	<b>54%</b>	<b>223,711</b>	<b>130%</b>
<b>Caldwell</b>	<b>45,883</b>	<b>61,689</b>	<b>34%</b>	<b>76,291</b>	<b>66%</b>
<b>Guadalupe</b>	<b>172,706</b>	<b>268,305</b>	<b>55%</b>	<b>387,211</b>	<b>124%</b>
<b>Hays</b>	<b>241,067</b>	<b>513,812</b>	<b>113%</b>	<b>1,003,130</b>	<b>316%</b>
<b>Travis</b>	<b>1,290,188</b>	<b>1,820,417</b>	<b>41%</b>	<b>2,252,137</b>	<b>75%</b>
<b>Williamson</b>	<b>609,017</b>	<b>1,065,394</b>	<b>75%</b>	<b>1,682,556</b>	<b>176%</b>



## P.L. 94-171 Redistricting Data Summary

Public Law (P.L.) 94-171, enacted by Congress in December 1975, requires the Census Bureau to provide states the opportunity to identify the small area geography for which they need data in order to conduct legislative redistricting. The law also requires the U.S. Census Bureau to furnish tabulations of population to each state, including for those small areas the states have identified, within one year of Census day.

**United States<sup>®</sup> Census 2020 U.S. Census**

**Quick Links**

- Legacy Format Summary Files
- Technical Documentation - State
- Technical Documentation - National
- Data Maps (pdf format)
- more...

**TEXAS DEMOGRAPHIC CENTER Tx Demographic Center**

**Texas Area Data Files**

**Total Population, Housing Unit, and Group Quarter Data by Area**

Select File

**Voting Population Data by Area**

Select File

## Visualizations

**Interactive Data Tool**

Redistricting Data for Texas Places, 2000-2020

**Interactive Map**

Redistricting Data for Texas, 2010-2020 Swipe Maps

**Infographic**

Contribution to Population Change by Race/Ethnicity

Who Contributed to Texas' Population Growth? 2010-2020

**Redistricting Data for Texas, 2010-2020**

Source: U.S. Census Bureau, Decennial Census P.L. 94-171 Redistricting Data.  
 Note: Swipe from left to right to highlight changes in population from 2010-2020.  
 Zoom in to see county, tract, block group and block level data. Click on the map to learn more.

[Total Population](#)
[Percent Hispanic](#)
[Percent NH Black](#)
[Percent NH White](#)
[Percent NH Asian](#)
[Percent NH Other Race](#)

**Total Population, 2010-2020**

Texas Counties, Census Tracts, Block Groups and Blocks

**County, 2010**

Total Pop

- Greater than 2,000,000
- 1,000,001 - 2,000,000
- 500,001 - 1,000,000
- 100,001 - 500,000
- Less than 100,000

**County, 2020**

Total Pop

- Greater than 2,000,000
- 1,000,001 - 2,000,000
- 500,001 - 1,000,000
- 100,001 - 500,000
- Less than 100,000

Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS





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Demographics.Texas.gov

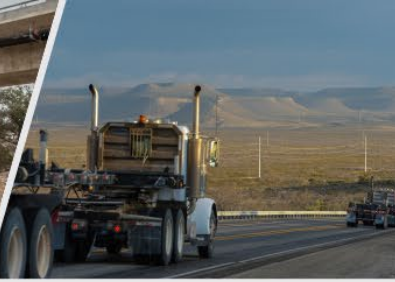


@TexasDemography

# Regional Project Updates from TxDOT

Austin and San Antonio TxDOT Districts





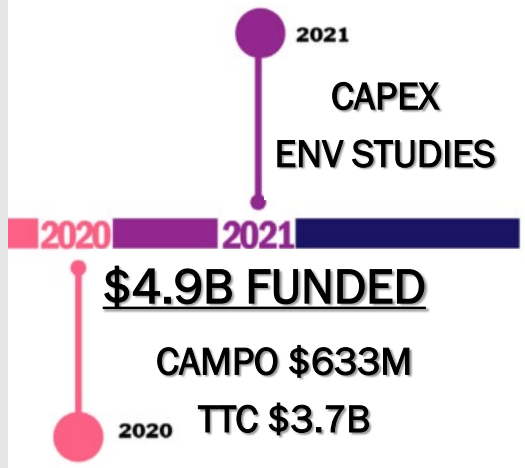
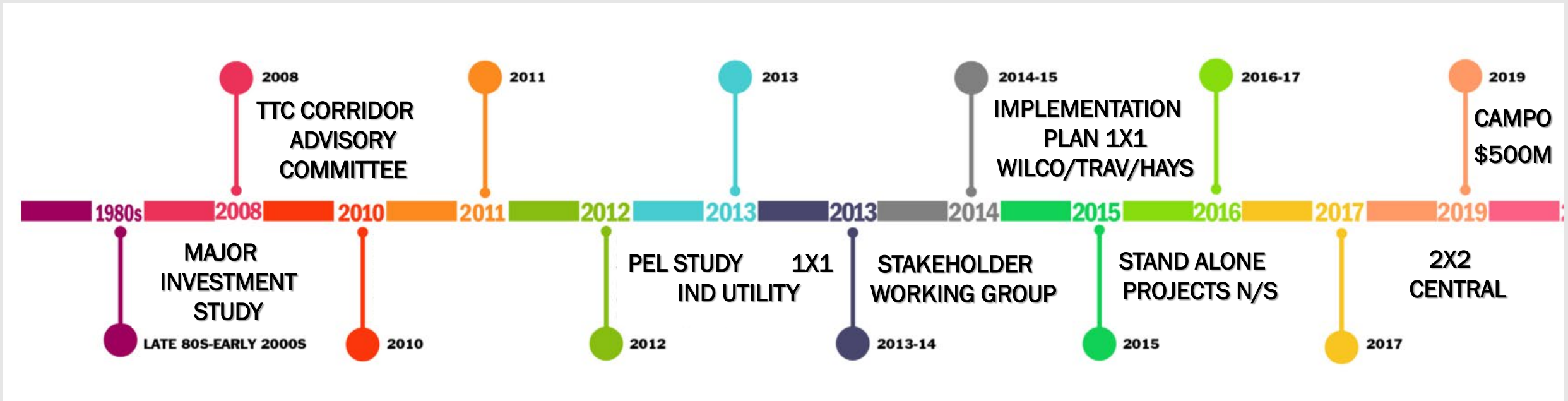
# Austin District CAMPO/AAMPO Shared Corridors Program Update

Heather Ashley-Nguyen, P.E.

TxDOT Austin District, TP&D Director

# IH 35 CORRIDOR

# I-35 History



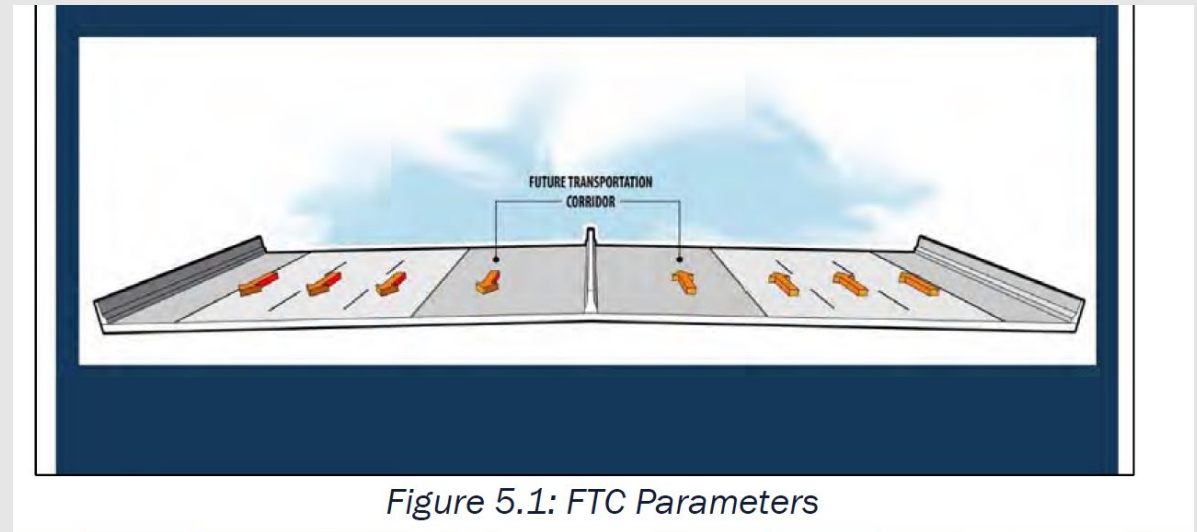
# I-35 PEL LIMITS/IMPLEMENTATION PLAN LIMITS



2012 PLANNING AND ENV LINKAGE (PEL)  
STUDY LIMITS  
INDEPENDENT UTILITY

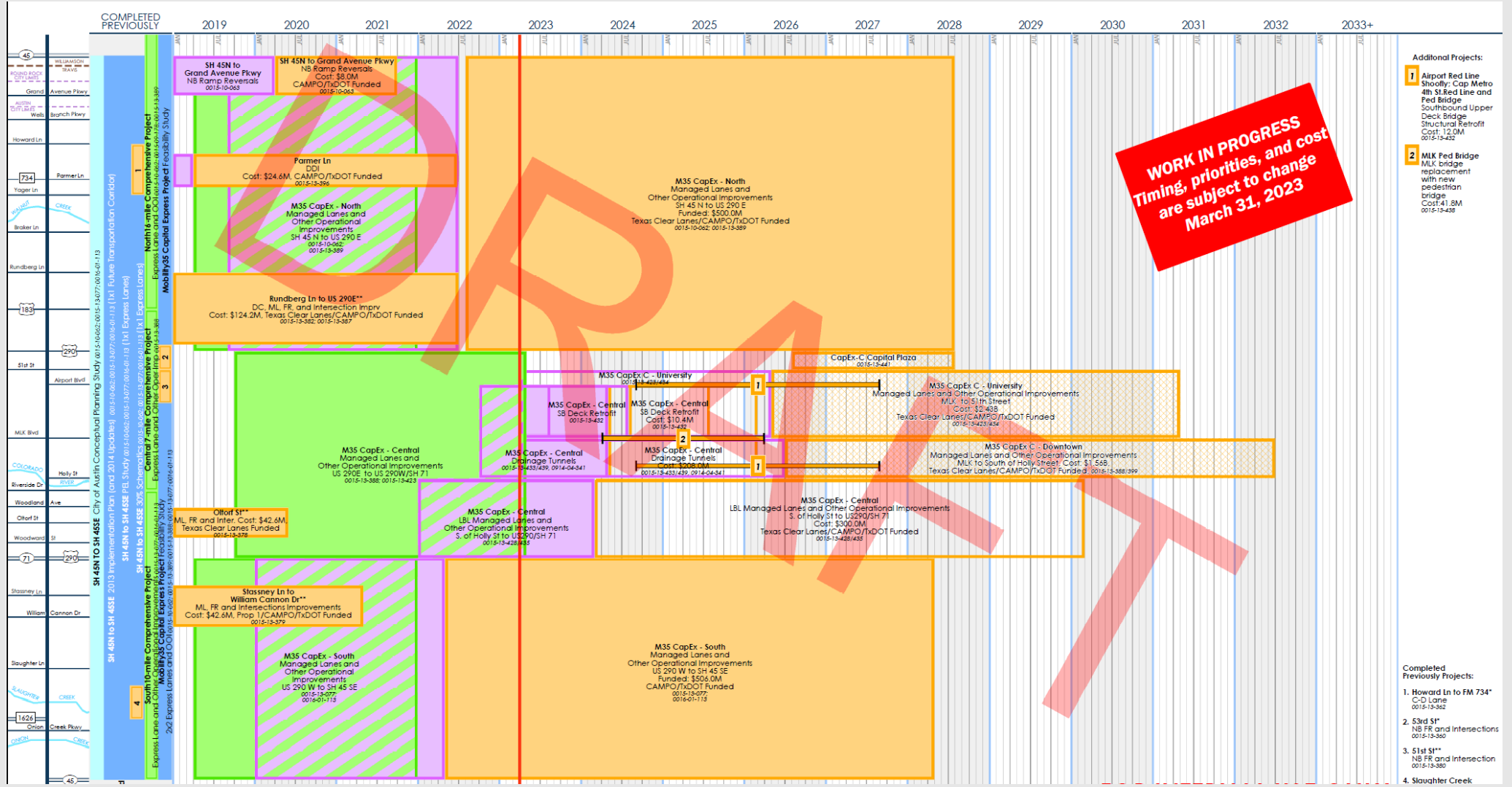


2015 (HAYS CO)  
IMPLEMENTATION PLAN  
45SE TO POSEY  
1 LANE EACH DIRECTION (1X1)





# I-35 ROADMAP TRAVIS COUNTY





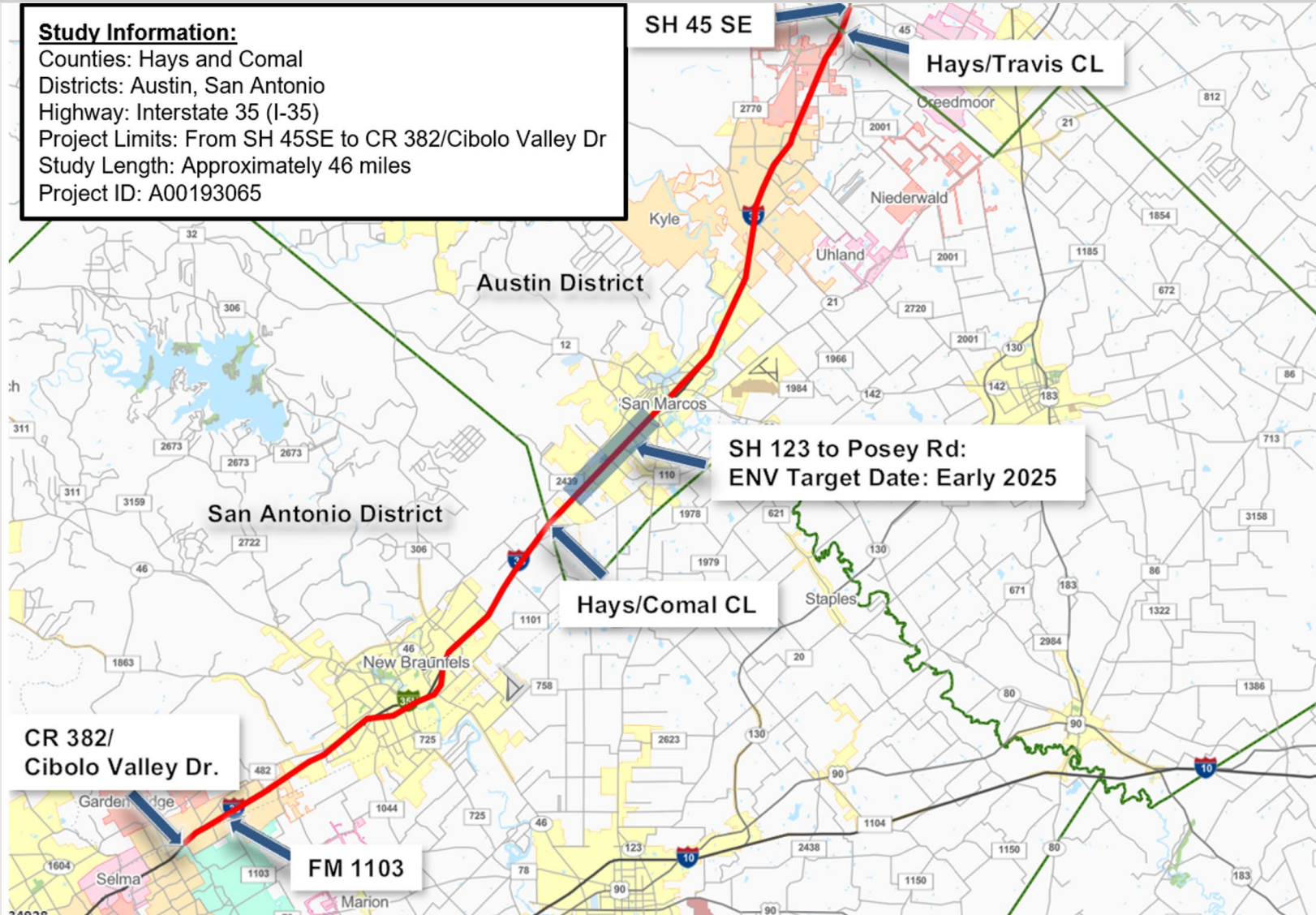


# I-35 2023 PEL – FTC 2x2



## Study Information:

Counties: Hays and Comal  
Districts: Austin, San Antonio  
Highway: Interstate 35 (I-35)  
Project Limits: From SH 45SE to CR 382/Cibolo Valley Dr  
Study Length: Approximately 46 miles  
Project ID: A00193065



SH 123 to POSEY  
EA FONSI  
Targeted 2025

# I-35 Austin District



## FUNDED PROJECTS

#	Hwy	County	To	From	Phase	Description
1	IH 35	Travis	SH 45 N	SH 45 SE	Letting and Construction	IH 35 CapEx, Various Stages of Development/Construction

## PARTIALLY FUNDED PROJECTS

#	Hwy	County	To	From	Project ID	Phase	Description	2024 UTP Funding Gap	CST Cost
2a	IH 35	Williamson	SH 29	RM 1431	0015-09-183	Schematic and Environmental Coordination	Managed Lanes and Operational Improvements	\$137 M (\$663 M) <sup>2</sup>	\$800 M
2b	IH 35	Williamson	RM 1431	SH 45 N	0015-09-178	Schematic and Environmental Coordination	Managed Lanes and Operational Improvements, Direct Connects to SH 45 N	\$367 M (\$433 M) <sup>1</sup>	\$800 M

## UNFUNDED PROJECTS (FROM NORTH TO SOUTH)

#	Hwy	County	To	From	Project ID	Phase	Description	CST Cost
3	IH 35	Williamson	Bell County Line	SH 130	—	Schematic and Environmental Coordination	IH 35 Statewide Corridor Plan Long-Term Project From 6 to 8 Lanes	\$200 M
4	IH 35	Williamson	SH 130	SH 29	0015-08-143	Schematic and Environmental Coordination	Two non-tolled managed lanes in each direction	\$140 M
5	IH 35	Hays	SH 45 SE	S of Robert S Light	0016-01-120, 0016-02-153	Schematic and Environmental Coordination	Two non-tolled managed lanes in each direction	\$207 M
6	IH 35	Hays	S of Robert S Light	N of Yarrington Rd	0016-02-155	Schematic and Environmental Coordination	Two non-tolled managed lanes in each direction	\$257 M
7	IH 35	Hays	N of Yarrington Rd	SH 123	0016-03-107	Schematic and Environmental Coordination	Two non-tolled managed lanes in each direction	\$372 M
8	IH 35	Hays	N of SH 123	Posey Rd	0016-03-113	Schematic and Environmental Coordination	Operational, Intersection, Mainlane and Frontage Rd Improvements	\$200 M
9	IH 35	Travis, Hays, Comal	SH 45 SE	Cibolo Ranch Drive	A001293240	Feasibility	PEL (Planning and Environmental Linkage) Study to establish a future transportation corridor through Austin and San Antonio (Two non-tolled managed lanes in each direction) <sup>2</sup>	NA

# CAPEX CENTRAL

# I-35 Capital Express Central Project - Overview



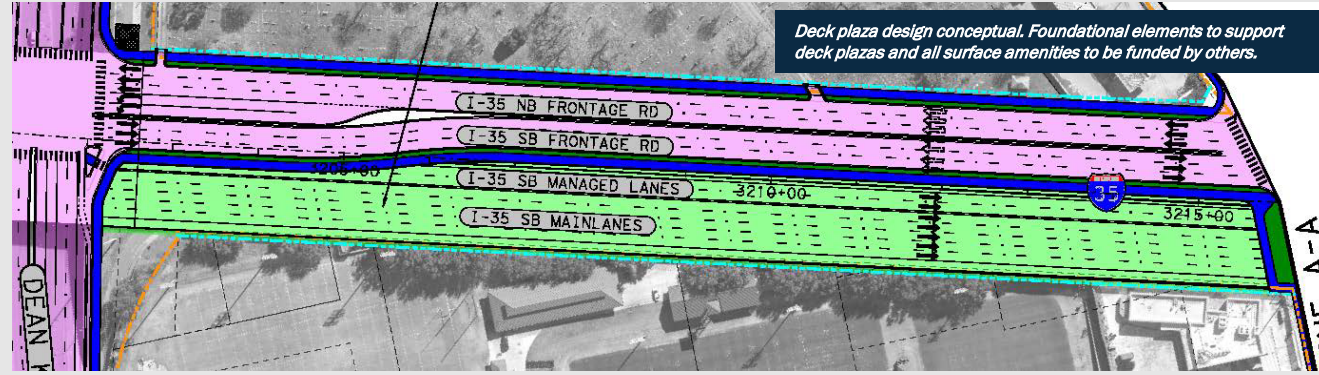
- **Limits:** US 290 East to SH 71/Ben White Boulevard
- **Length:** 8 miles
- **Project Details:**
  - Construct two non-tolled managed lanes in each direction.
- **Estimated construction cost:** \$4.5 billion
- **Anticipated env finding:** August 2023
- **Anticipated construction start:** March 2024



# Proposed UT Cap Locations



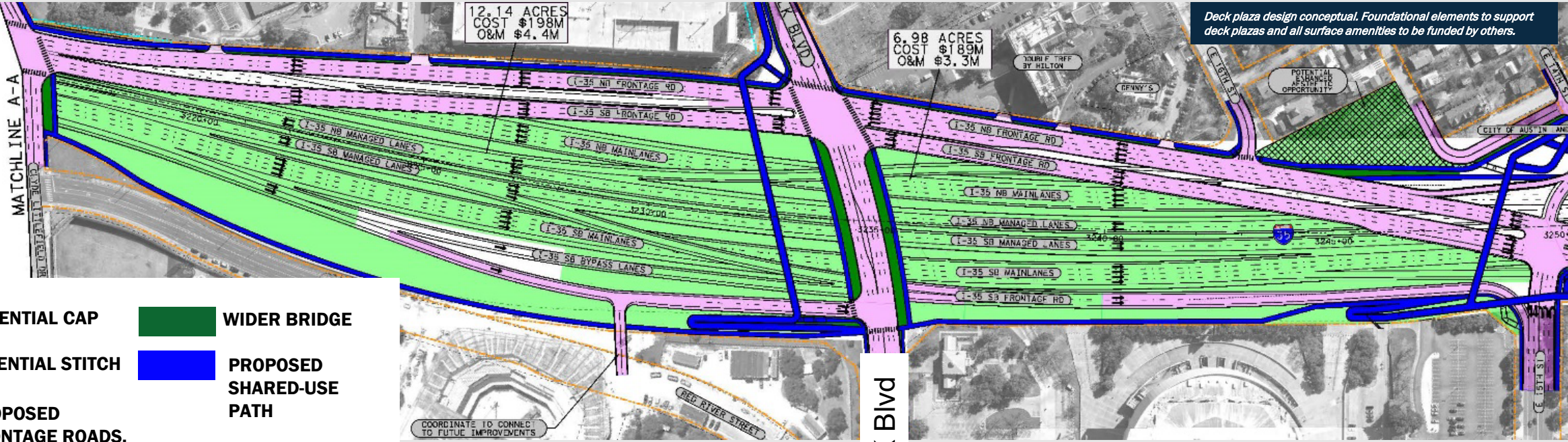
Deck plaza design conceptual. Foundational elements to support deck plazas and all surface amenities to be funded by others.



12.14 ACRES  
COST \$198M  
O&M \$4.4M

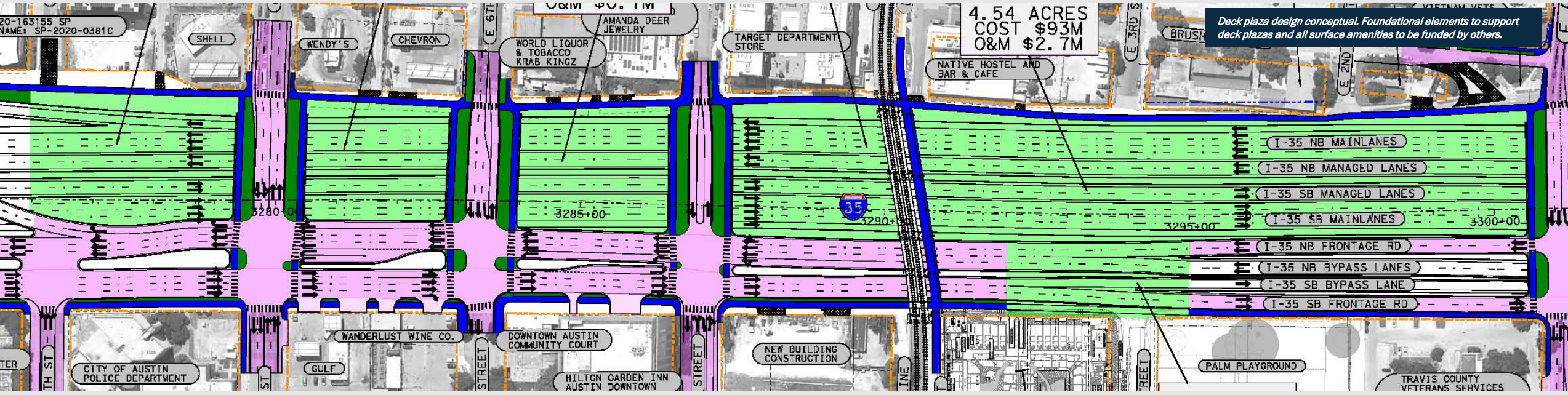
6.98 ACRES  
COST \$189M  
O&M \$3.3M

Deck plaza design conceptual. Foundational elements to support deck plazas and all surface amenities to be funded by others.



- POTENTIAL CAP
- WIDER BRIDGE
- POTENTIAL STITCH
- PROPOSED SHARED-USE PATH
- PROPOSED FRONTAGE ROADS, CROSS STREETS

# Proposed Downtown Cap Locations



4th street



# Proposed Deck Plazas



Preferred Alternative at 6th Street



*Deck plaza design conceptual. Foundational elements to support deck plazas and all surface amenities to be funded by others.*

Preferred Alternative at 6th Street



# Proposed Deck Plazas



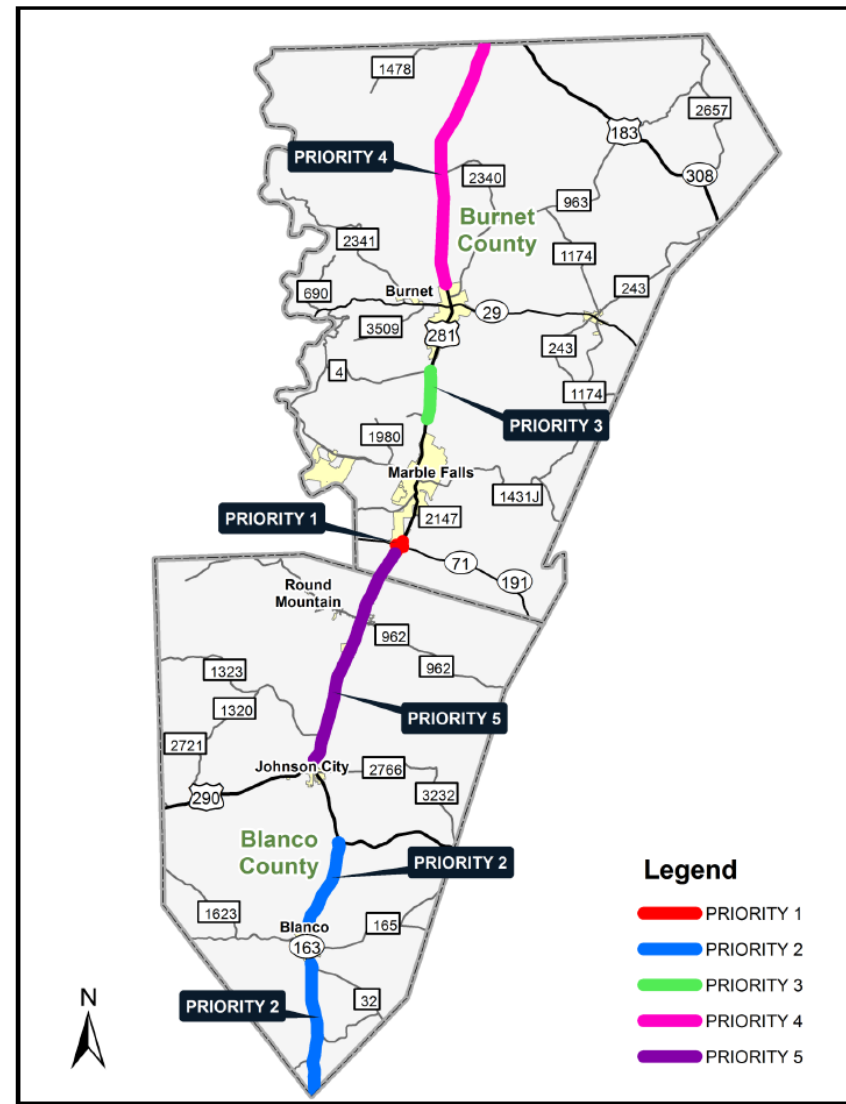
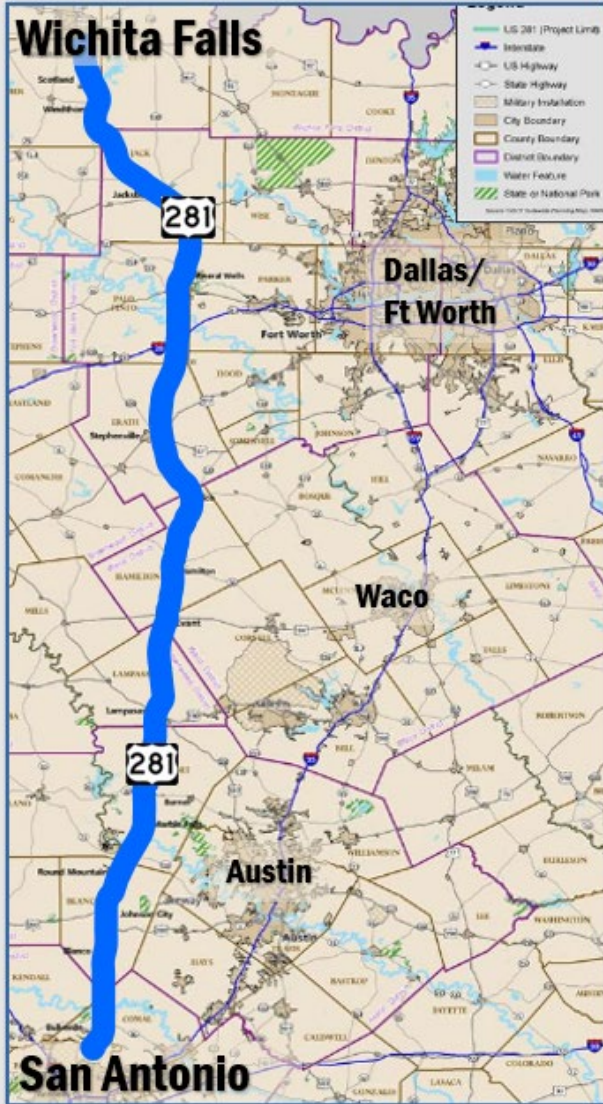
Preferred Alternative at 11th Street



Preferred Alternative at 11th Street with deck plaza.

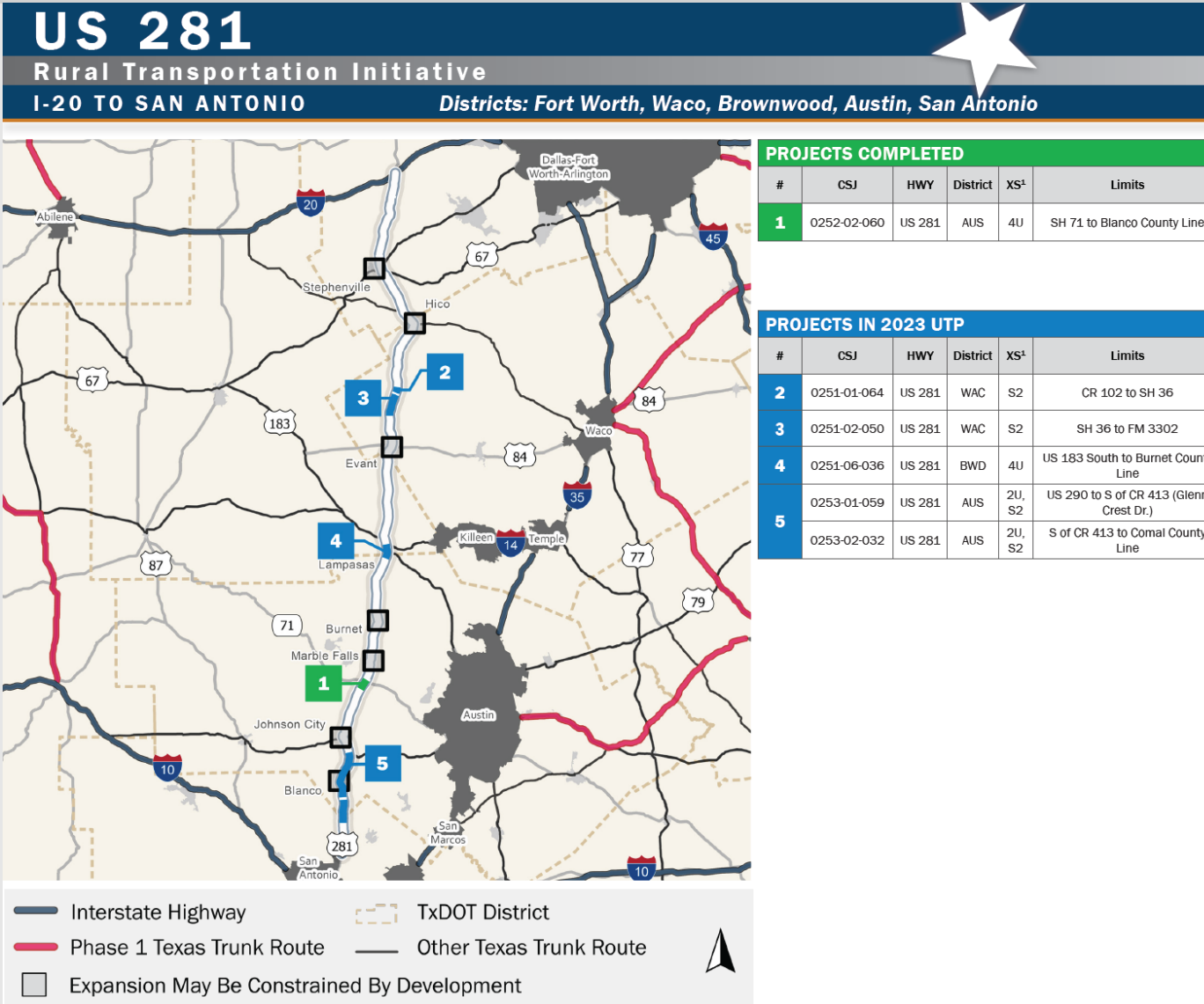
# US 281 CORRIDOR

# US 281: 2016 Statewide Feasibility Study/AUS Priorities



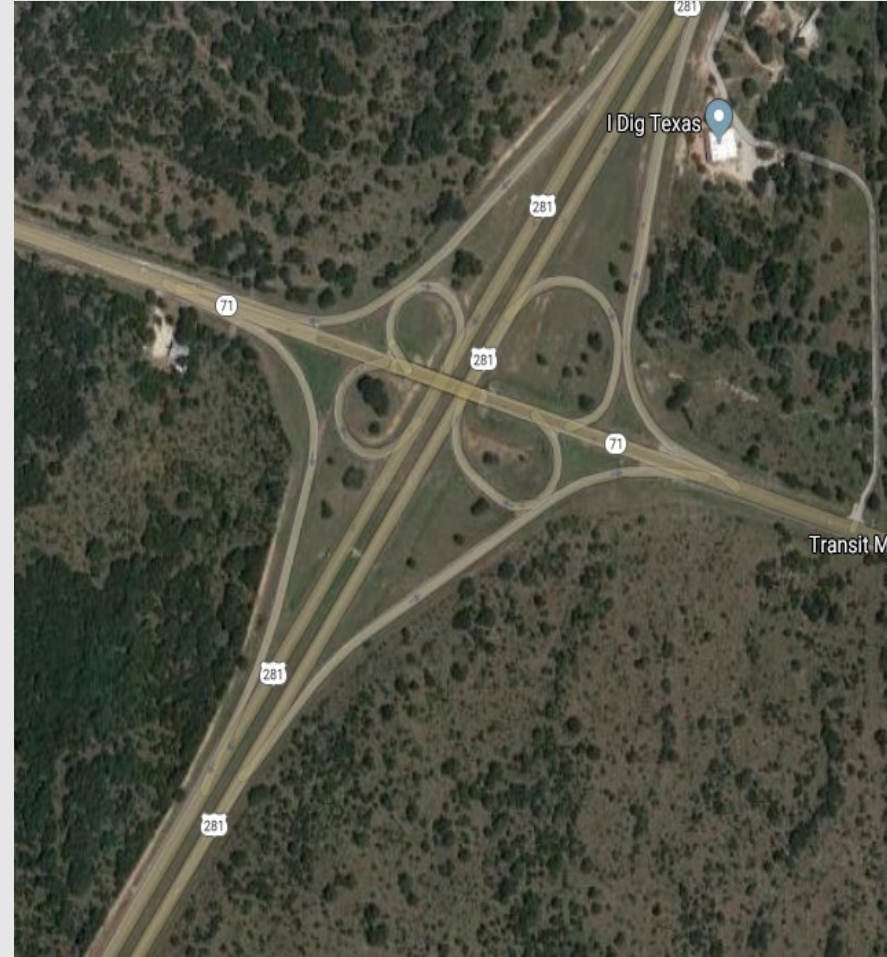
- Priority 1: US 281 at SH 71 (1.7 miles) :** Reconstruct Existing Cloverleaf with Flyovers
- Priority 2: Comal County Line to north of US 290 (15 miles):** Widen from 2 lane highway (Super 2) to Four Lane Divided with Flyovers at US 290
- Priority 3: FM 1855 (FM 120) to PR 4S (3.4 miles):** Widen from Four Lane Undivided to Five Lane with Center Turn Lane
- Priority 4: North of Burnet to Lampasas County line (16.8 miles):** Widen from Four Lane Undivided to Four Lane Divided
- Priority 5: North of Johnson City to SH 71 (15 miles):** Widen from Four Lane Undivided to Four Lane Divided

# US 281 Statewide Connectivity/Rural Transportation Initiative





- **Limits:** US 281 at SH 71
- **Length:** 1.7 miles
- **Details:**
  - Reconstruct Existing Cloverleaf with Flyovers
- **Construction cost:** \$55 million
- **Construction start:** 2025









# THANK YOU







# TxDOT – San Antonio

AAMPO/CAMPO Joint Meeting



June 16, 2023



HELP

# #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

[TxDOT.gov](https://www.txdot.gov) (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit





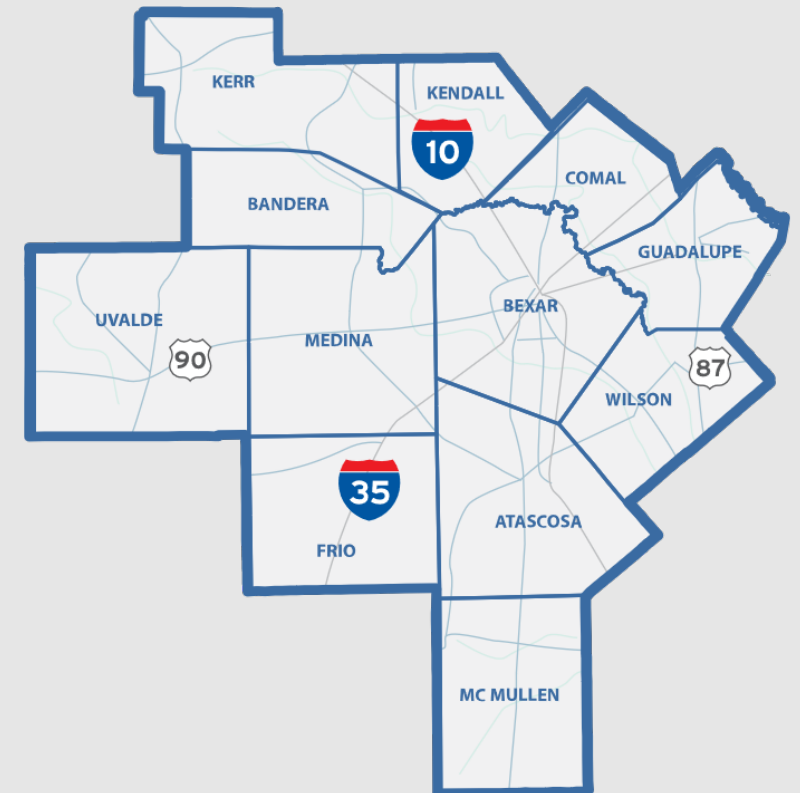
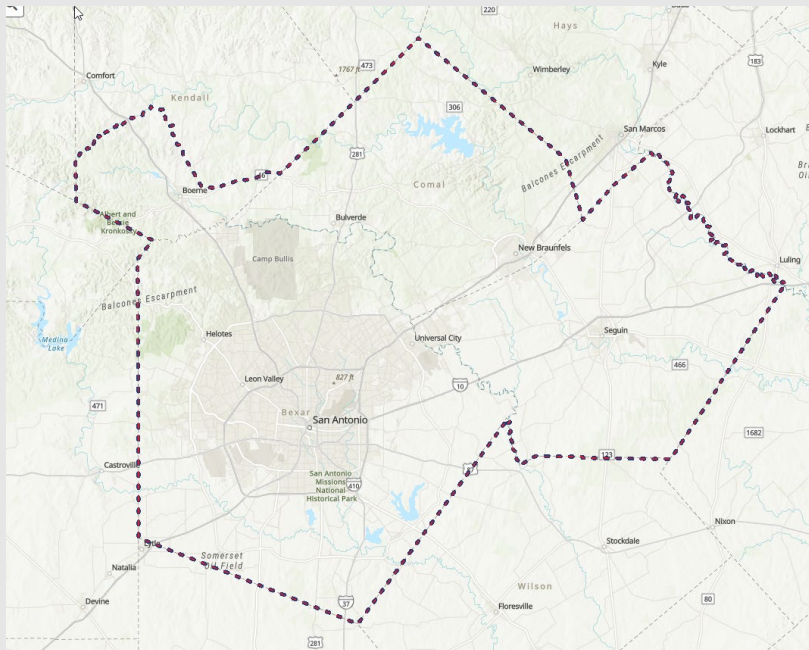
## Clayton Ripps, PE


Director of Transportation Planning & Development

TxDOT – San Antonio District

TxDOT – San Antonio District

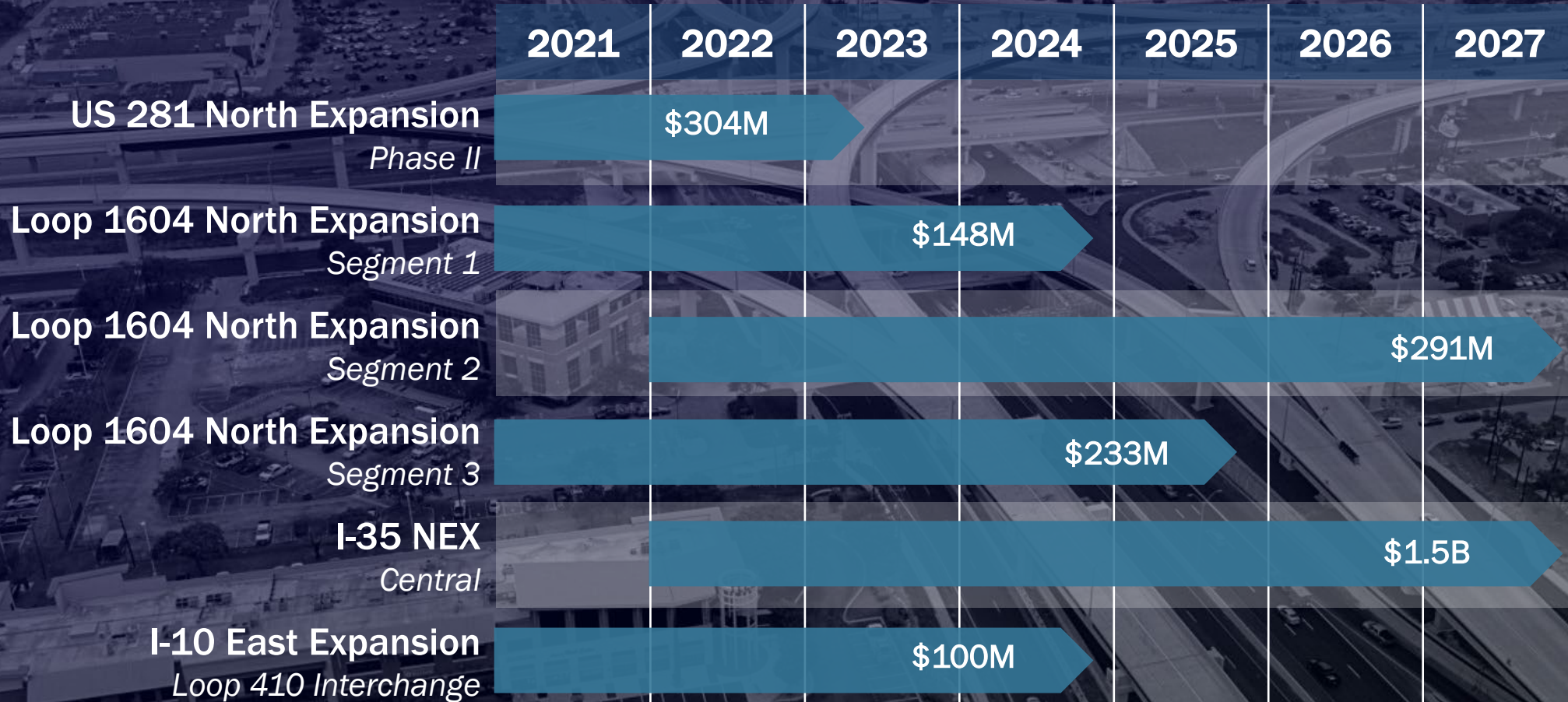
### Alamo MPO Boundary Map



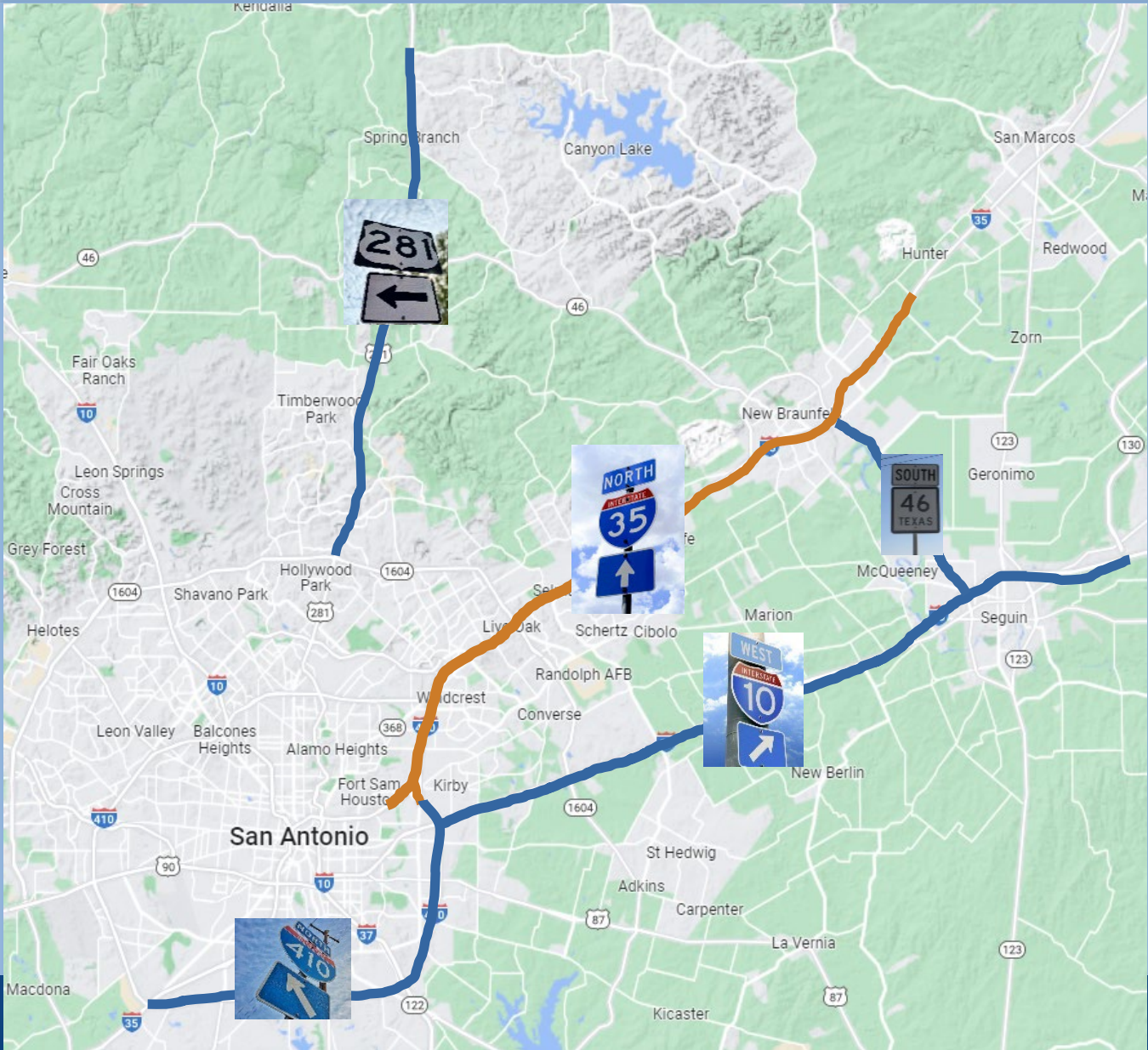


# \$4 BILLION UNDER CONSTRUCTION

# INVESTING FOR THE FUTURE



# Regional Corridors – AAMPO/CAMPO

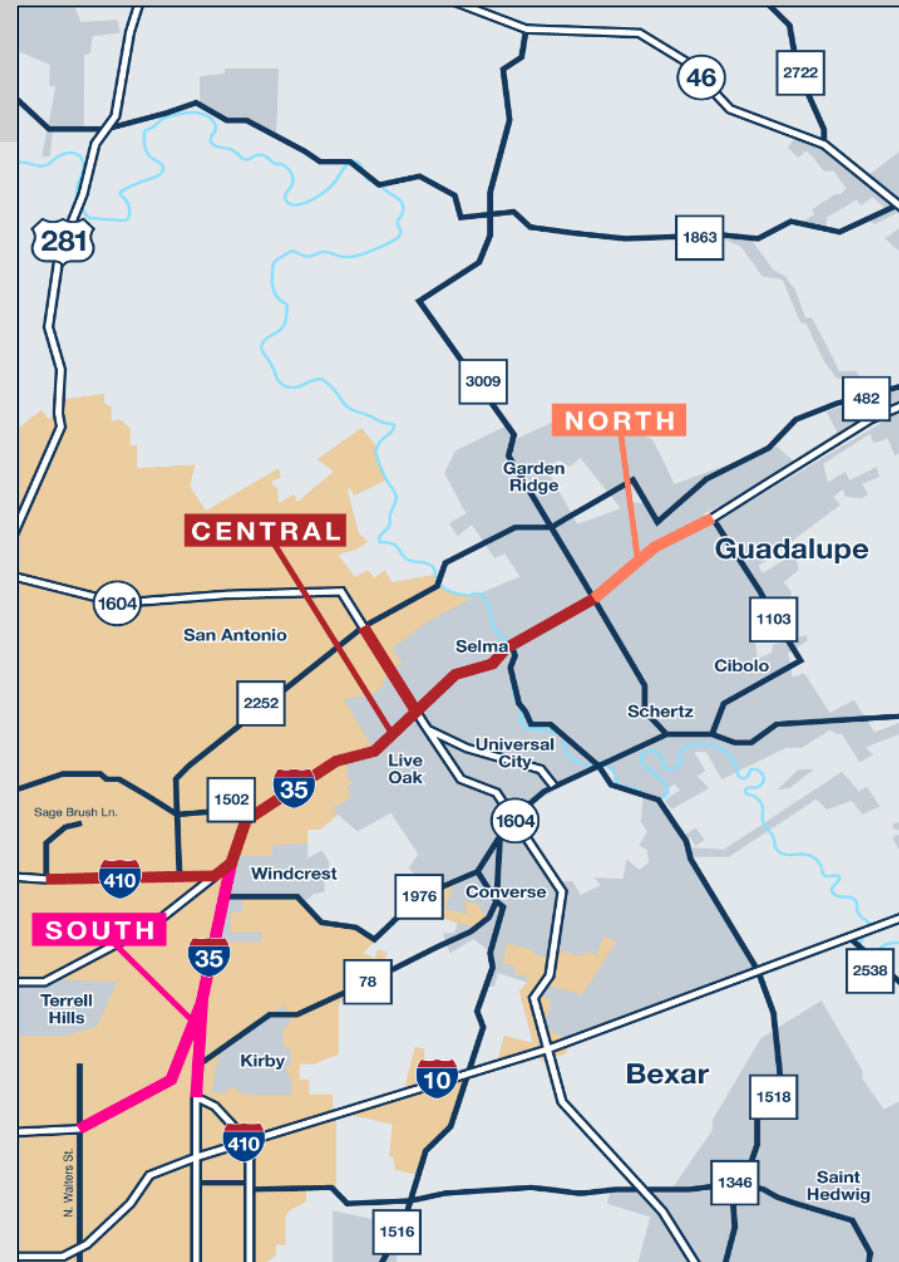




# IH 35 NEX – Project Location



- Project Length: 20 Miles
- Construction Limits: N. Walters St. to FM 1103
- Location: Bexar, Guadalupe, and Comal counties
- Est Total Project Cost: **\$3.4B**

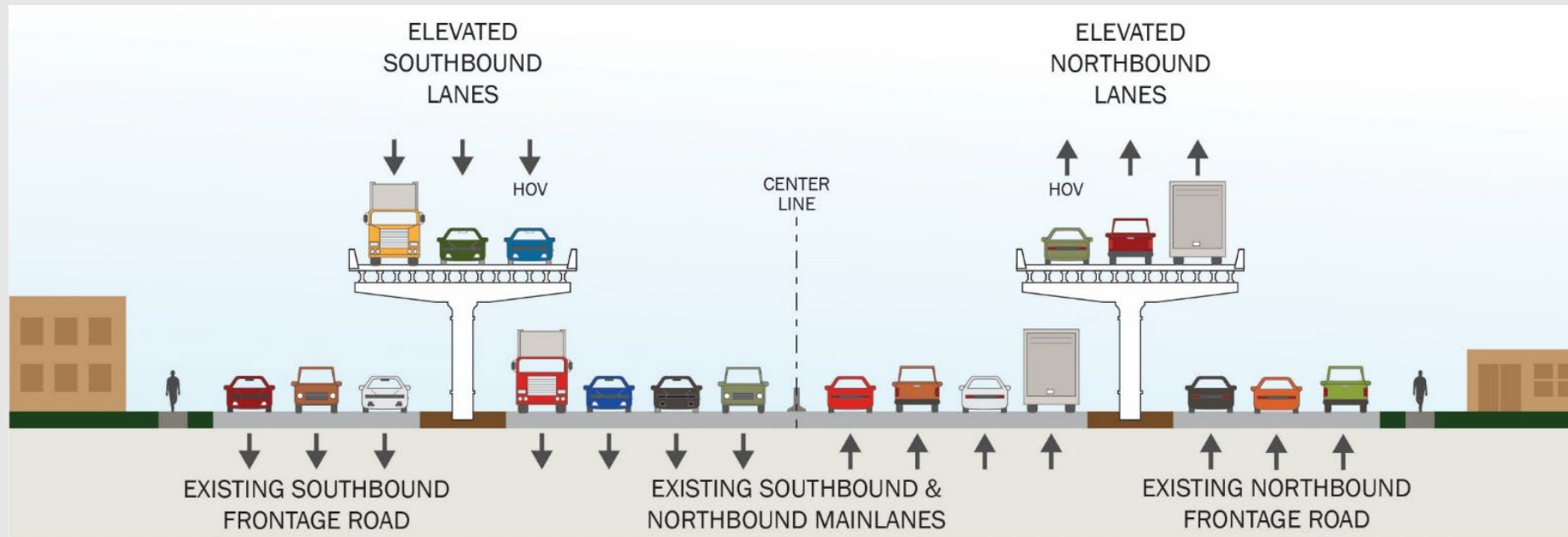




# IH 35 NEX - Project Details



- Added capacity via elevated lanes due to lack of available right of way
- Elevated lanes being built between main lanes and frontage roads
- Elevated lanes will serve regional traffic; existing facility will remain as is



**I-35 NEX Central**  
Typical Section

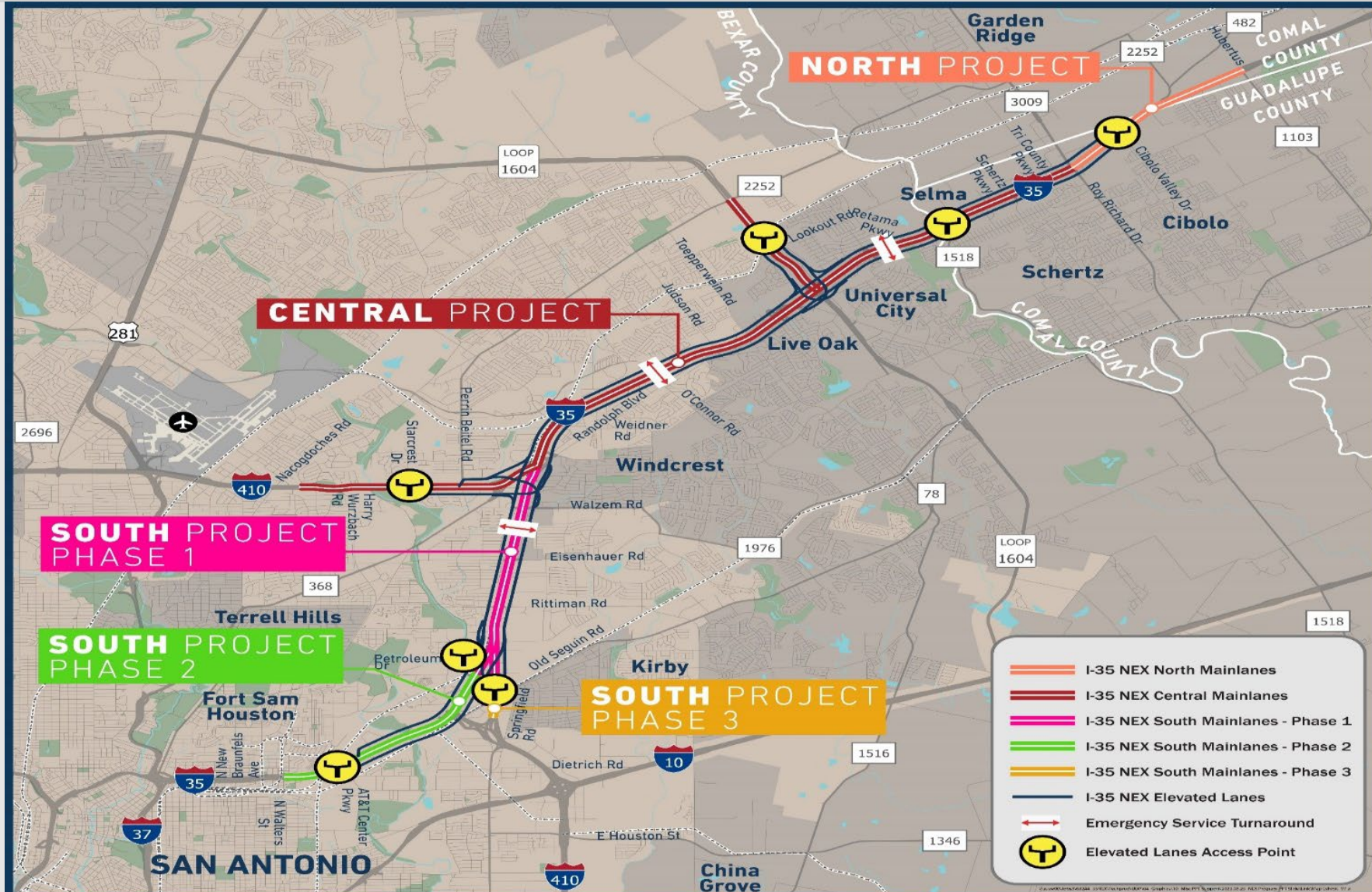
# IH 35 NEX– HOV Lanes



- An HOV lane is a lane reserved for carpools, buses, motorcycles, or emergency response vehicles
- HOVs work to:
  - Reduce congestion
  - Promote mass transit services
  - Improve road safety
  - Establish corridor reliability



# IH 35 Northeast Expansion (NEX) Project Map

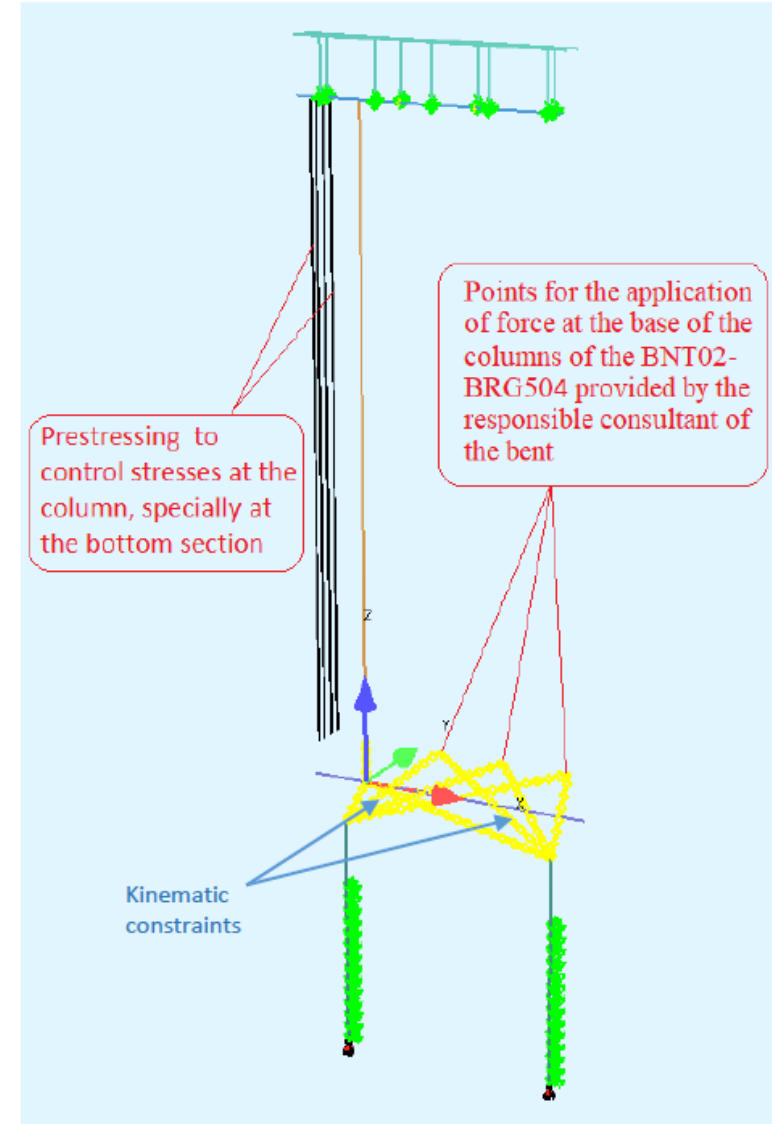
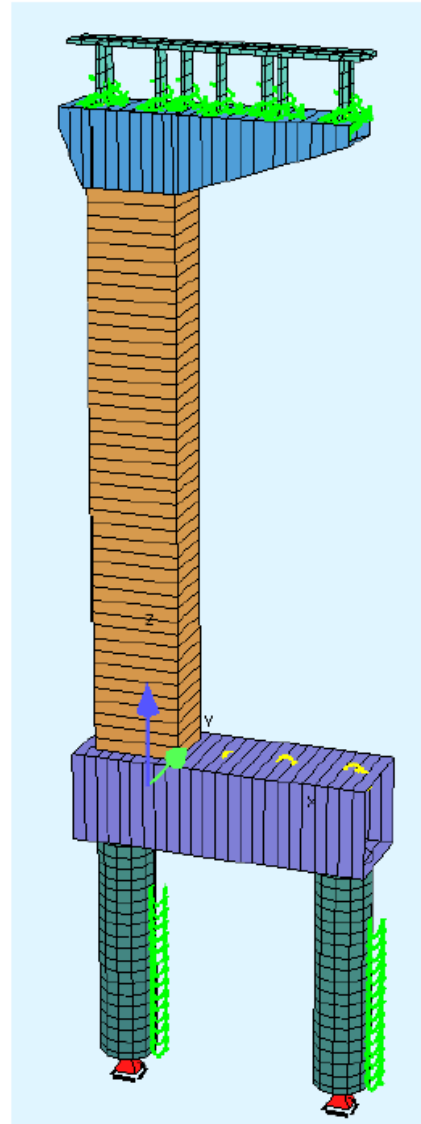
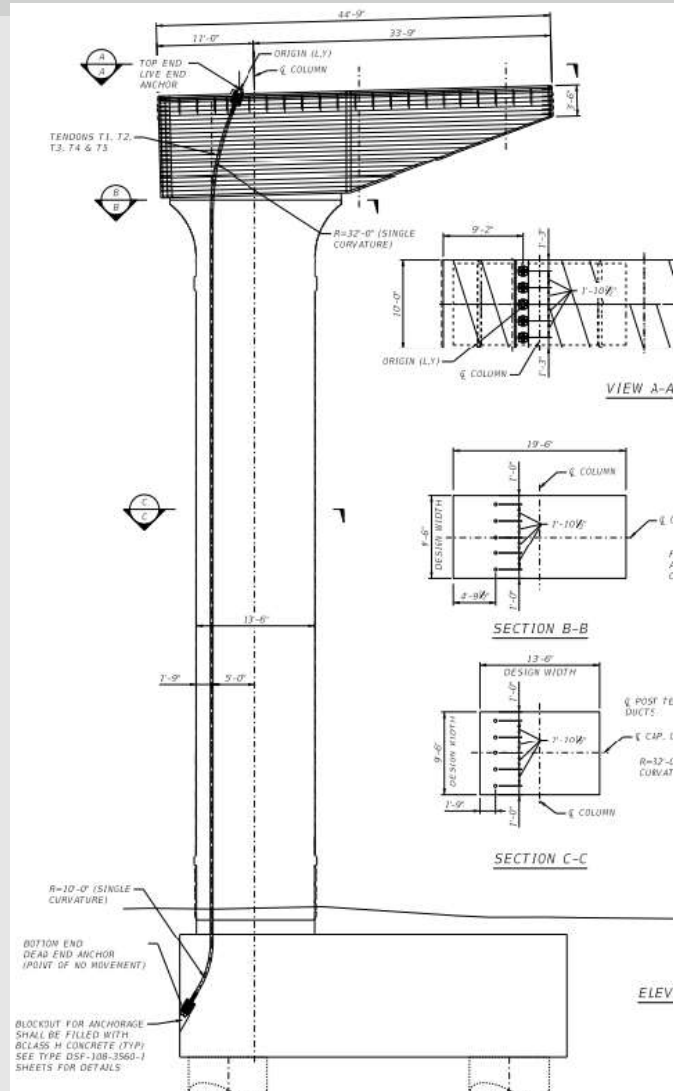


# IH 35 NEX - Current Status: Construction Sites (through May)

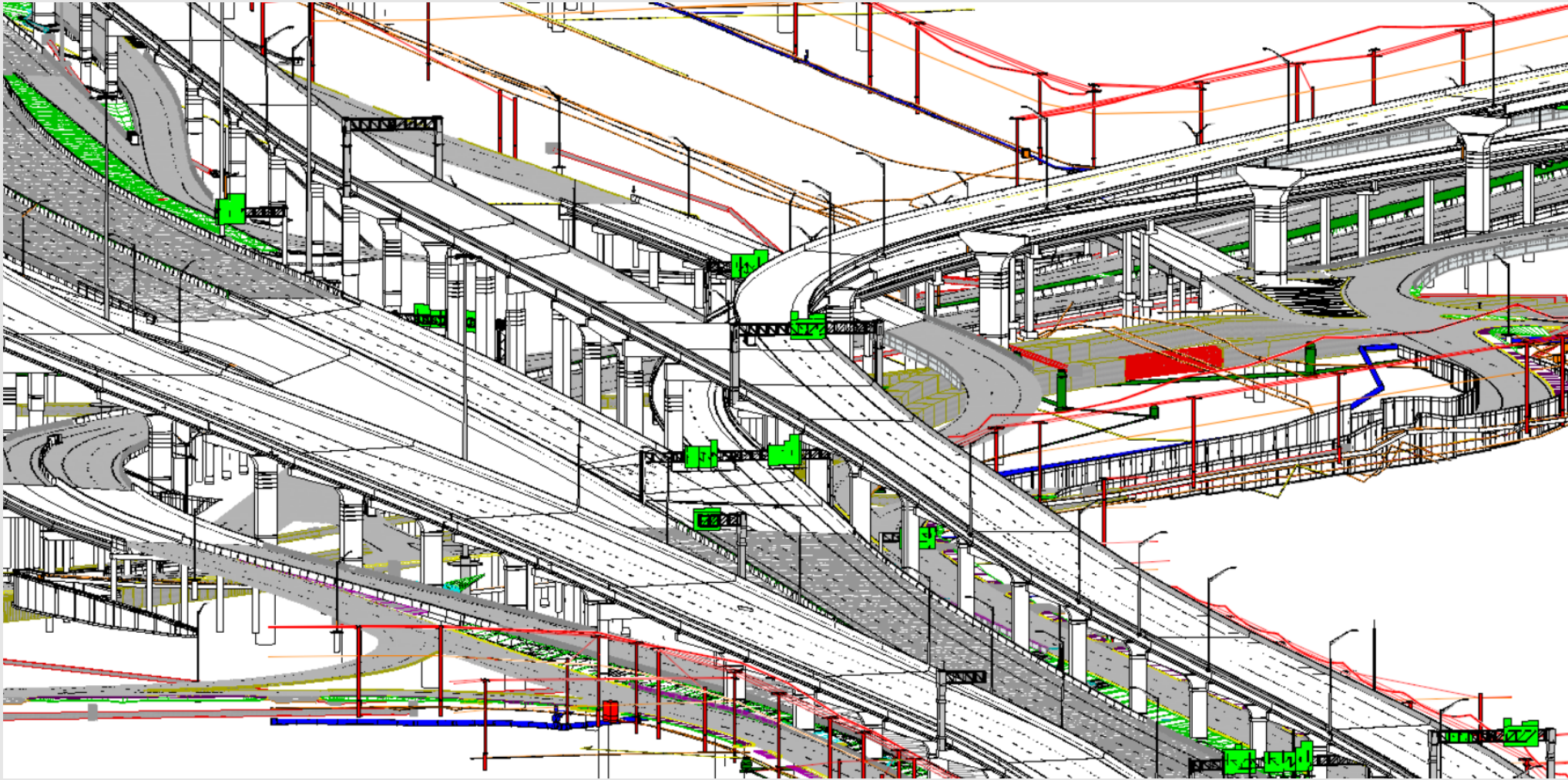


1. Drilled shafts and column foundations work - Nacogdoches Road to Lookout Road.
2. Drilled shaft and bridge foundation work and bent cap installation near Forum Parkway.
3. Bent caps, bridge foundations, column work, soil nail walls, and temporary road widening from Judson Road to I-35 Access Road. Drilled shaft work on northbound frontage road from I-35 Access Road to Toepperwein Road.
4. Long-term alternating lane closure on southbound frontage road between Thousand Oaks Drive and Whirlwind Drive for roadway reconstruction.
5. Long-term closure and temporary ramp construction near Randolph Boulevard.

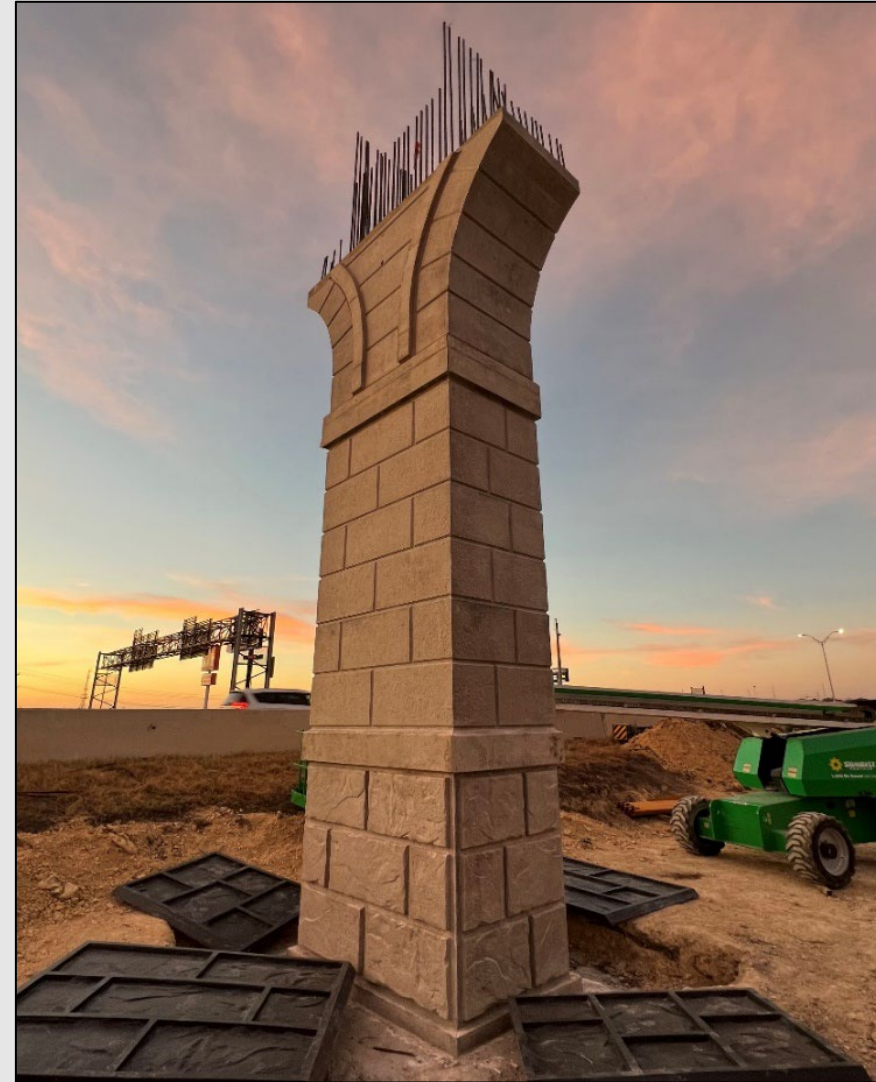
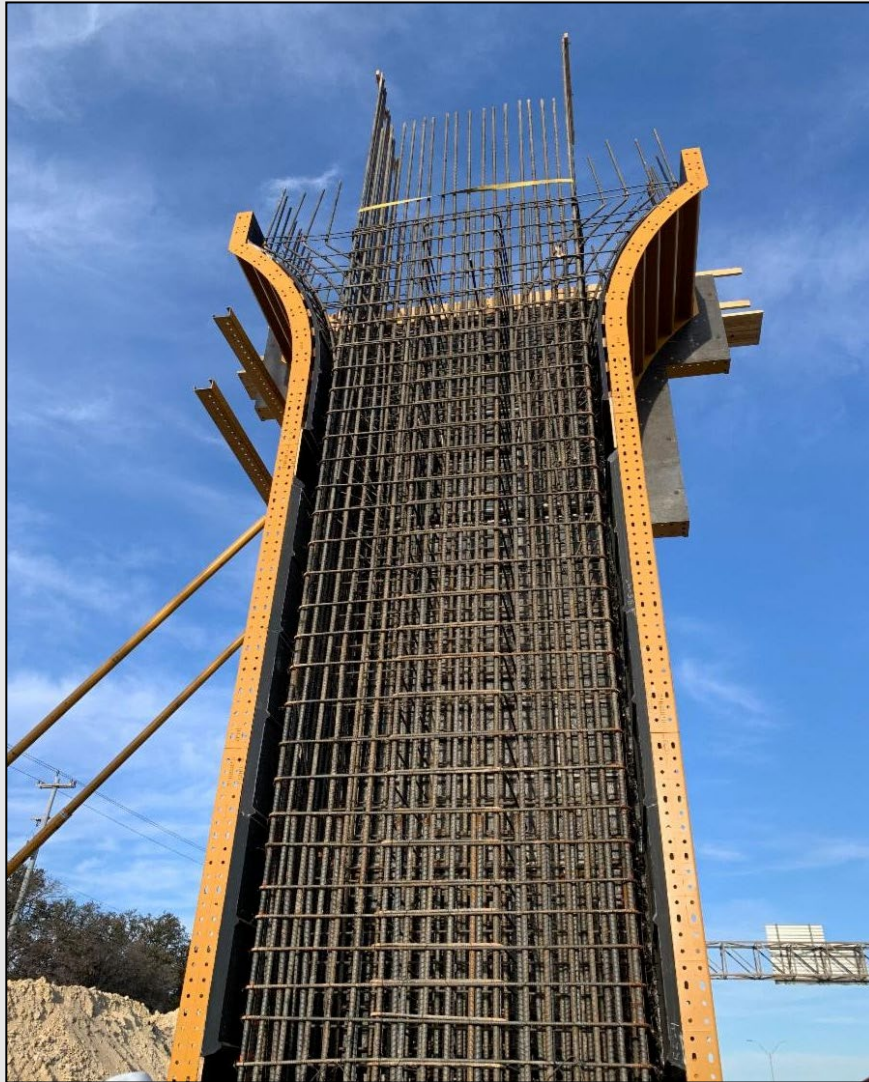
*The construction cones = active construction through May 2023*



# IH 35 NEX - 3D - Visualization in Design



# IH 35 NEX - Construction Update: Columns

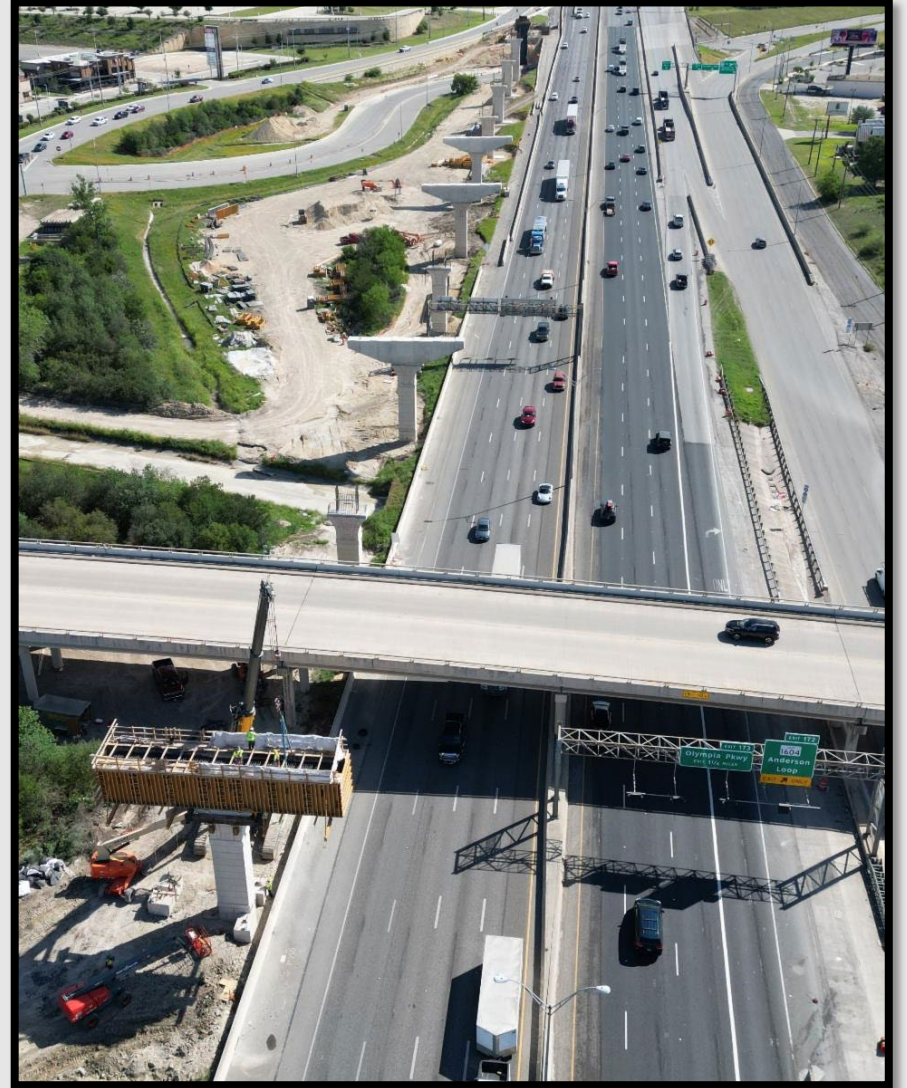


# IH 35 NEX - Construction Update: Bent Cap Placement



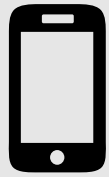


# IH 35 NEX - Construction Update





[www.I35NEX.com](http://www.I35NEX.com)



726-800-4809



[i35NEXCentral@txdot.gov](mailto:i35NEXCentral@txdot.gov)



[i35NEXCentral](#)



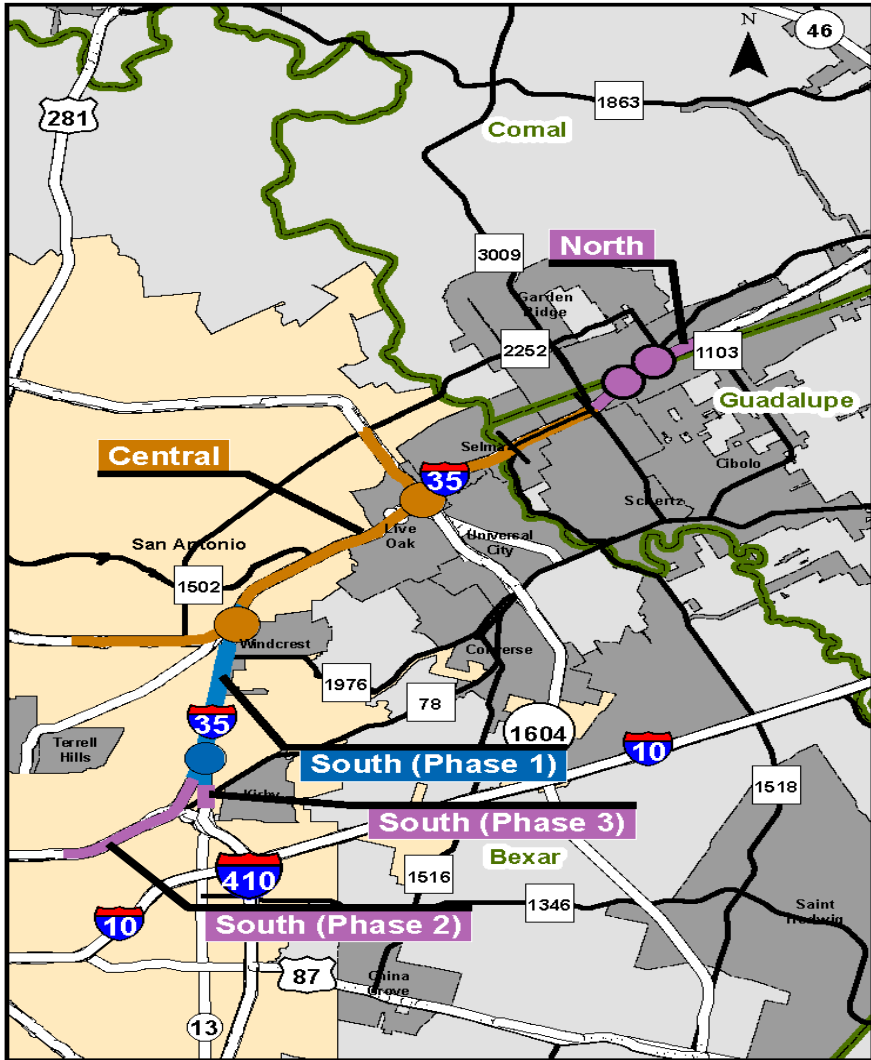
[i35NEXCentral](#)



**SCAN HERE**



# I-35 NEX – South PH 1, 2, 3 & North



## FUNDING

- ESTIMATED CONSTRUCTION COST: \$3.4 BILLION
- CURRENT FUNDING: \$3 BILLION

## PROJECT SCHEDULE:

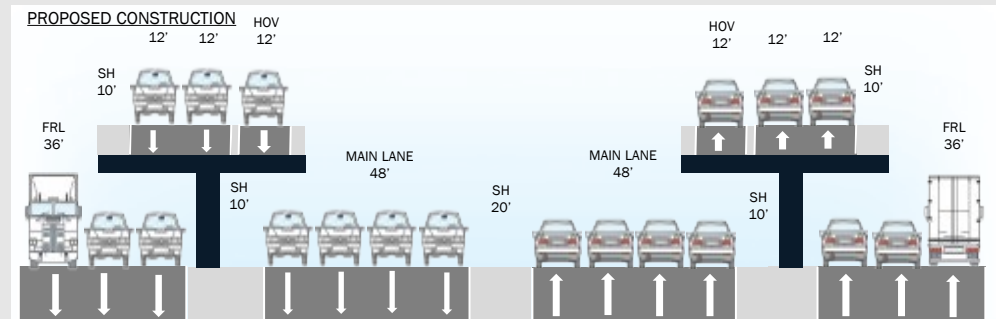
South Phase I Design Build (DB) scheduled to start construction late 2023

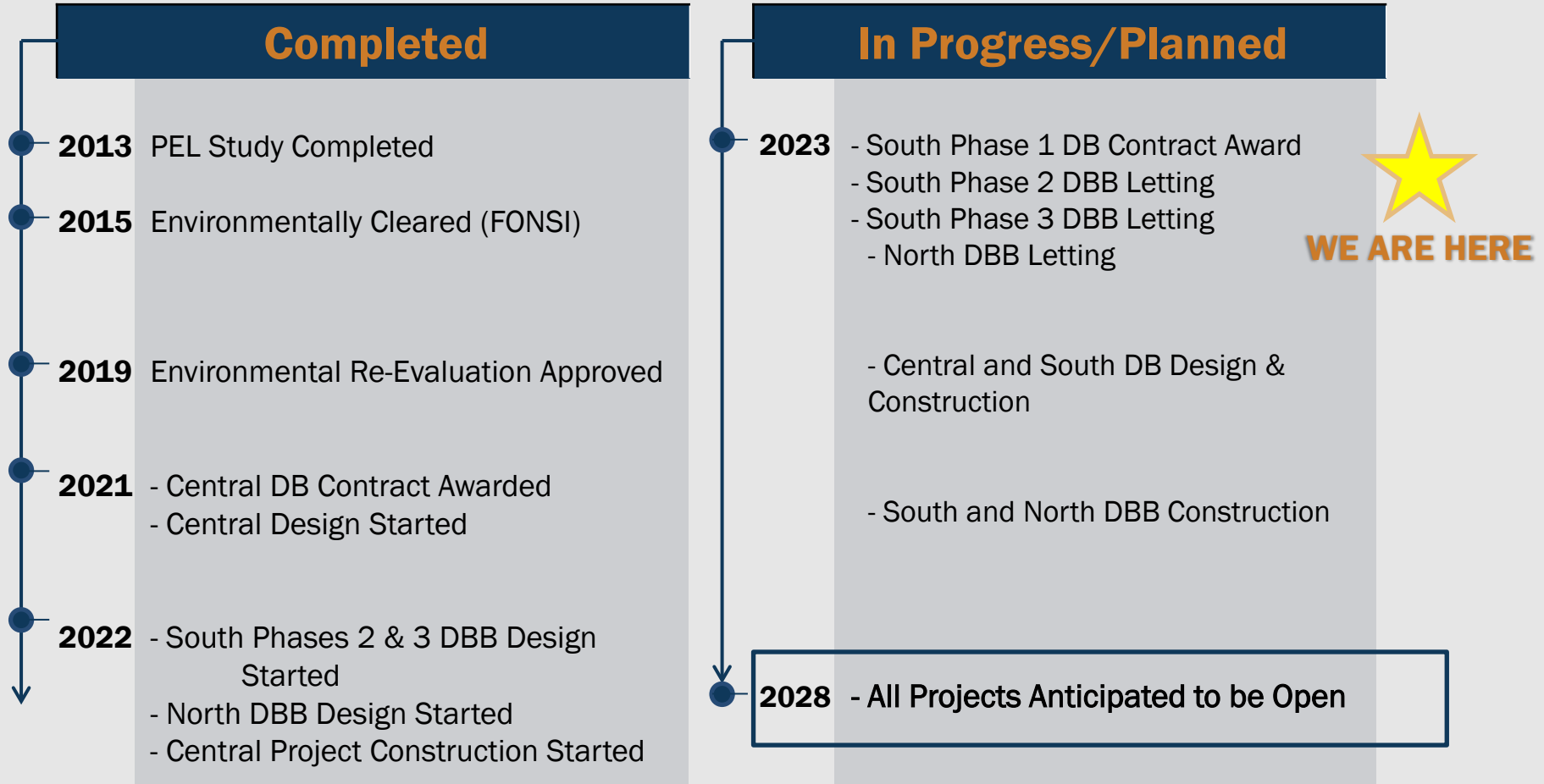
South Phase 2 - Design Bid Build (DBB) is schedule to let 2026\*

South Phase 3 (DBB) scheduled to let 2025\*

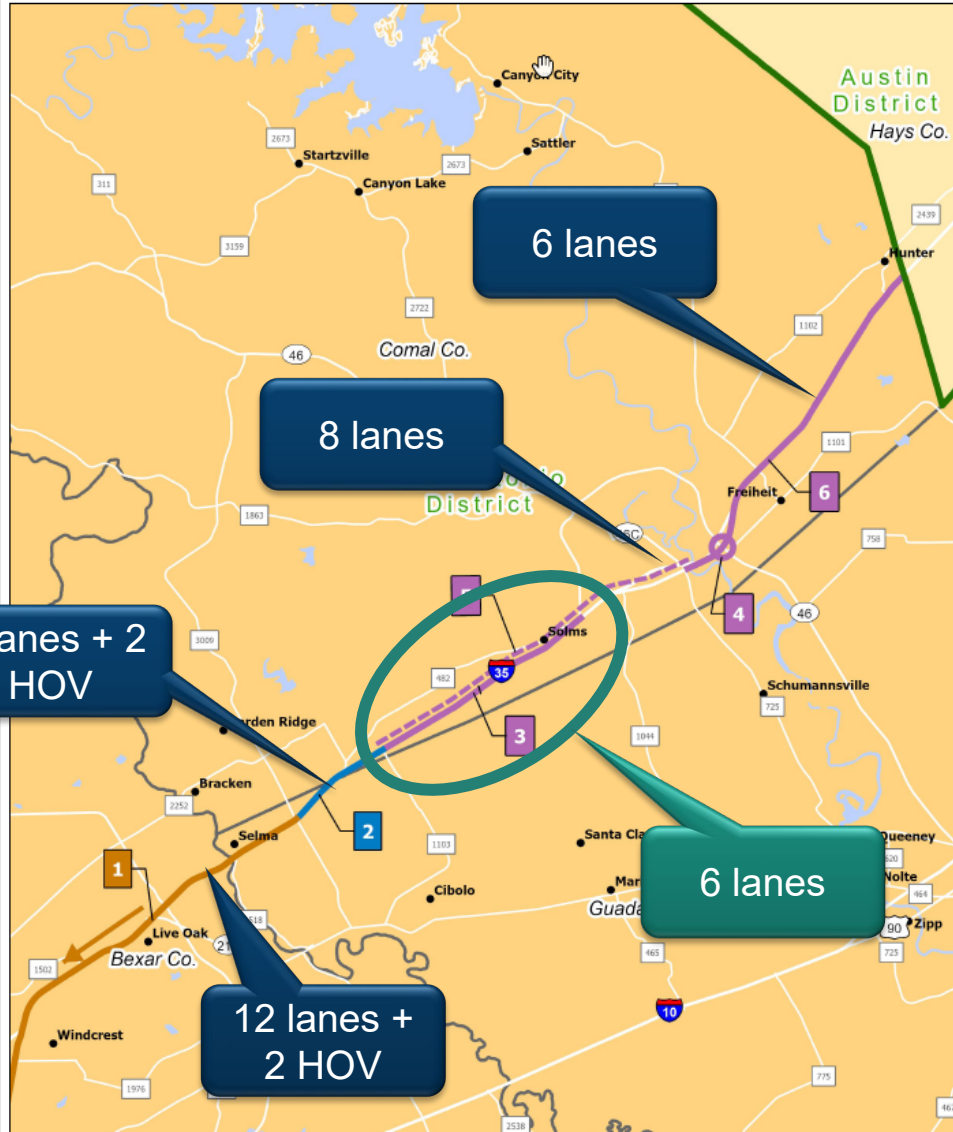
North DBB is scheduled to let 2026

\*Will have these projects on the shelf 1 year early\*





# IH 35 – Corridor Summary



## FUNDED PROJECTS

#	Hwy	County	From	To	CSJ	Phase	Description	CST Cost
1	I-35 NEX (Central)	Bexar	I-410 North	FM 3009	0016-07-113	Under construction	Expand the existing expressway to add 6 additional main lanes (4 GP + 2 HOV/Special Purpose)	\$1,630 M

## PARTIALLY FUNDED PROJECTS

#	Hwy	County	From	To	CSJ	Phase	Description	Funding Gap	CST Cost
2	I-35 NEX (North)	Guadalupe/Comal	FM 3009	FM 1103	0016-05-111, 0016-06-115	PS&E Design	Expand the existing expressway to add 4 additional lanes (2 GP + 2 HOV/Special Purpose)	\$138.5M*	\$529M

## UNFUNDED PROJECTS

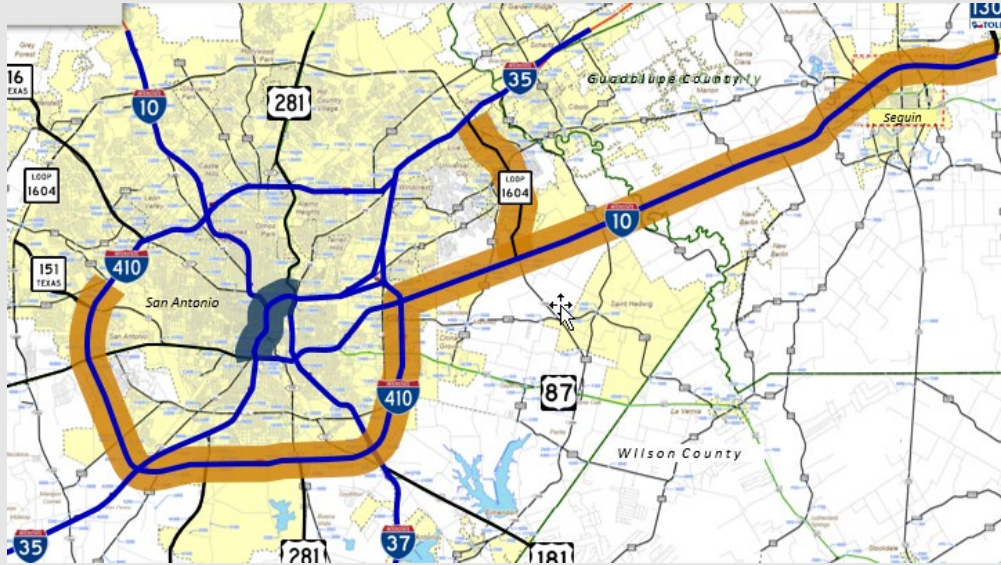
#	Hwy	County	From	To	CSJ	Phase	Description	CST Cost
3	I-35	Comal	FM 1103	SL 337	0016-05-129	Schematic / Environmental starting	Expand the existing expressway to add 4 additional lanes (2 GP + 2 HOV/Special Purpose)	\$250M
4	I-35	Comal	at SH 46		0216-01-059	Schematic / Environmental ongoing	Construct Interchange	\$350M
5	I-35	Comal	FM 1103	Guadalupe River	0016-05-114	Schematic complete, ENV Clear	Operational Improvements, Ramp Revisions, & Intersection Improvements	\$125.8M
6	I-35	Comal	Guadalupe River	Hays/Comal CL	0016-04-112	Schematic complete, ENV Clear	Operational Improvements, Ramp Revisions, & Intersection Improvements	\$54.6M

\*Funding gap based on 2024 draft UTP.



Relief...

# IH 35 Relief – Planning Environmental Linkages (PEL) Study



## Connecting Arterial Improvements Strategy



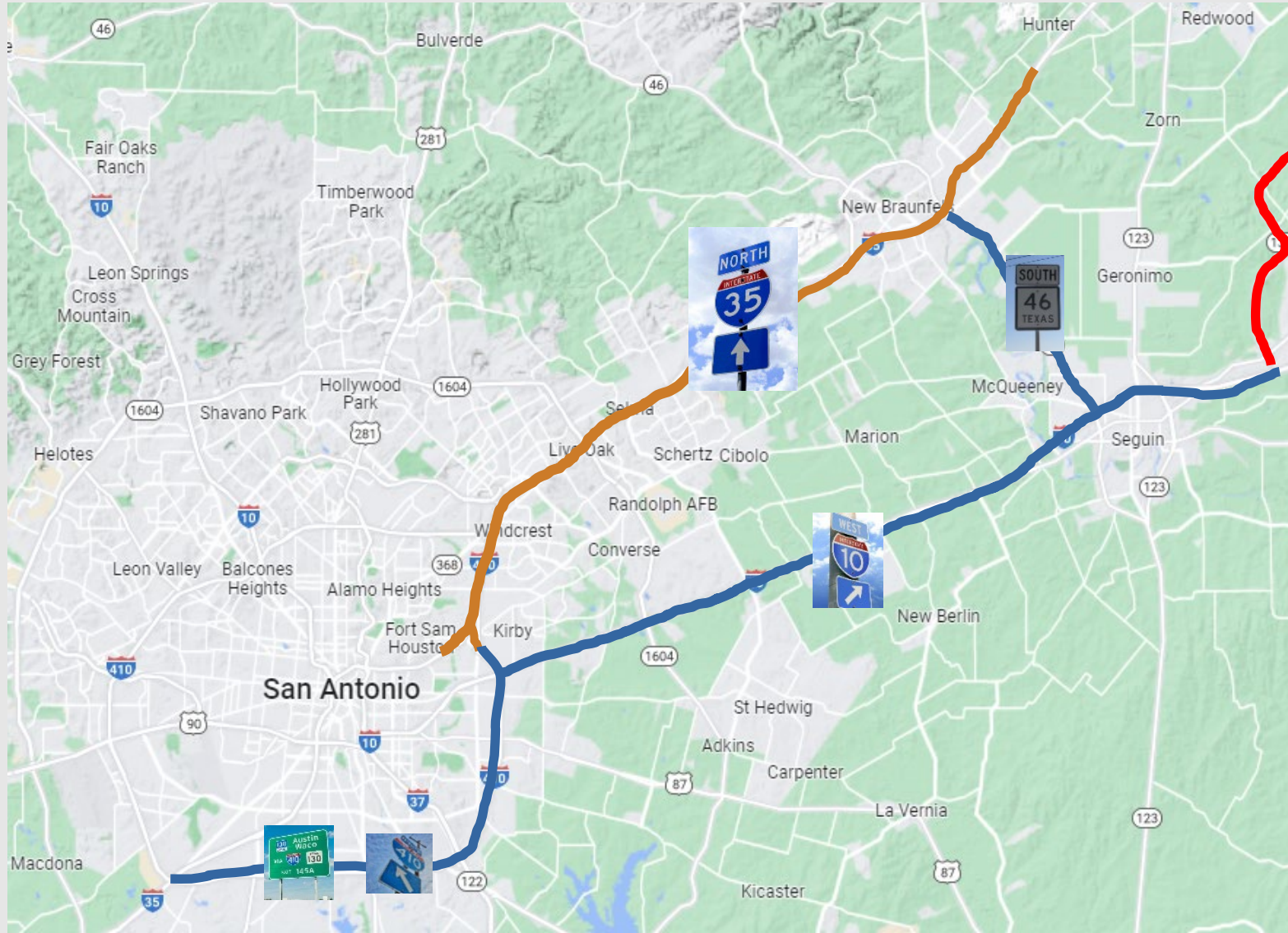
Alternative for possible improvement of arterial roads connecting I-10 to I-35 northeast of San Antonio and I-35 to Loop 1604 in southwest San Antonio.



### Inspired by:

- Public/Stakeholder Suggestions
- FM 1103 Route Study

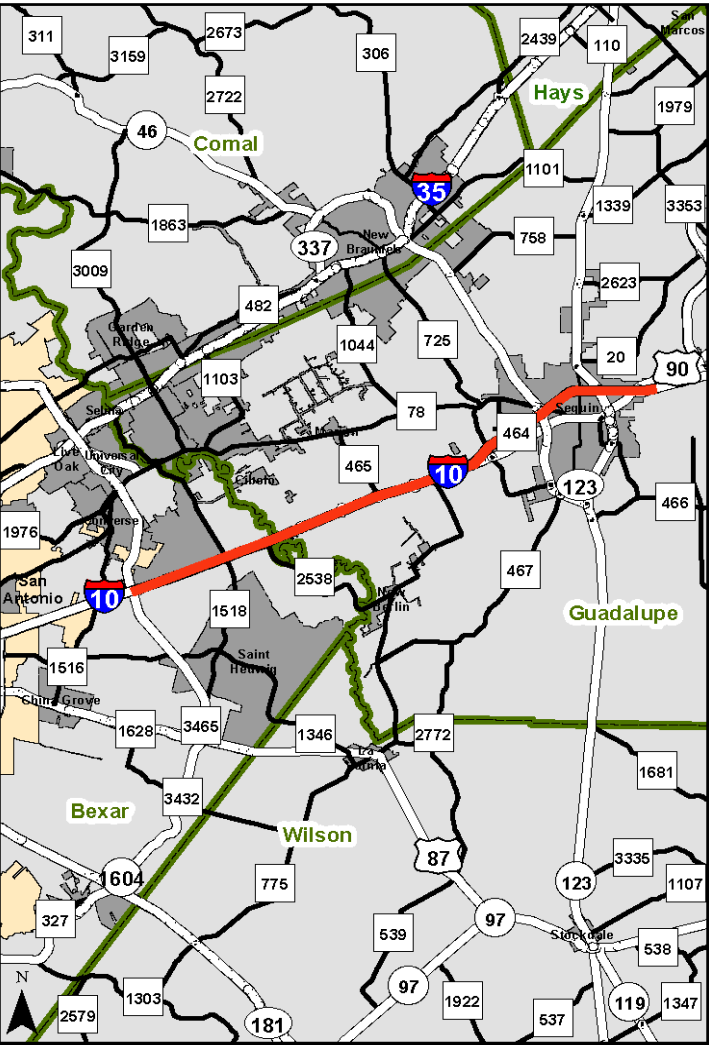
# IH 410 – (IH 35 SW to IH 10 E)







# I-10 EAST (LOOP 1604 TO SH 130)



**PROJECTS LIMITS:** LP 1604 TO SH 130

## **IMPROVEMENTS INCLUDE:**

- EXPAND I-10 MAINLANES FROM 4 TO 6 LANES
- CONVERT FRONTAGE ROADS FROM TWO-WAY TO ONE-WAY
- CHANGING LOCATION OF ENTRANCE/EXIT RAMP
- RECONSTRUCTING OVERPASSES/UNDERPASSES
- ADDING TURNAROUNDS

## **FUNDING**

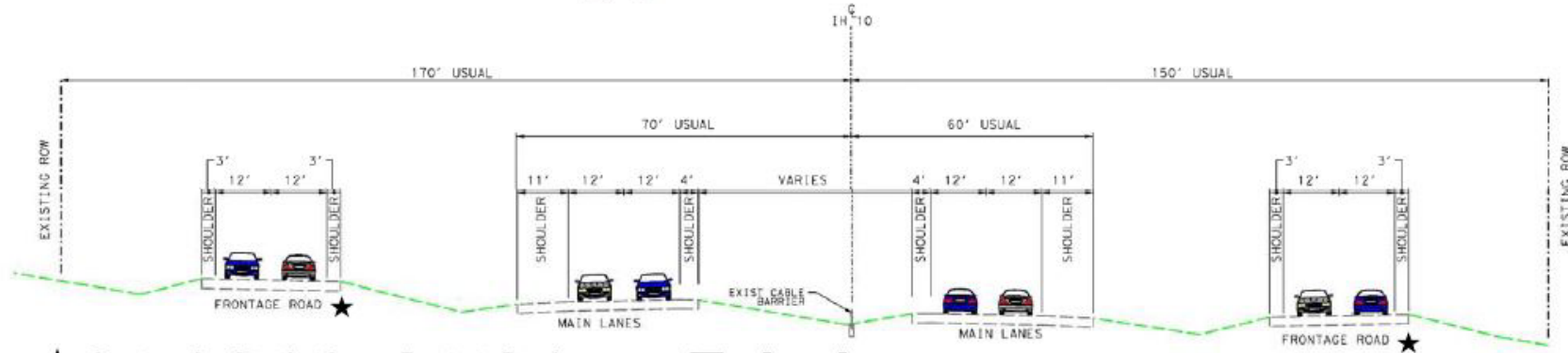
- ESTIMATED CONSTRUCTION COST: \$1.2 BILLION

## **PROJECT SCHEDULE:**

- FIRST FUNDED PHASES ARE UNDER CONSTRUCTION

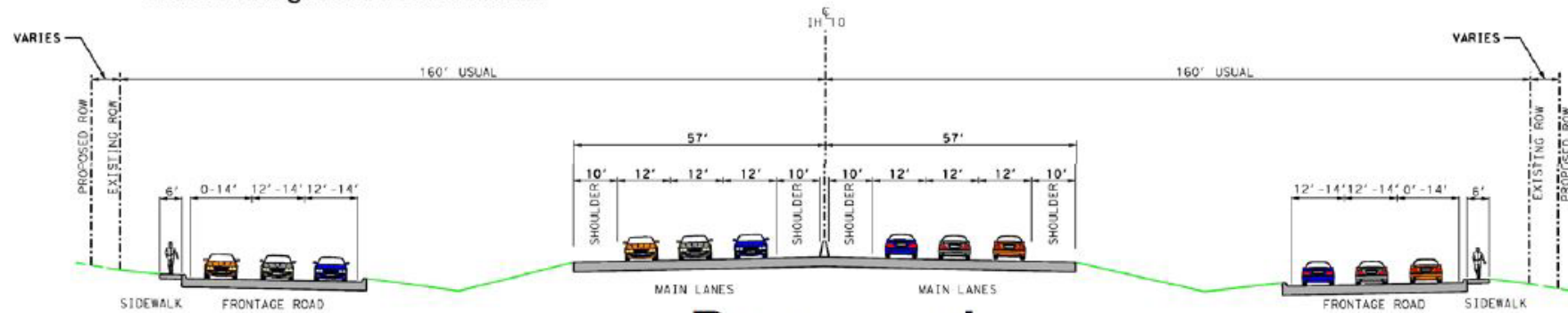


## I-10 Typical Sections

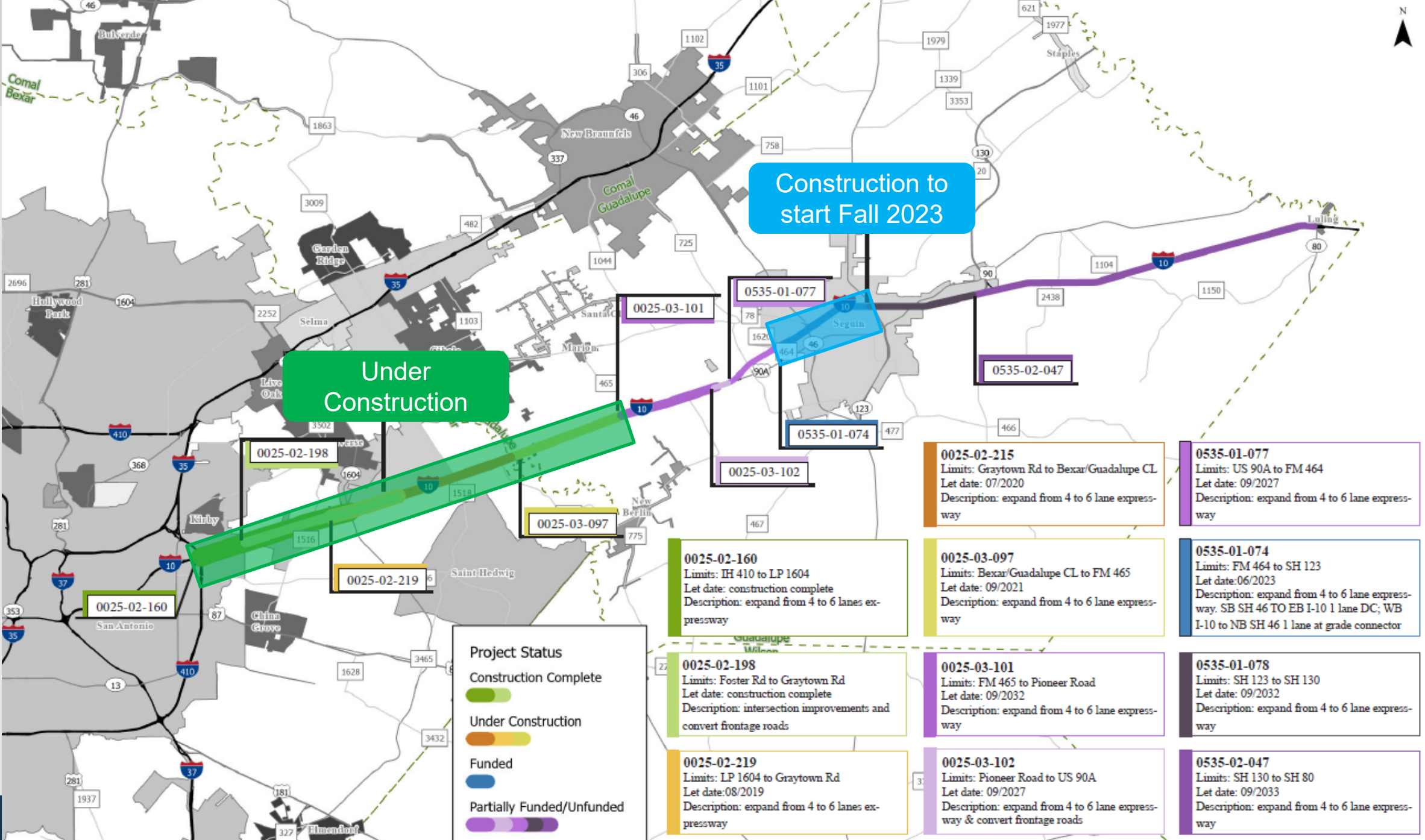


★ Construction Starting Soon - Frontage Road project from Foster Road to Loop 1604 to convert frontage roads to one direction.

### Existing



### Proposed



# I-10 @ Santa Clara Rd - Existing

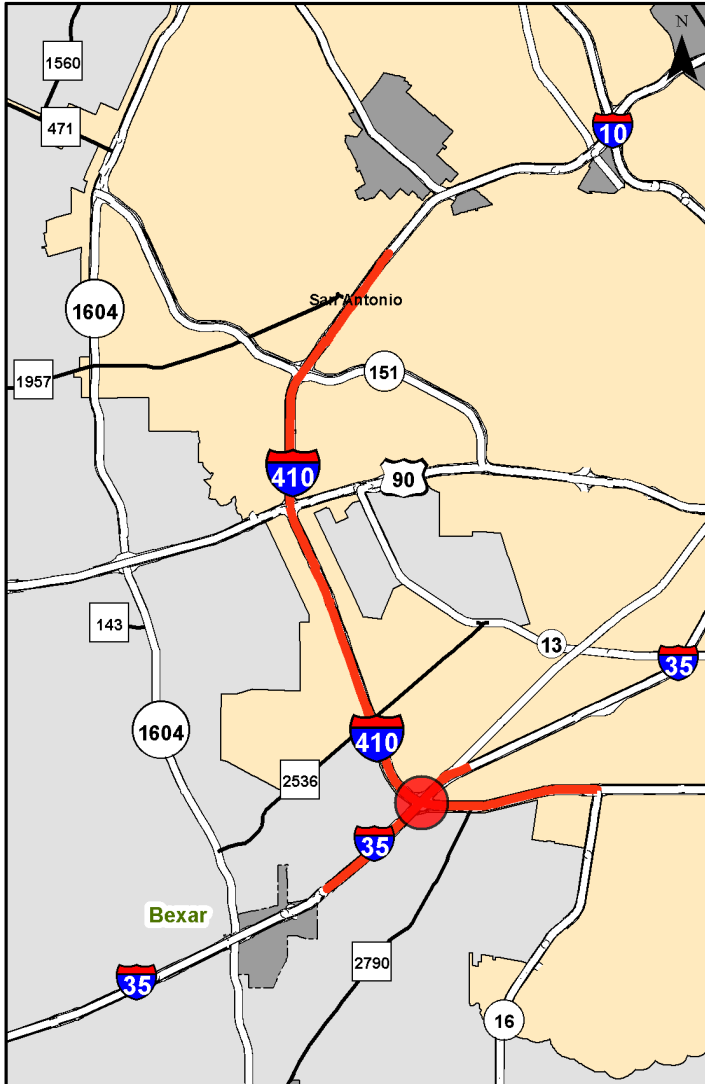


# I-10 @ Santa Clara Rd – New Overpass





# IH 410 - Southwest



**Project Limits:** SH 16 to Ingram Rd

**Improvements include:**

- Expand 6 to 8 lanes between US 90 & Valley Hi
- Expand from 4 to 6 lanes between Valley Hi & IH 35
- Reconstruction of frontage roads
- Construct direct connectors at IH 35 S
- Ingram to US 90
  - Add two main lanes, reconstruct frontage roads, and SH 151 interchange improvements
- FM 2536 to Valley Hi
  - Ramp revisions, intersection improvements, and reconstruct frontage roads

**Project Schedule:**

Ingram to US 90 let in 07/2019 (under construction)

Estimate construction completion in Fall 2022

Construction cost: \$77 M

FM 2536 to Valley Hi to in 04/2021 (under construction)

Estimate construction completion in Fall 2023

Construction cost: \$22 M

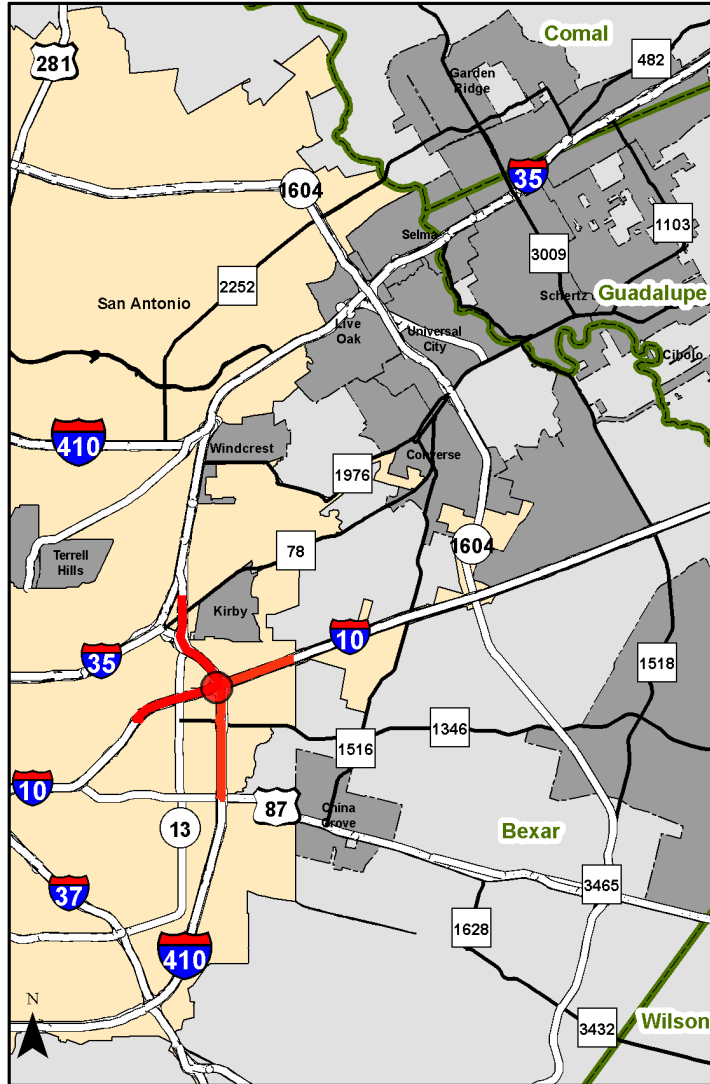
Remaining estimated construction cost: \$589 M



# IH 410 - Southwest



# IH 410 at IH 10 East Interchange Phase 1 & 2



## Project limits: IH 410 and IH 10 East Interchange

IH 410: North FM 78 to US 87

IH 10: E. Houston St. to Foster Rd.

## Funding:

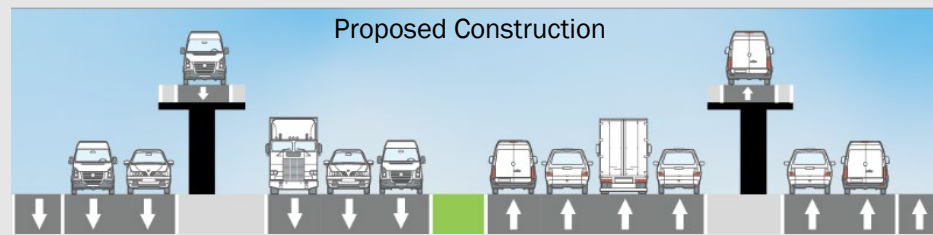
Estimated construction cost: \$800 million

## Improvements include:

- Reconfigure & reconstruct existing cloverleaf interchange with direct connectors
- Mainlane, frontage road, and ramp reconfiguration
- Intersection improvements

## Project schedule:

Phase 1 under construction

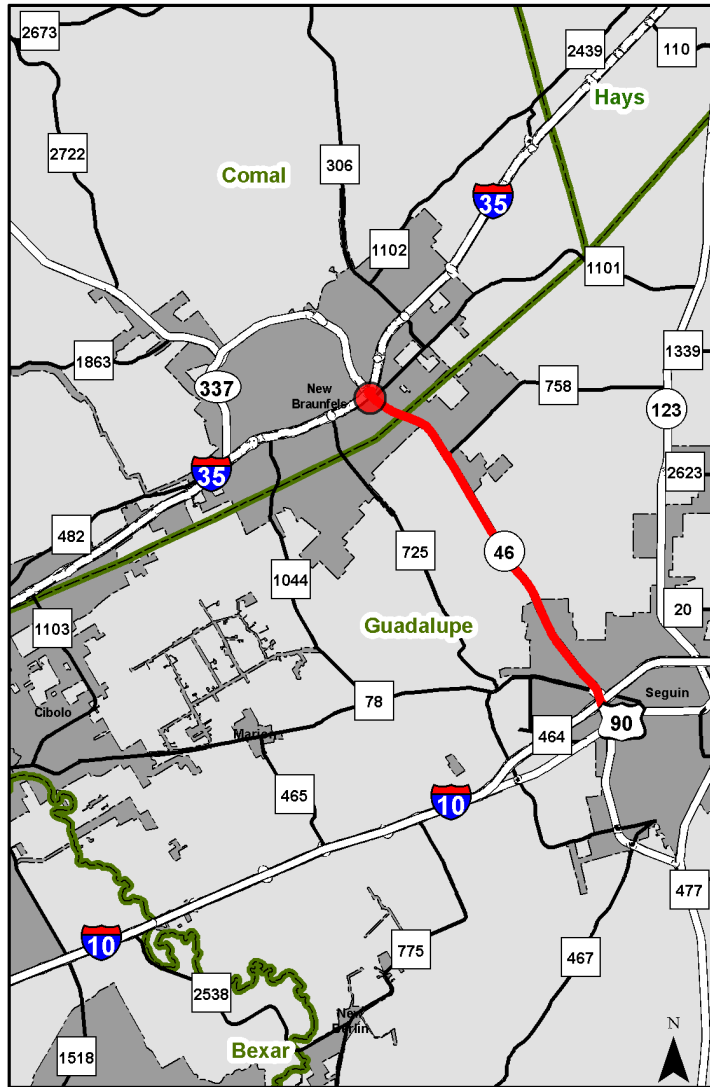


# IH 410 at IH 10 East Interchange





# SH 46 – New Braunfels to Seguin



**Project limits:** IH 35 to IH 10

## Improvements include:

- Expand from 4 lanes to 4 lane-controlled access highway
- Grade-separation crossings at major intersections
- Direct connect interchange at I-35
- New one-way frontage roads
- Bicycle accommodations
- Pedestrian accommodations

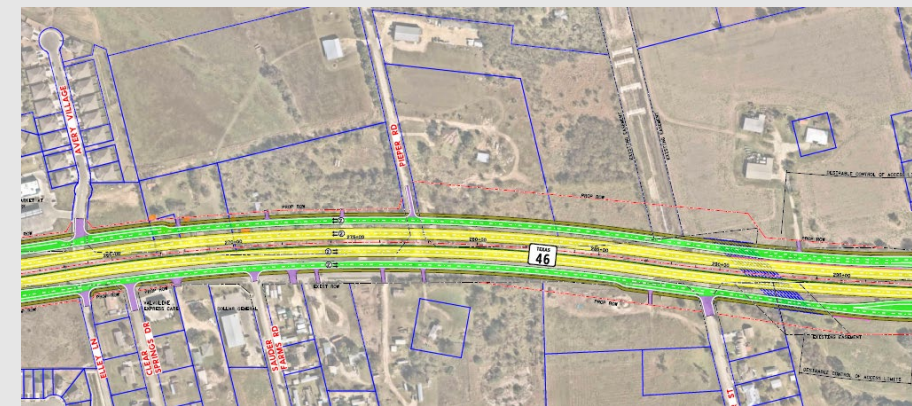
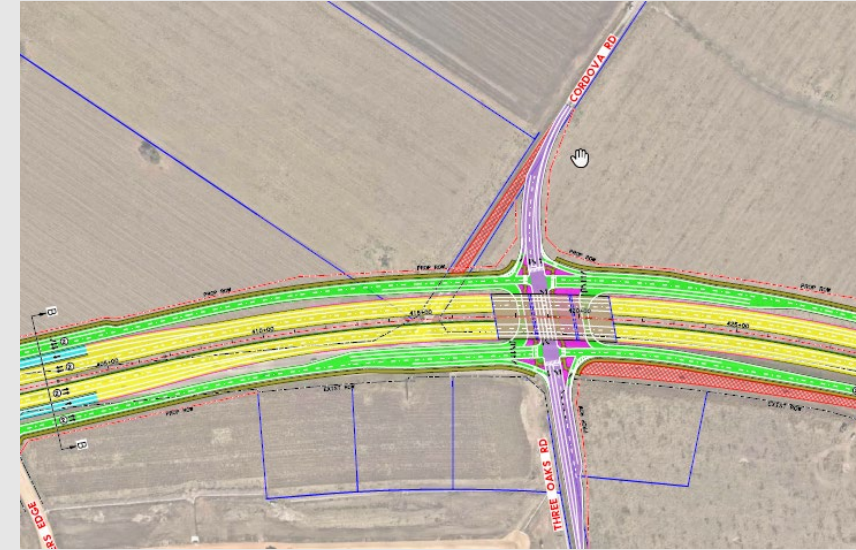
## Funding:

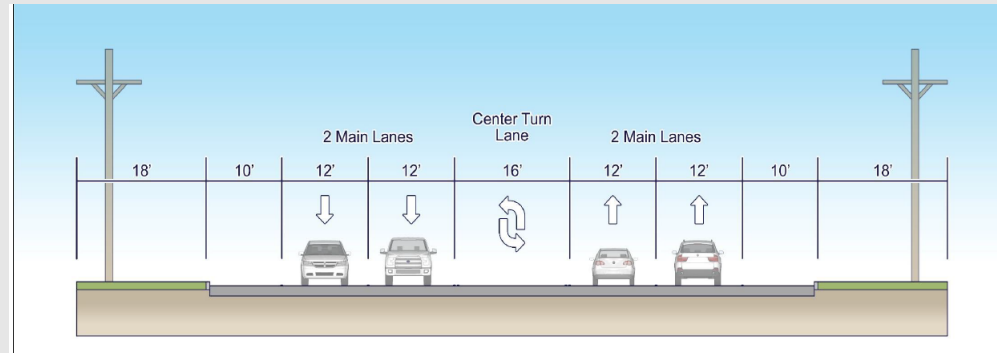
Not funded

Estimated construction cost: \$1B+

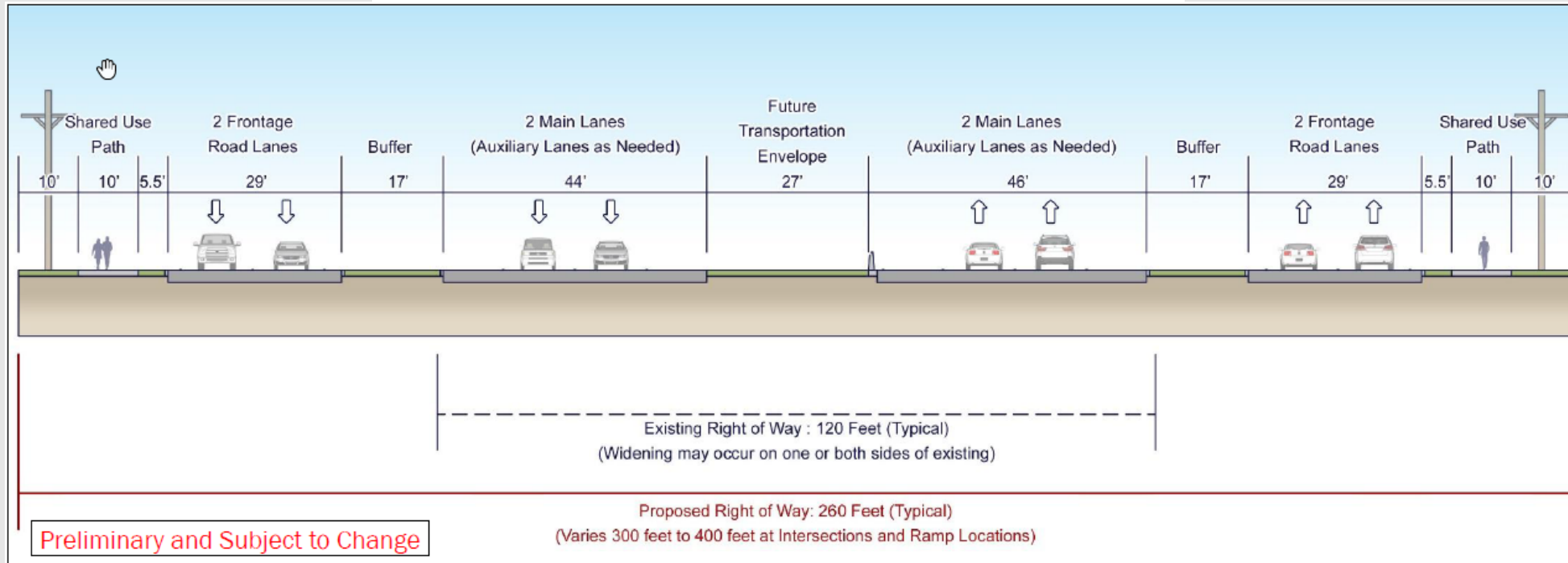
## Project Schedule:

Schematic and environmental studies underway



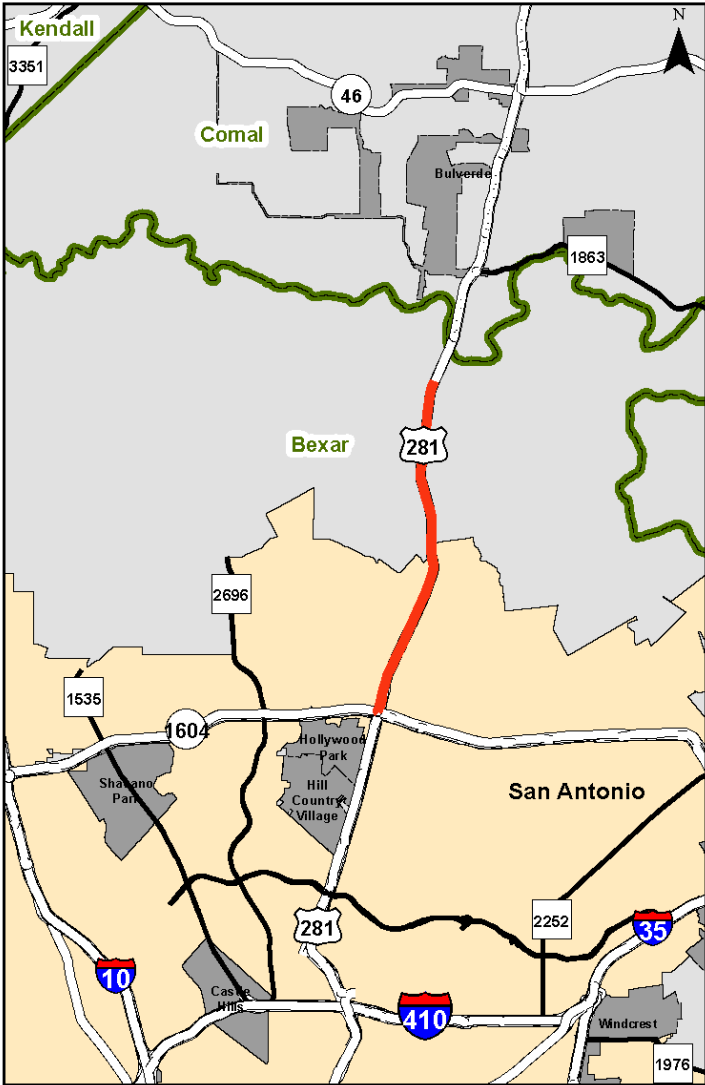


Existing Right of Way: 120 feet





# US 281 Phase 1 & 2



## Project limits:

Phase 1: LP 1604 to North of Stone Oak Parkway

Phase 2: North of Stone Oak Parkway to Borgfeld Dr.

## Improvements include:

Expand from 4 lane divided highway to 6 lane expressway

1 HOV lane in each direction

2 GP lane in each direction

## Funding:

Estimated construction cost:

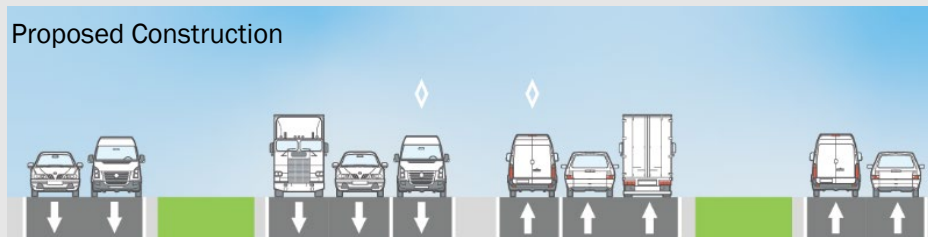
Phase 1: \$228 million

Phase 2: \$304 million

## Project schedule:

Phase 1: Construction began in 2017 - Complete

Phase 2: Construction began in 2019 - Complete





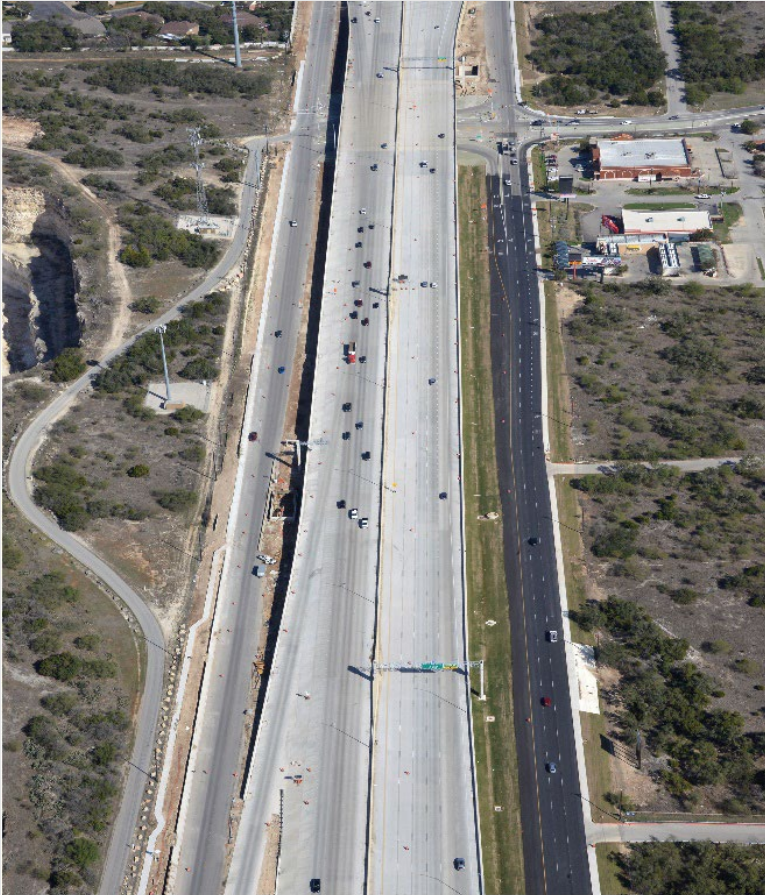
# US 281 Phase 1 & 2



**Aero Photo**  
727.520.8181  
www.aerophoto.com

WWK US 281 Expansion

Image # 22  
Date 03.20.18



**Aero Photo**  
727.520.8181  
www.aerophoto.com

WWK US 281 Expansion

Image # 28  
Date 01.25.2021



**Aero Photo**  
727.520.8181  
www.aerophoto.com

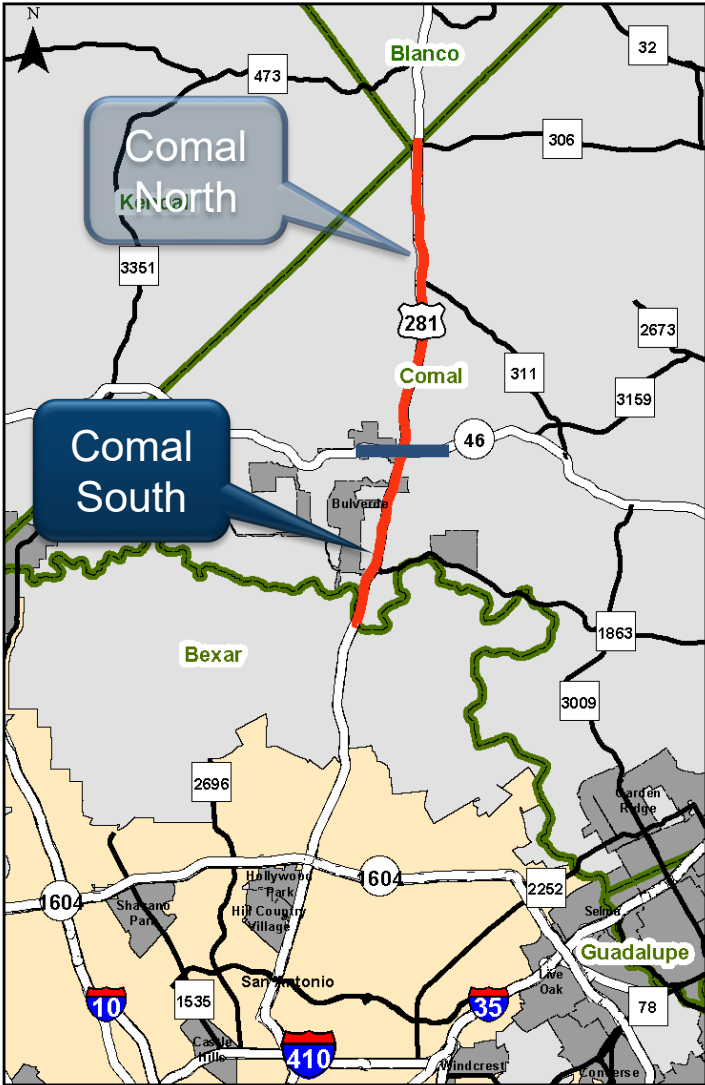
WWK US 281 Expansion

Image # 32  
Date 01.25.2021

# US 281 Phase 1 & 2 – Open to Traffic



# US 281 Expansion – Comal South



## Project limits:

Bexar County Line to SH 46

## Improvements include:

Expand from 4 lane divided to 6 lane expressway with frontage roads

Right-of-way needed

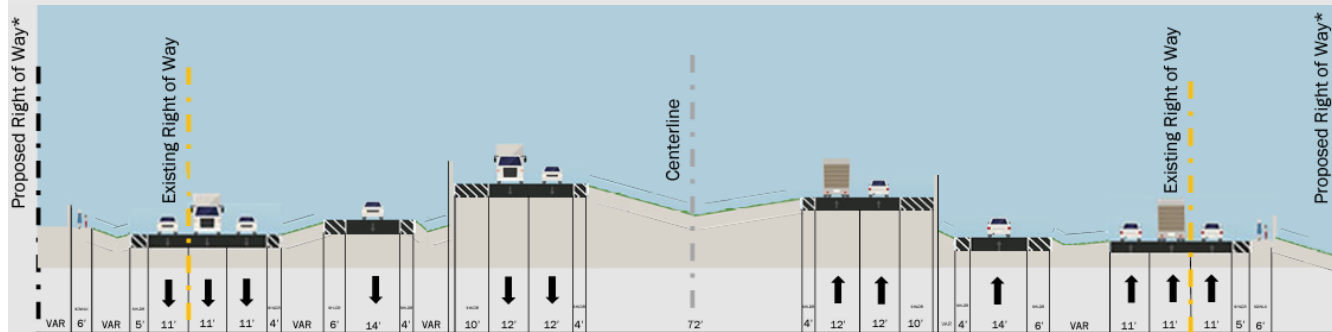
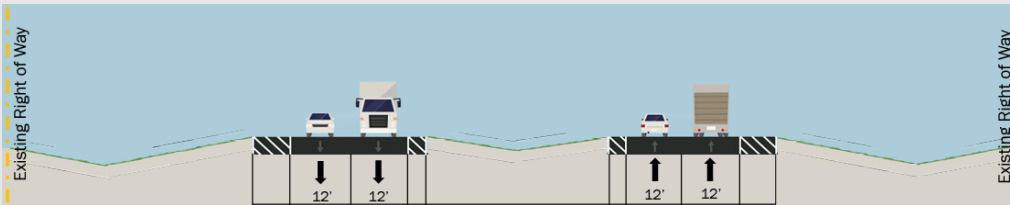
## Funding:

Not funded

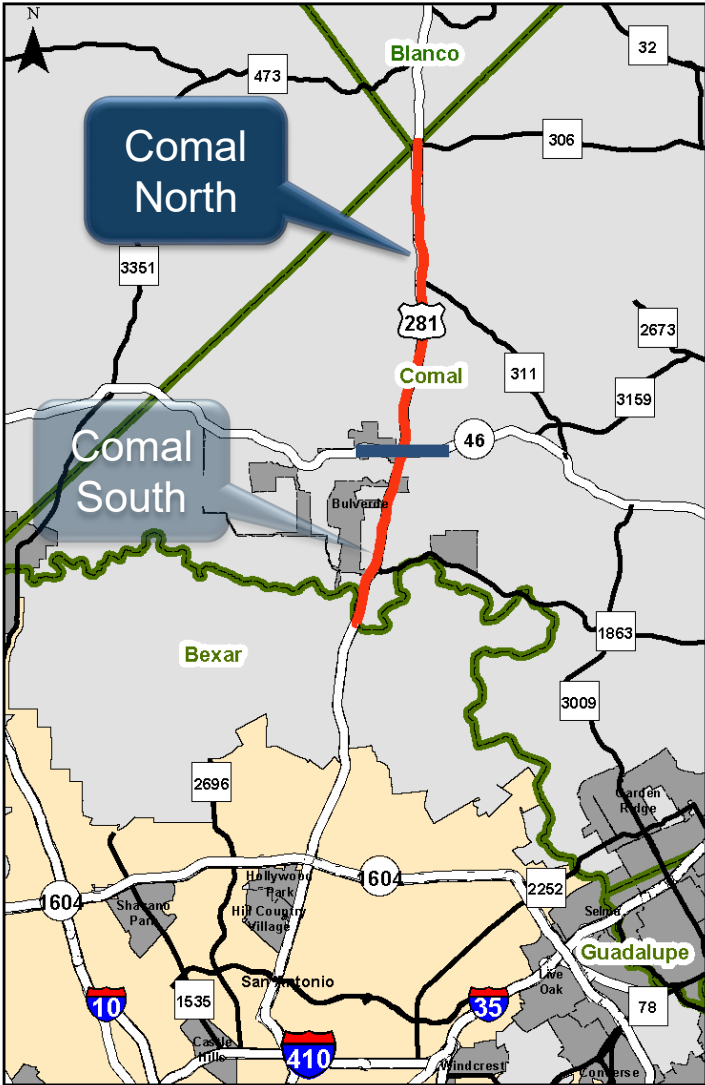
Estimated cost: TBD

## Project schedule:

Schematic & Environmental Study 90% complete



# US 281 Expansion



## Project limits:

SH 46 to Blanco CL

## Improvements include:

Expand from 4 lane divided to 4 lane expressway with frontage roads

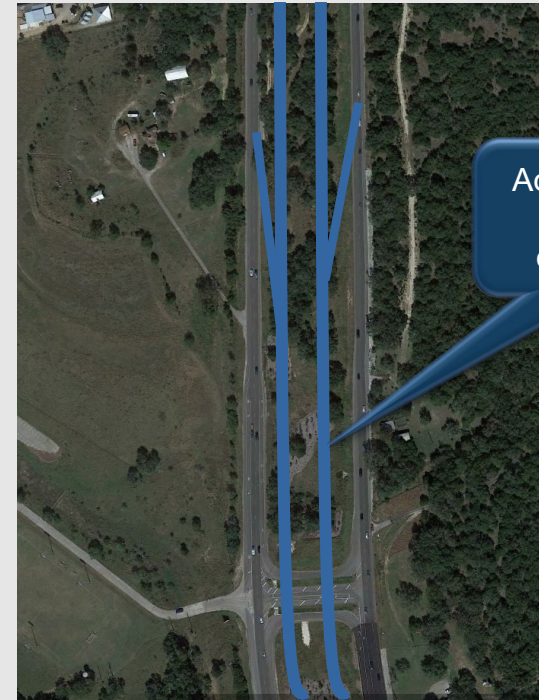
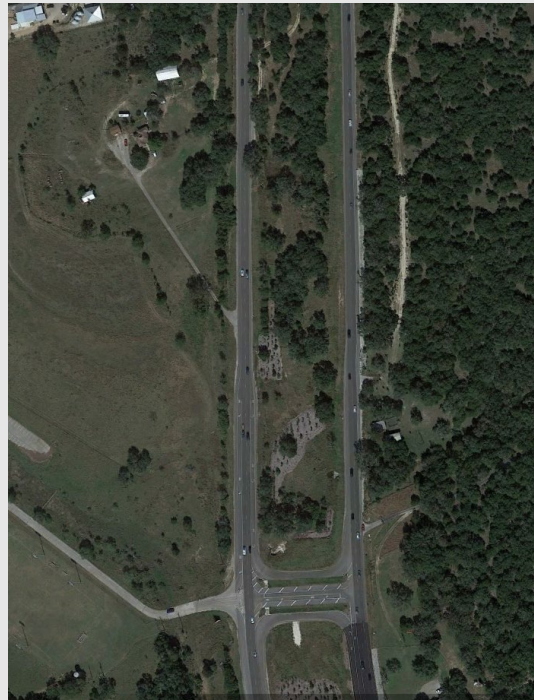
## Funding:

Not funded

Estimated cost: TBD

## Project schedule:

Feasibility Study underway



Add mainlanes ramps, and overpasses



Questions?

**Updates from CAMPO and  
AAMPO Executive  
Directors**





# Capital-Alamo Connections Study Update

AAMPO/CAMPO Joint Meeting  
June 16, 2023 San Marcos, TX

# Purpose of Study



## Objective:

To develop a regional strategy to enhance mobility and identify

1. Infrastructure
2. Policy and
3. Technology solutions

for the Greater Austin-San Antonio region.

## By:

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

## Outcome:

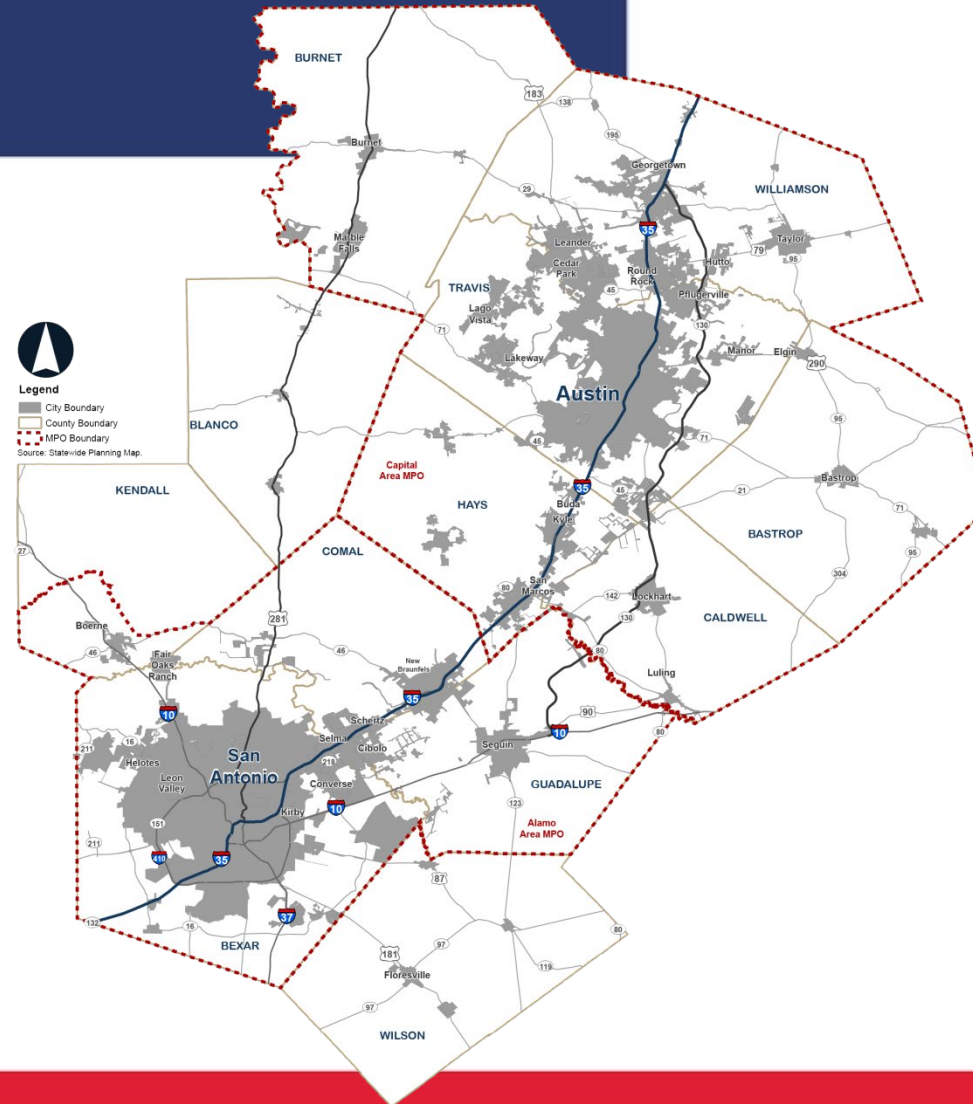
An implementable system of improvements organized into short-, mid- and long-term transportation improvements



# Study Area

Twelve counties in the area of influence of the Metropolitan areas

This includes ALL member counties of both Metropolitan Planning Organizations



# Multi-Regional Plans



2040 Long Range Transportation Plan



2018 Austin Strategic Mobility Plan



Unified Transportation Program (10 year)



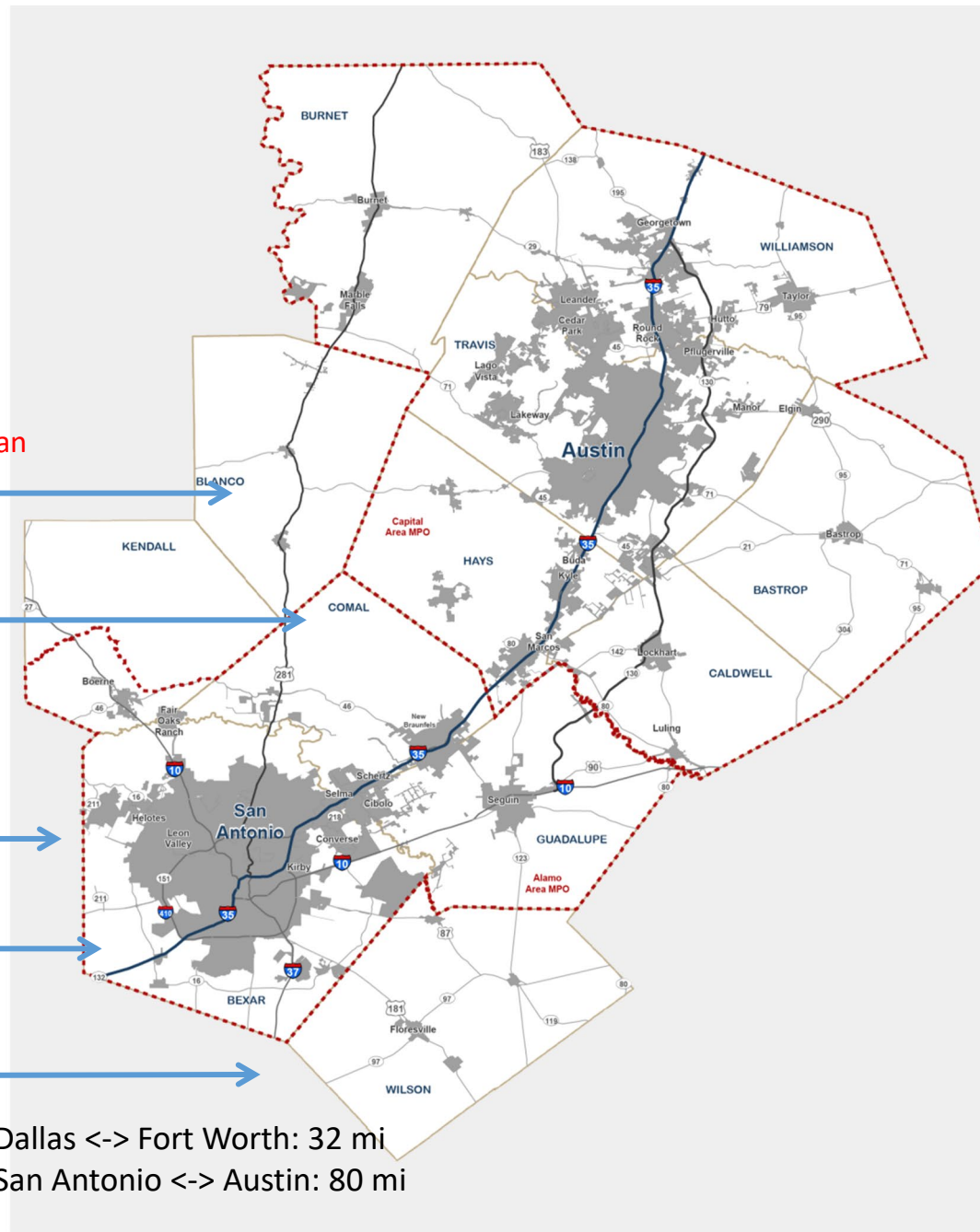
Statewide Long-Range Transportation Plan 2035



Mobility 2040 Metropolitan Transportation Plan

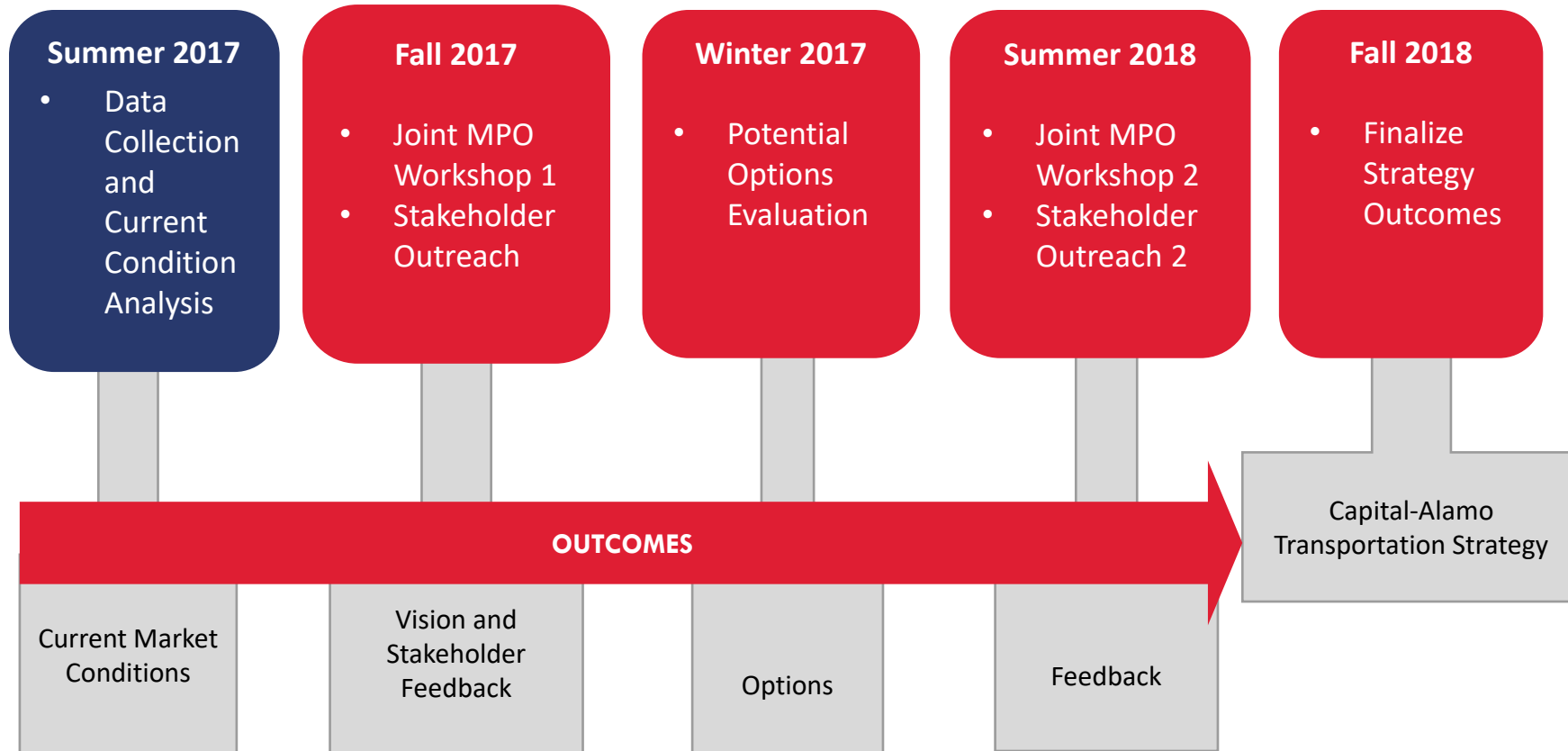


San Antonio Multimodal Transportation Plan



Dallas <-> Fort Worth: 32 mi  
San Antonio <-> Austin: 80 mi

# Study Schedule & Deliverables



# Immediate Concerns



**Few options** for  
Direct Connections



Considerable  
**Delay and Traffic**



**Passenger Needs**



Accelerated Regional  
**Growth**



Emerging  
**Multi-Regional Issues**

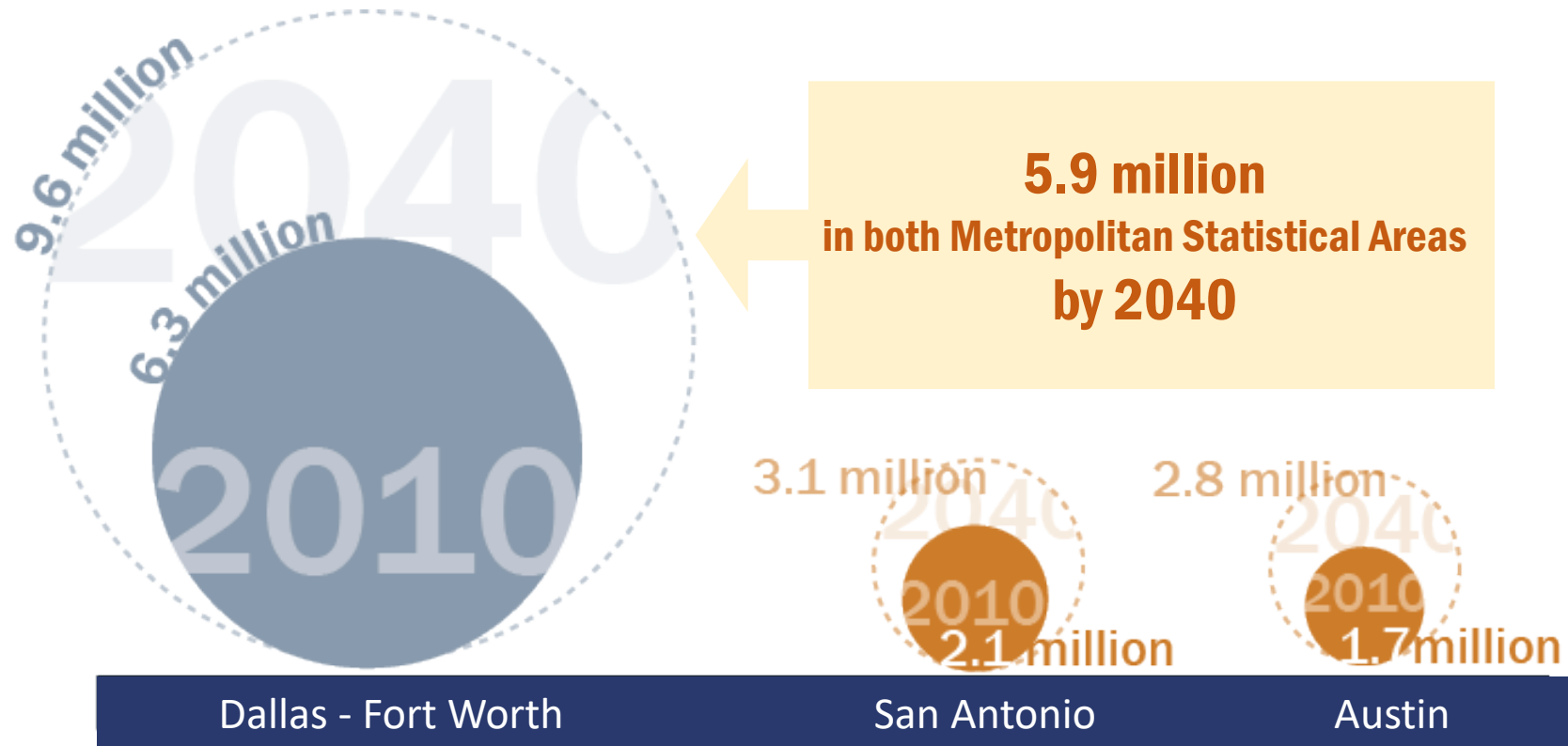


**Freight Needs**

# CHALLENGES




# Growth

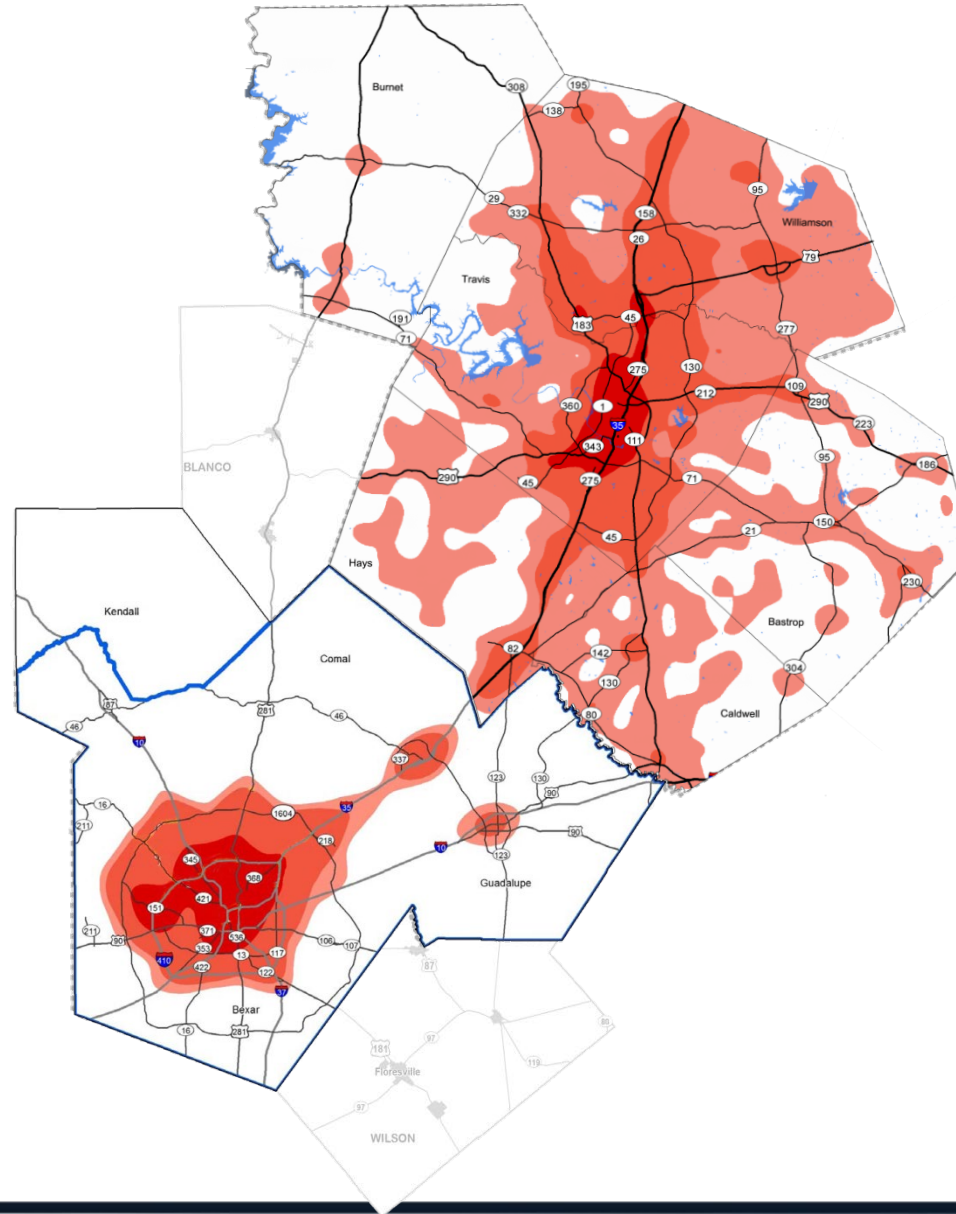
Dallas <-> Fort Worth: 32 mi  
San Antonio <-> Austin: 80 mi



# 2015 Congestion

Highest average daily traffic  
on main North-South  
connections

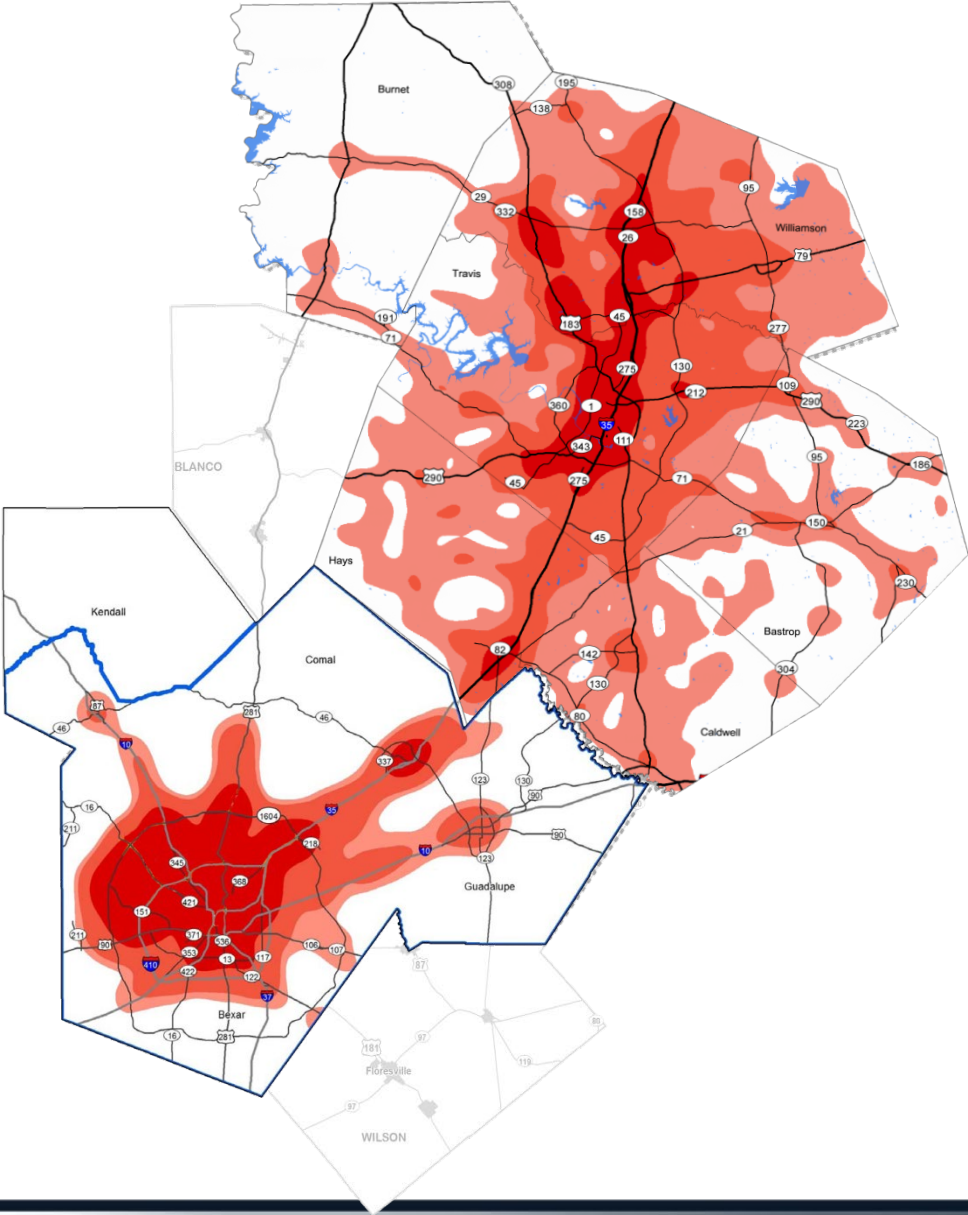
	<b>112,000</b>
	<b>43,000</b>
	<b>241,000</b>



# TRAFFIC

Source: CAMPO and AAMPO 2015

# Congestion after Implementation of 2040 Long Range Transportation Plan Improvements



# TRAFFIC

Source: CAMPO and AAMPO 2015

# Regional Coordination Strategies

- **Short-Term** - Formalize Interagency Coordination Efforts
  - Continue bi-regional cooperation on matters of common interest
  - Draft a document to establish future shared goals
- **Mid-Term** - Implement bi-regional solutions to improve mobility and connectivity
  - Execute coordinated strategies for short and long range planning of projects
  - Perform project prioritization process for bi-regional impacts
- **Mid-Term** - Create a bi-regional technical committee
  - Focus on areas that affect both regions
  - Coordinate studies and shared planning documents



# Corridor Management/ITS Strategies

- **Short-Term** - Coordinate Emergency Roadside Assistance Programs
  - Achieve continuous roadside assistance on IH 35 between San Antonio and Georgetown
- **Short-Term** - Define Regional Priorities for corridor management
  - Establish a task force to coordinate local Traffic Management Groups and define regional priorities
  - Coordinate and develop interregional efforts related to emergency response and incident management
- **Short-Term** - Coordinate Austin and SA District Transportation Systems Management and Operations (TSMO)
  - Find opportunities to coordinate plans between areas
  - Establish procedures for engaging across jurisdictional lines

# Corridor Management/ITS Strategies

- **Mid-Term** – Develop Regional Incident Management Plan
  - Integrate existing plans from both regions
  - Define protocols for coordinated incident response between regions
- **Mid-Term** – Support data gathering for early deployment of connected vehicle systems along major travel corridors
  - Gather information on roadways conditions, vehicle speed, and traveler type in central repositories
- **Long-Term** – Deploy technologies to support connected vehicle systems along major travel corridors
  - Use ITS Systems to facilitate vehicle-to-infrastructure and vehicle-to-everything communication technologies
  - Provide information to connected vehicle operators

# Modal Options Strategies

- **Short-Term** – Implement Intercity Transit Services
- **Short-Term** – Consider coordination efforts to enhance freight movements throughout the region
  - Conduct regional re-evaluation of freight origins and destinations
  - Participate in freight-centric studies on long-range freight bypass needs
- **Short-Term** – Discuss how the public sector could assist private companies to move freight more safely and efficiently
  - Discuss operational needs and opportunities
  - Identify further opportunities to grade separate arterials and rail freight operations

# Other Strategies

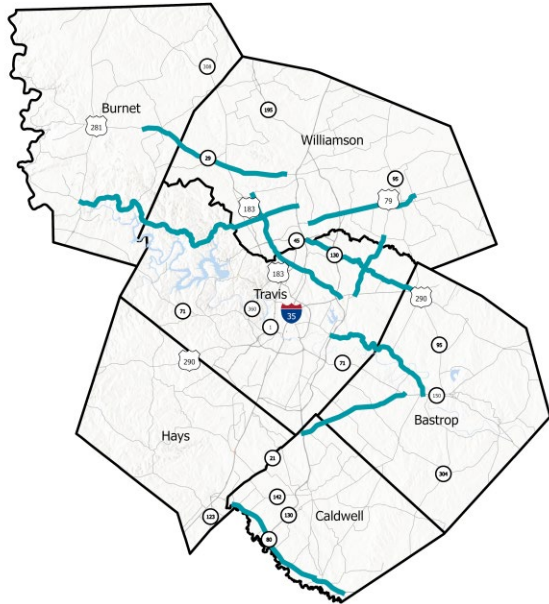
- **Priority Transportation Corridor Strategies**
  - Enable future technology enhancements (short-term)
  - Complete Requirements for expansion of IH 35 (short-term)
  - Increase capacity on US 281 (mid-term)
- **Arterial Improvement Strategies**
  - Develop a prioritization framework to aid local officials in prioritizing future investments (short-term)
  - Develop interregional arterial network (mid-term)
  - Equip arterials with connectivity capabilities to accommodate emerging technologies (long-term)

# Next Steps

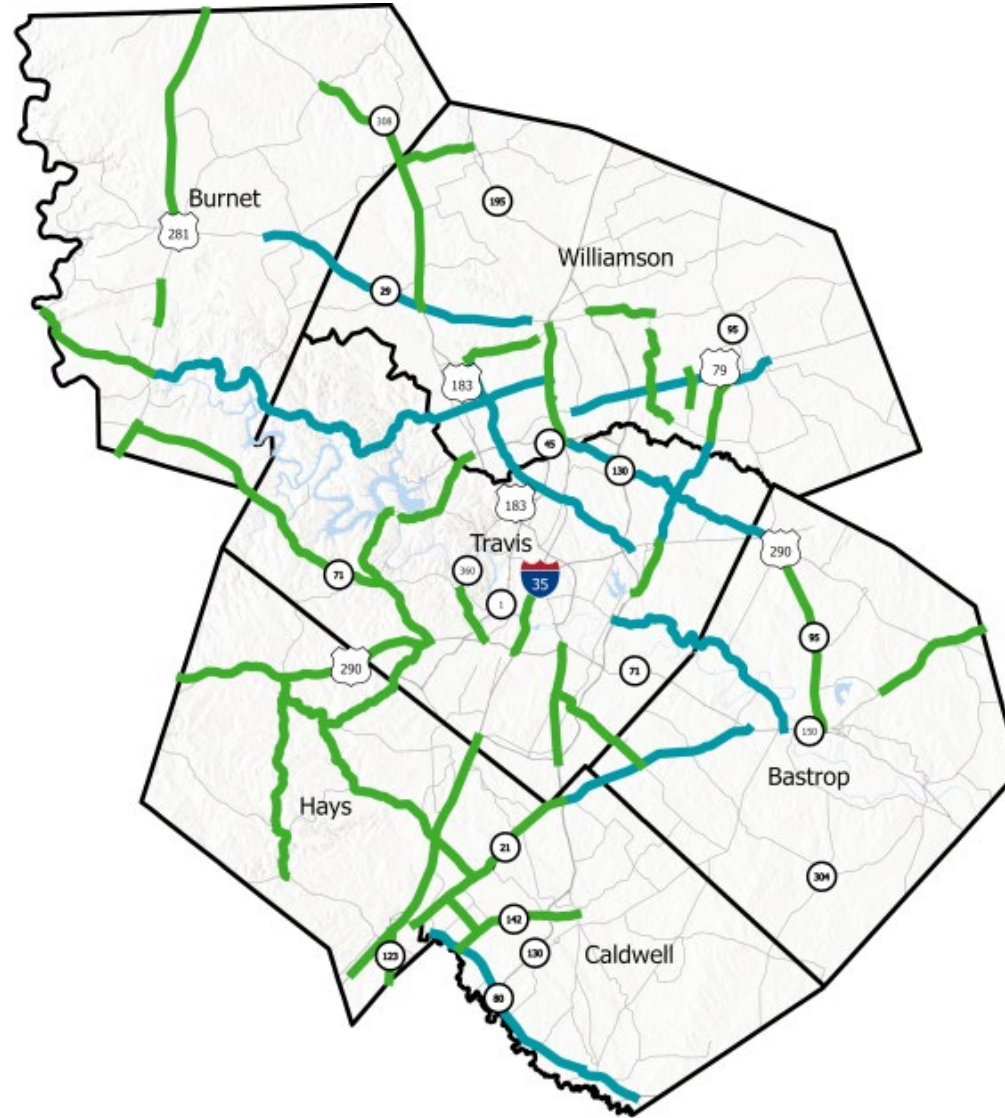
- Staff from both MPO's and TxDOT Districts remain committed to implementing recommendations from the study
- The focus of the next joint board or technical committee meeting/workshop can be on re-analyze and re-focus on the priorities in the report
- Aside from the MPO's and TxDOT, implementation of these strategies will require coordination with other entities such as local governments, transit authorities, freight providers, and the private sector



# Corridor Studies Timeline



Corridor	From	To	Approximate Start Date
FM 734	RM 1431	SL 1	2023
FM 973	US 290	FM 1660	2023
FM 969	SH 130	SH 21	2024
SH 21	SH 130	SH 71	2024
SH 29	CR 258	Southwest Bypass	2024
SH 80	FM 110	IH 10	2025
US 79	SH 130	FM 619	2025
FM 734	SL 1	US 290	2026
FM 734	RM 1431	RM 2243	TBD
FM 1100	Greenlawn Blvd	SH 95	TBD
US 79	FM 1460	SH 130	TBD
RM 1431	IH 35	US 281	TBD



-  CAMPO Led
-  TxDOT Led



# Regional Freight Studies Presentation







# Overview

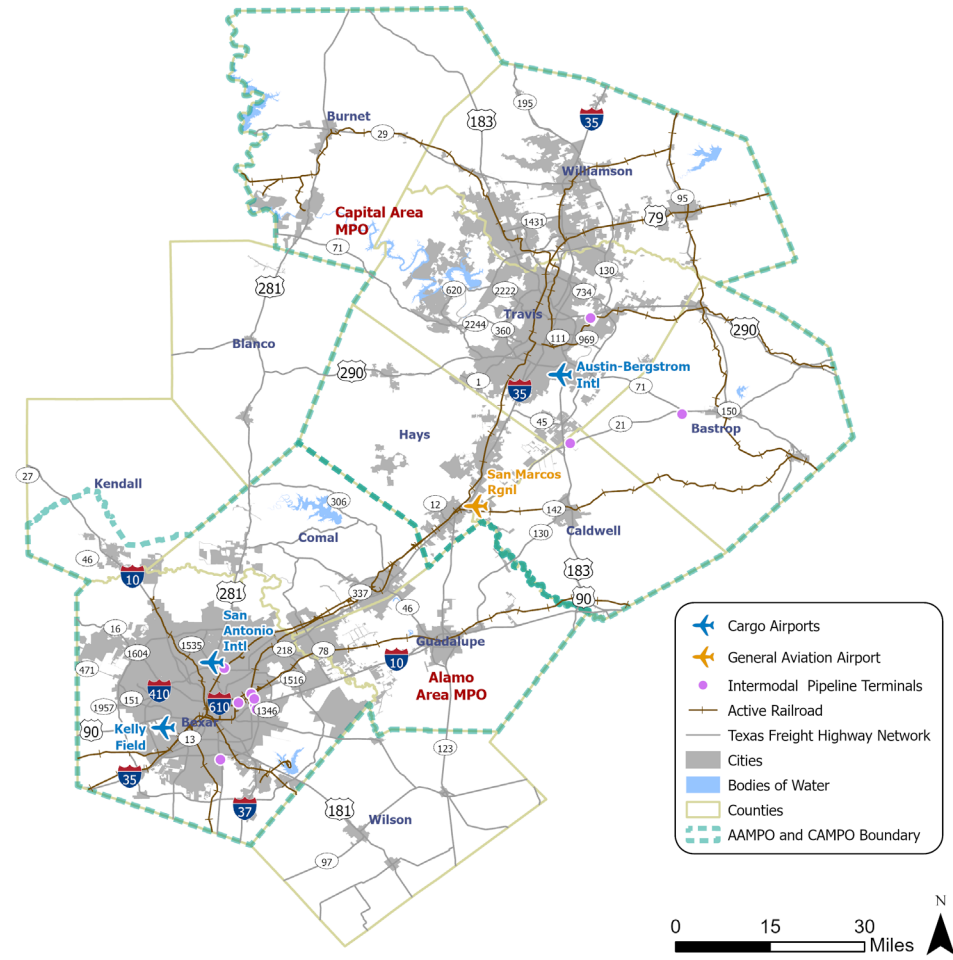


- **Freight Linkages**
- **Truck Volumes**
- **Regional Impacts**
- **Trip Activity**
- **Commodity Flows**
- **Opportunities for Collaboration**

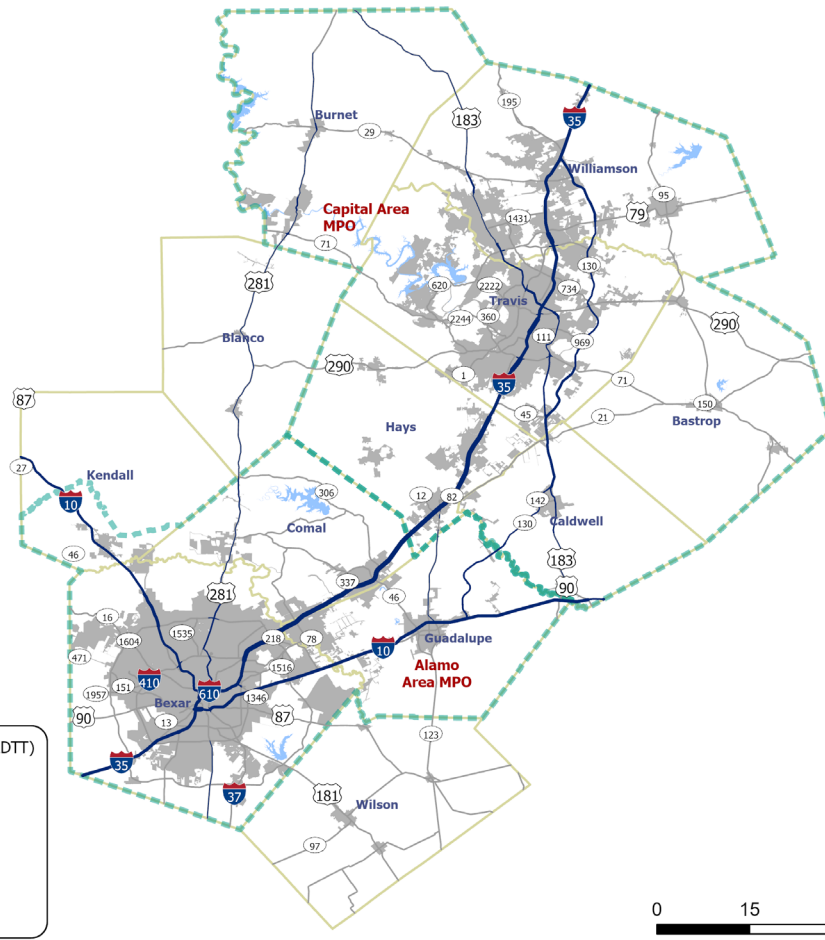


# Freight Linkages

- **Shared non-highway transportation assets**
  - Airports, pipelines, rail
- **Interregional highways and trip activity**
  - I-35, SH 130, US 281, US 183
  - Trip activity going north/south from CAMPO or AAMPO
- **Freight-intensive industries and supply chains**
  - Automotive, electronics, construction, agriculture, petroleum, and warehousing



# Interregional Truck Volumes, 2021

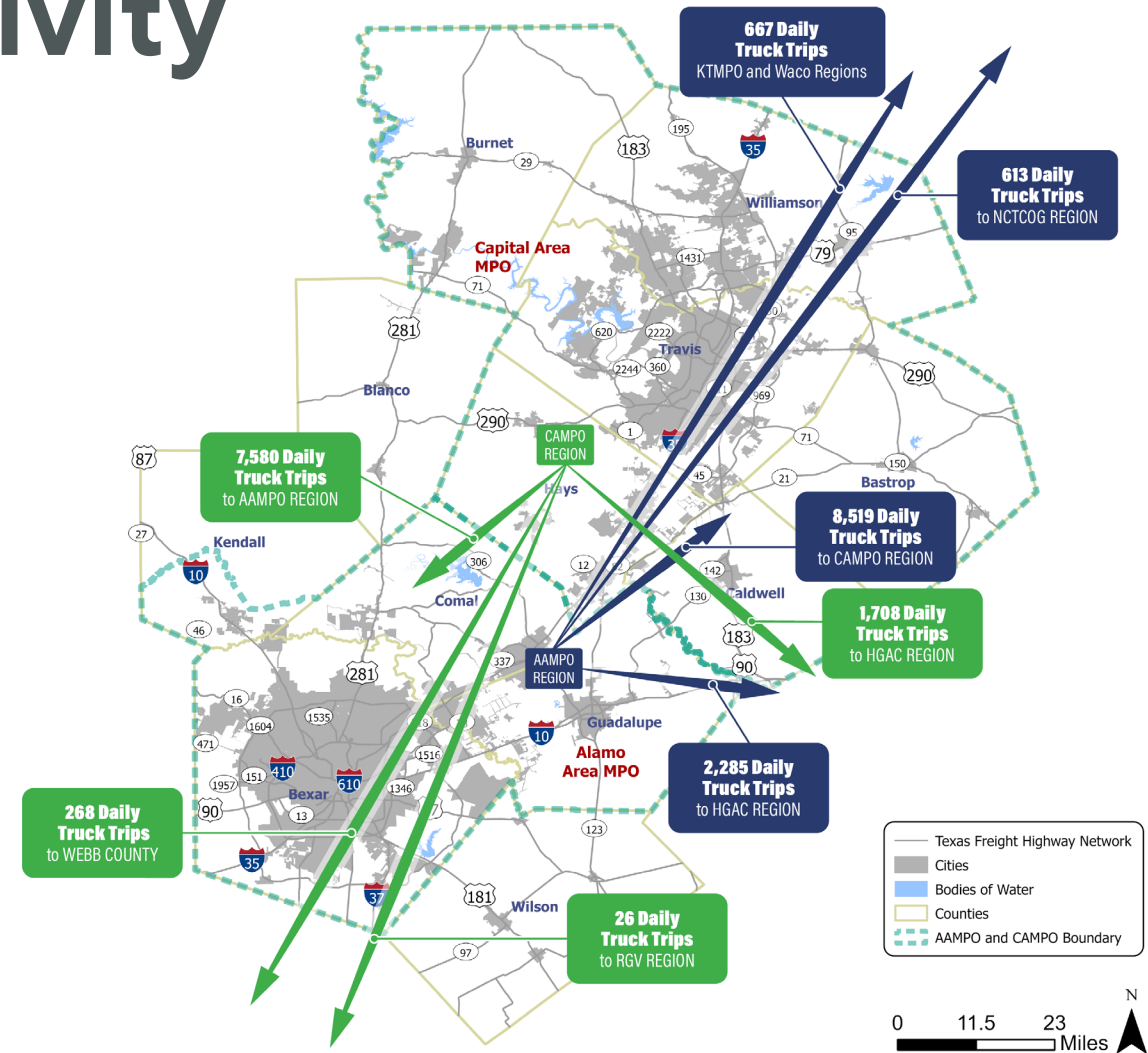


- Highest daily truck traffic (>20,000) on I-35 corridor linking the two regions
- Trucks utilize US 183 and SH 130 as alternatives to bypass I-35 congestion
- US 281 corridor another key north-south alternative for freight

Source: Texas Department of Transportation (TxDOT). Roadway Inventory (2022).  
Available at: <https://gis.txdot.opendata.arcgis.com/datasets/txdot-roadway-inventory/explore>

# Interregional Trip Activity

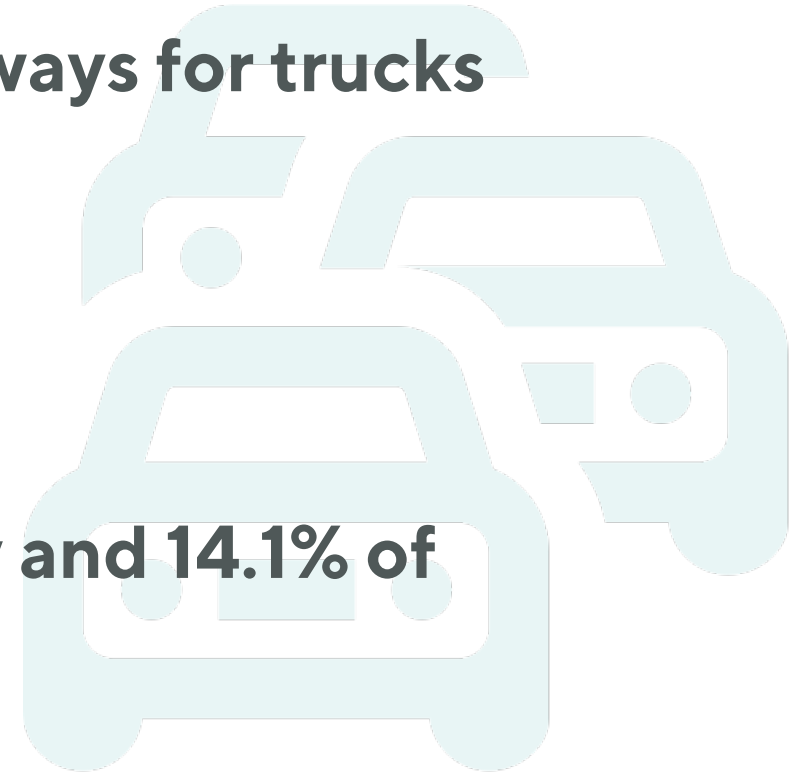
- IH-35 is not just a corridor for through freight traffic
- About a third of truck trips from CAMPO and AAMPO travel between regions
- Smaller number of trips continue to points north or south



Source: Texas Department of Transportation (TxDOT). Texas Truck Analysis Tool (2022).

# Regional Congestion Impacts, 2021

- **TTI's list of 100 most congested roadways for trucks**
  - 7 in the Austin Metro region
  - 11 in the San Antonio Metro region
- **Total traffic delay – 74 million hours**
- **Total cost of congestion – \$1.8 billion**
- **Trucks – represents 6% of traffic delay and 14.1% of congestion costs**

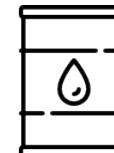


Source: Texas A&M Transportation Institute (TTI). Texas' 100 Most Congested Road Sections. 2022.  
Available at: <https://mobility.tamu.edu/texas-most-congested-roadways/>

# Interregional Commodity Flows

## Top 5 commodities by value (2019)

- Warehouse/Retail
- Transportation equipment
- Chemicals and allied products
- Petroleum or coal products
- Food or kindred products



## Commodity flow forecasts

- **+78% Commodity Flow value (\$)**
  - \$5.6 billion in 2019 → \$10.0 billion 2050
- **+103% Commodity Flow Tonnage**
  - 23.3 million tons 2019 → 47.3 million tons 2050

Source: 2019 Transearch database updated to reflect energy-related commodities (sand, brine, and water), and international water and air cargo.

# Build on Partnership and Collaboration

- **Highway and Rail**
  - **Aligning timing of improvements (e.g., I-35 CapEX and NEX)**
  - **Selection of alternative routes and improvements to detours**
  - **Approaching railroads together for access or solutions along corridors**
- **Technology and Operations**
  - **Traffic management (TxDOT TMCs)**
  - **Truck parking information**
  - **EV infrastructure planning**



# Study Overview

## Purpose

Conduct a region-wide freight study and plan encompassing the entire Alamo Area MPO study area.

## Elements

Current and projected freight trends in the region and state.

Build off previous regional and statewide planning efforts.

Economic and logistical analysis of freight flow.

Inventory of existing and planned assets.

Needs analysis.

## Funding

**Funding Type:** Transportation Planning Funds (TPF)

**Total Budget:** \$350,000

**UPWP Allocation:**

FY 2024: \$200,000

FY 2025: \$150,000



# Regional Freight Working/Stakeholder Group

Study will include a freight stakeholder workgroup of TAC/TPB members, and industry, manufacturing, transportation, and logistics professionals to provide guidance and oversight of the study and lead implementation efforts of the plan.



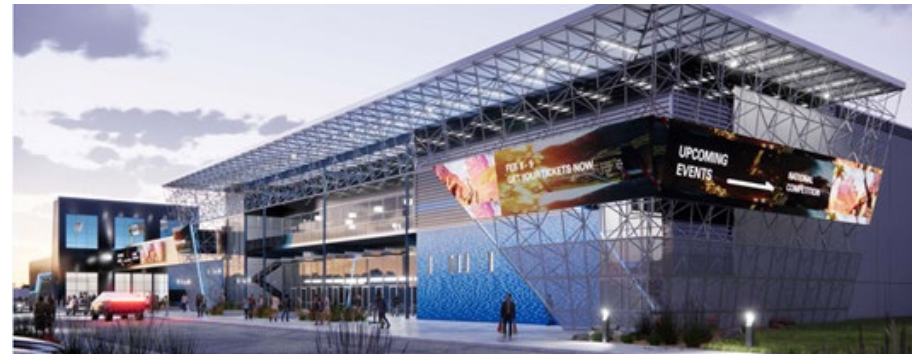
# Timeline

## (18 – Month Schedule)

- **August 2023** Request for Proposal
- **October/November 2023** Study Kickoff
- **April/May 2025** Study Complete

# What's Driving Freight Planning in the AAMPO Region?

- Federal regulations
- State legislation
- Transportation funding shortfalls
- Economic development
- Funding flexibility and options
- Private sector demands
- Private sector investment potential
- Accountability and transparency for investments



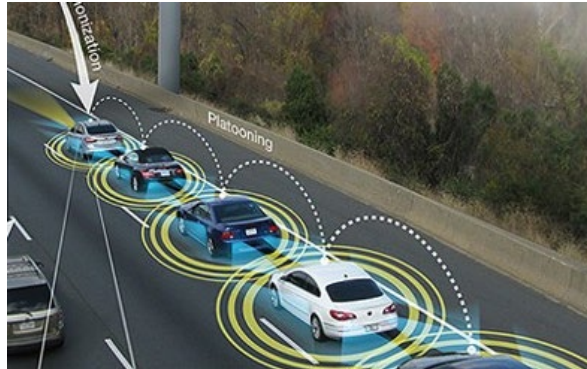
# Infrastructure Investment Jobs Act (IIJA) Freight Provisions

	FAST Act State Freight Plan	IIJA State Freight Plan, §70202
<b>State Freight Plan</b>	Yes, required as a condition for receipt of federal funding	Yes, per section 167 of title 23 US Code as a condition for receipt of federal funding
<b>Connection to funding</b>	Yes, as a condition for receipt of federal funding	Yes, as a condition for receipt of federal funding Federal funding match varies
<b>Neighbor state coordination</b>	States should support multi-state corridor planning and creation of multi-state organizations	Multi-state corridor planning encouraged, multi-state compact recommendations included
<b>Planning horizon year</b>	Five-year projection must be included	Eight-year forecast projection must be included
<b>Updates required</b>	Minimum every five years	Minimum every four years
<b>Financial Investment Plan</b>	Investment Plan, fiscally constrained with priority projects identified	Investment Plan, fiscally constrained with priority projects identified

# Factors Driving Trends and Affecting Freight Demand



**Demographics**



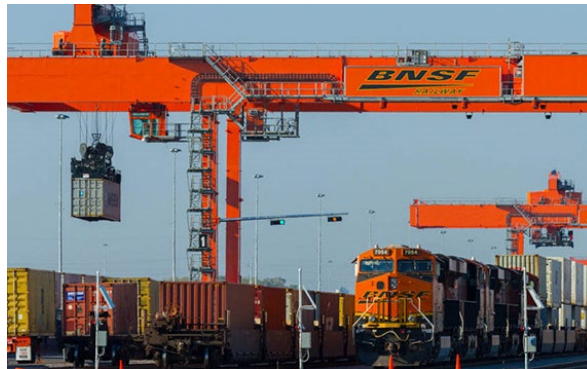
**Technology**



**Trade/Industry Growth**



**Institutional and Regulatory**



**Logistics Industry**



**Environmental and Cultural**

# How is Technology Impacting Freight

- Clean Energy
- Communications
- Management Systems
- Data Analytics and Information
- Operations
- Routing/Wayfinding
- Safety and Regulatory
- Security
- Smart Infrastructure
- Vehicles



# Contact Information

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Alamo Area MPO

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210-227-8651 (General)



# Adjournment



**COMPO**

CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**AAMPO**