



**Memorandum
September 1, 2010**

This agenda is subject to revision up to 72 hours prior to the meeting.

To: All Members, Technical Advisory Committee
From: Jeanne Geiger, Deputy Director
Subject: Meeting Notice and Agenda

The next meeting of the **Technical Advisory Committee** is scheduled for Friday, September 10, 2010 at 1:30 p.m. at the MPO Office located at 825 South St. Mary's (St. Mary's @ Alamo Street).

Please note the change in date.

The following agenda items will be discussed and action will be taken as appropriate. Items may be taken out of the order shown.

Agenda:

1. Roll Call
2. Citizens to be Heard
3. Approval of the July 7, 2010 Meeting Minutes
4. Discussion and Appropriate Action on an Amendment to the FY 2010-2011 Unified Planning Work Program – MPO (Velasquez)
5. Discussion and Appropriate Action on the Draft Final Report for Subtask 4.6 Support for the Metropolitan Transportation Plan Updates – MPO (Geiger)
6. Discussion and Appropriate Action on the Draft Final Report for Subtask 3.7 Traffic Signal Re-timing Study IV – MPO (Geiger)
7. Discussion and Appropriate Action on Amendments to the Metropolitan Transportation Plan and the FY 2011-2014 Transportation Improvement Program – MPO (Geiger)
8. Discussion and Appropriate Action on the Regional Safety Study – MPO (Martinez/Velasquez)
9. Announcements

MPO meetings are accessible to persons with disabilities. To arrange for special assistance or an interpreter, please call 227-8651 or TDD 1-800-735-2989 (Relay Texas) at least 48 hours in advance.

825 South St. Mary's – San Antonio, Texas 78205 – (210) 227-8651

TDD 1 (800) 735-2989 - Fax (210) 227-9321

www.sametroplan.org

1. Roll Call

Dean Danos David Kruse (Alt)	Alamo Area Council of Governments	362-5208 362-5218
Renee Green , P.E. Vacant (Alt)	Bexar County	335-6700
Trish Wallace Richard Martinez (Alt)	City of San Antonio Planning	207-0217
Christina Delacruz, P.E. Lilly Banda, P.E., P.T.O.E. (Alt)	City of San Antonio Public Works	207-8291
Manuel Longoria Shawn Eddy (Alt)	Greater Bexar County Council of Cities	493-3478 ext. 203 882-1505
Richard LaBiche	Private Transportation Providers	832-9580
Blake E. Partridge	Northeast Partnership	658-5364
Ken Zigrang Judy Friesenhahn, P.E. (Alt)	Texas Department of Transportation	615-5923 615-5814
Christina Castaño Art Herrera (Alt)	VIA Metropolitan Transit	362-2097 362-2154

2. Citizens to be Heard

3. Discussion and Appropriate Action on the July 9, 2010 Meeting Minutes

Issue

The July 9, 2010 meeting minutes are attached for your review.

Action Requested

A motion to approve the July 9, 2010 meeting minutes is requested.



**Technical Advisory Committee
Meeting Minutes
July 9, 2010**

Voting Members Present:

Dean Danos
Renee Green, P.E.
Trish Wallace, AICP
Christina Delacruz, P.E.
Ken Zigrang
Christina Castaño

Alamo Area Council of Governments
Bexar County
City of San Antonio Planning Department
City of San Antonio Public Works Department
Texas Department of Transportation
VIA Metropolitan Transit

Voting Members Absent:

Manuel Longoria
Richard LaBiche
Blake Partridge

Greater Bexar County Council of Cities
Private Transportation Providers
Northeast Partnership

Others Present:

Jim Harvey, AICP
Richard Higby
Lilly Banda, P.E., PTOE
Garry Ford, P.E., PTOE
Scott Ericksen
Jeanne Geiger
Zack Graham
Lydia Kelly
Stephanie Lee Velasquez
Mona Lisa Zertuche
Darcie Schipull
Jason Rodriguez
John Friebele, P.E., PTOE

Alliance Transportation Group
Bexar County
City of San Antonio
City of San Antonio
Metropolitan Planning Organization
Metropolitan Planning Organization
Metropolitan Planning Organization
Metropolitan Planning Organization
Metropolitan Planning Organization
Metropolitan Planning Organization
Texas Department of Transportation
VIA Metropolitan Transit
Wilbur Smith Associates

Renee Green called the Technical Advisory Committee (TAC) meeting to order at 1:30 p.m.

1. Roll Call

Jeanne Geiger called roll. A quorum was present.

2. Citizens to be Heard

There were none.

3. Approval of the May 7, 2010 Meeting Minutes

Christina Castaño moved and Christina Delacruz seconded the motion to approve the May 7, 2010 meeting minutes. The motion was unanimously approved.

4. Discussion and Appropriate Action on an Amendment to the FY 2010-2011 Unified Planning Work Program

Stephanie Lee Velasquez presented the amendments to the FY 2010-2011 Unified Planning Work Program (UPWP). Velasquez noted the current scope of work for Subtask 5.4 Transportation Analysis in the South Texas Medical Center is proposed to be revised at Mr. Jim Reed's (President of the San Antonio Medical Foundation) request. The scope will focus on surveying persons who are destined to and those who travel through the Medical Center area to reach their final destinations. Velasquez noted that there is no change in the project budget.

Velasquez stated VIA Metropolitan Transit is seeking federal funds to conduct the Alternatives Analysis for the north-south and east-west starter segments of the proposed streetcar system. In order to be considered for funding the project must be contained in the UPWP. Therefore, Subtask 5.13 Streetcar Starter System Alternatives Analyses is recommended to be amended into the UPWP. Inclusion of this project does not affect the MPO's funding. Velasquez distributed an updated version of the amendment clarifying that VIA's intent is for the east-west and north-south alternatives analyses be two separate efforts.

Velasquez also noted that the MPO's PL-112 plus FTA Section 5303 FY 2011 allocation increased from an estimated \$2,500,000 to \$2,500,186. That update is also being reflected in the UPWP amendment.

Dean Danos moved and Christina Delacruz, P. E. seconded the motion to recommend approval of the amendments to the FY 2010-2011 Unified Planning Work Program. The motion was unanimously approved.

5. Discussion and Appropriate Action on the Draft Final Report for Subtask 4.6 Support for the Metropolitan Transportation Plan Update

Jim Harvey presented the draft final report for Subtask 4.5 Support for the Metropolitan Transportation Plan Update. This project was led by Alliance Transportation Group with a budget of \$325,000. Elements of the project included Project Initiation, Public Outreach and Participation including the Visioning Workshops and Scenario Planning Workshops, and Travel Demand Modeling.

Renee Green suggested that the purpose of the report be added to the presentation and statement as to how the report can be used.

For information and discussion only. Action is scheduled for August 2010.

6. Discussion and Appropriate Action on the Draft Final Report for Subtask 3.7 Traffic Signal Re-timing Study IV

John Friebele presented the draft final report for Subtask 3.7 Traffic Signal Re-timing Study IV. He stated the project’s budget was \$497,500 and the purpose was for the consultant team to perform signal system timing analyses for direct implementation in the field. Signal systems studied were the Flores/Pleasanton System (19 intersections), Near West Side System (56 intersections) Eisenhower System (9 intersections), and Rittiman Road System (5 intersections). The study consisted of a “Before” and “After” evaluation of the systems’ performance.

Friebele presented the study time line, overview of the systems evaluated, and summary of results.

Renee Green requested Friebele find documentation verifying the cost of \$0.02 per vehicle stop.

For information and discussion only. Action is scheduled for August 2010.

7. Announcements

Trish Wallace distributed a flyer for the upcoming Context Sensitive Solutions Workshop to be held on July 27th.

Jeanne Geiger announced agenda items for the July Transportation Policy Board meeting included the UPWP amendments that action was taken on, the appointment of the Pedestrian Mobility Advisory Committee Chair, contract award for the Traffic Signal Re-timing Study V and the flexing of STP-MM funding to the Federal Transit Administration at the request of VIA.

Renee Green asked if it was possible that the August Transportation Policy Board meeting would be cancelled since agencies would be in the middle of their budget processes at that time.

There being no further business the meeting was adjourned at 2:50 p.m.

Renee Green, P.E.
Chair
Technical Advisory Committee

4. Discussion and Appropriate Action on an Amendment to the FY 2010-2011 Unified Planning Work Program

Purpose

To make a recommendation on an amendment to the FY 2010-2011 Unified Planning Work Program (UPWP).

Issue

The Alamo Area Council of Governments (AACOG) has requested to purchase business/workplace information from InfoUSA. The information will supplement Texas Workforce Commission data in establishing the base year employment for use in the next update of the Metropolitan Transportation Plan (long range transportation plan). The estimated cost is \$7,000 and AACOG plans to purchase the data using their existing MPO funding allocation so there is no financial impact to the UPWP.

The proposed revisions are noted in the attached pages with a footnote of '5'.

Action Requested

A motion to recommend approval of the amendment to the FY 2010-2011 Unified Planning Work Program.

FY 2010 – 2011
UNIFIED PLANNING WORK PROGRAM



Adopted by the Transportation Policy Board:
Amended by the Transportation Policy Board:

July 27, 2009
January 25, 2010
April 26, 2010
May 17, 2010
July 26, 2010
September 27, 2010

Table of Contents

Introduction.....5
 History and Background5

A. Purpose.....5

B. Definition of Area.....6

C. Organization.....6
 Policy Organization6
 Technical Organization7
 Other Advisory Committees8
 Functional Responsibilities of Planning Agencies8
 Metropolitan Planning Organization.....8
 Alamo Area Council of Governments10
 Texas Department of Transportation10
 City of San Antonio10
 Texas Commission on Environmental Quality11
 VIA Metropolitan Transit11
 Bexar County11
 Northeast Partnership11
 Suburban Cities11
 Public/Private Partnerships.....12

D. Private Sector Involvement.....12

E. Planning Issues and Emphasis12

Task 1.0 – Administration/Management.....13
 Subtask 1.1 Program Support13
 Subtask 1.2 Legal Costs.....14
 Funding Summary14

Task 2.0 – Data Development and Maintenance15
 Subtask 2.1 MPO Staff Support for Task 215
 Subtask 2.2 Demographic Forecast Modeling Projects ^{1, 2, 5}16
 Subtask 2.3 Support to Bicycle and Pedestrian Planning ¹17
 Subtask 2.4 VIA On-Board Transit Origin/Destination Survey17
 Subtask 2.5 Bicycle Travel Pattern Study18
 Funding Summary ¹19

Task 3.0 – Short Range Planning20
 Subtask 3.1 MPO Staff Support for Task 320
 Subtask 3.2 Support for the Planning Process.....21
 Subtask 3.3 Air Quality Planning21
 Subtask 3.7 Traffic Signal Re-timing Study IV ¹21
 Subtask 3.8 Traffic Signal Re-timing Study V22
 Funding Summary¹23

Task 4.0 – Metropolitan Transportation Plan24

¹ Amended by the Transportation Policy Board on January 25, 2010.
² Amended by the Transportation Policy Board on April 26, 2010.
⁵ Scheduled for Amendment by the Transportation Policy Board on September 27, 2010.

Product(s): Contract procurement materials, billing packages, Technical Memoranda, Final Reports, and mappable databases as per specifications

Subtask 2.2 Demographic Forecast Modeling Projects ^{1, 2, 5}

2.2.1 Conduct demographic support work as background information for transportation planning and air quality decision-making. It must be noted that for transportation and air quality planning, activity that occurs in the area outside the metropolitan area boundary affects the area within the metropolitan area boundary.

The general scope of services is as follows:

1. Prepare data and calibrate demographic model for 2040 forecast for Bexar, Comal, Guadalupe, Kendall, and Wilson counties. Preparation will include acquiring and assessing available zoning files, processing parcel data for each county, and rectifying with existing land uses and employment sites, along with preparing an inventory of residential and commercial uses. Data will need to be collected regarding short term and long term development trends from files to be provided by governmental agencies within each county.
2. Acquire and process the Bexar, Comal, Guadalupe, Kendall, and Wilson County 2009 employment files for use as base year input for forecasting.
3. Evaluate existing population and employment ratios and forecasts for accuracy over time and present 2040 forecasts for adoption by the MPO.
4. Run demographic forecasts for Bexar, Comal, Guadalupe, Kendall, and Wilson counties using approved population and employment control totals for 2040. Generate forecasts and prepare output for demographic committee review and comment at five year intervals out to 2020 (the forecast process will continue into FY 2012).
5. Participate in the Census' program to update Traffic Analysis Zones (TAZ) in Bexar, Comal, Wilson, Guadalupe, and Kendall counties.
6. Purchase business/workplace data from InfoUSA to supplement Texas Workforce Commission data in establishing the base year employment for use in the next update of the Metropolitan Transportation Plan (estimated cost of \$7,000).

Responsible Agency: Alamo Area Council of Governments
Funding Requirement: \$449,000 (\$29,559 FY 2009 carryover) ¹
Product(s): Demographic forecast model implementation and a small area forecast of population and employment for Guadalupe, Comal, Wilson, and Kendall. Updated support files and data tables for Bexar County ready for the next forecasting cycle and updated TAZ boundaries for the five county modeling area.

¹ Amended by the Transportation Policy Board on January 25, 2010.

² Amended by the Transportation Policy Board on April 26, 2010.

⁵ Scheduled for Amendment by the Transportation Policy Board on September 27, 2010.

5. Discussion and Appropriate Action on the Draft Final Report for Subtask 4.6 Support for the Metropolitan Transportation Plan Update

Purpose

To take action on the report for Subtask 4.6 Support for the Metropolitan Transportation Plan Update. This project was led by Alliance Transportation Group and the budget was \$325,000. The draft report is again attached for your review.

Issue

This project was for a consultant to assist with the development of demographic forecasting scenarios, travel demand modeling and public involvement in the development of the Metropolitan Transportation Plan Update.

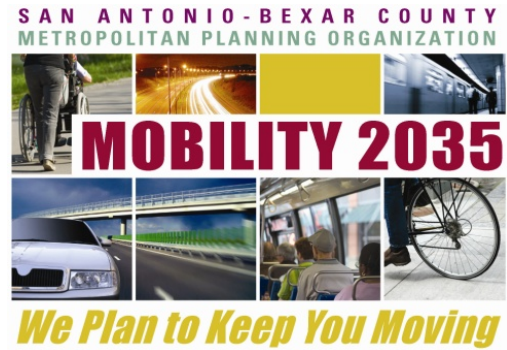
The consultant's general scope of services is as follows:

1. Develop a comprehensive public involvement plan that provides the public with opportunities to express their views and methods to demonstrate the team's response to their input. Provide advice and guidance on the structuring of public meetings. Assist the MPO with meeting logistics, facilitation and participant notification. Provide guidance and assistance in the preparation of public meeting materials, publications, and media packages.
2. Assist the MPO with operationalizing various demographic forecast scenarios and testing the forecast scenarios on the transportation system.
3. Provide technical assistance with network coding for proposed roadway and transit improvements. Run the base year and future year travel demand models and review the results with the Study Oversight Committee. Revise network(s) as appropriate and re-run model as necessary.
4. In a report, fully document the public involvement process, network development, revisions and model run output for use in the Metropolitan Transportation Plan Update.

The report was presented at your July meeting. No problems or issues with the report have been noted over the past 60 days.

Action Requested

A motion to accept the final report for Subtask 4.6 Support for the Metropolitan Transportation Plan Update.



Planning Services in Support of the
San Antonio-Bexar County
Metropolitan Transportation Plan 2035 Update
Final Report

June 2010

PREPARED FOR:

San Antonio-Bexar County Metropolitan Planning Organization

PREPARED BY:



AND



This document was funded in part through grants from the Federal Highway Administration, Federal Transit Administration, and U.S. Department of Transportation. The views and opinions of the agency expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

TABLE OF CONTENTS

OVERVIEW OF ACTIVITIES PERFORMED IN SUPPORT OF THE MOBILITY 2035 PLANNING PROCESS.....	1
Task 1 – Project Management	1
Task 2 – Project Initiation.....	1
Task 3 – Public Participation Plan/Campaign	2
Task 4 – Travel Demand Modeling	2
Task 5 – Final Report.....	3
OVERVIEW OF THE PROJECT MANAGEMENT PROCESS USED IN DEVELOPMENT OF MOBILITY 2035.....	4
OVERVIEW OF THE PROJECT INITIATION PROCESS USED IN THE DEVELOPMENT OF MOBILITY 2035.....	4
OVERVIEW OF THE PUBLIC PARTICIPATION PROCESS USED IN DEVELOPMENT OF MOBILITY 2035.....	6
Foundations and Guidelines for the Public Participation and Visioning Process	6
Outreach Methods.....	8
Preparation for the Workshops	15
Fall 2007 Visioning Workshops.....	19
Winter 2009 Scenario Workshops.....	26
Fall 2009 Open House and Pubic Meeting	35
OVERVIEW OF TRAVEL DEMAND MODELING PERFORMED IN SUPPORT OF THE MOBILITY 2035 PLAN.....	37
Initial Capacity Deficiency Analysis.....	38
Use of the Travel Demand Model in the Visioning Process	41
The Travel Demand Model in Scenario Based Planning	41
Use of the Travel Demand Model in Project Evaluation.....	42
Analysis of the Adopted Mobility 2035 Plan	46
Air Quality and Congestion Analysis	47
Uses of Travel Demand Modeling Outputs	52

List of Figures

Figure 1 – Participants at the Winter 2009 Scenario Workshops	26
Figure 2 – Comparison of the Three Alternative Land Use Scenarios.....	30
Figure 3 – 2035 Roadway Deficiencies under the E+C Alternative	40
Figure 4 – 2035 VMT by Project Package	45
Figure 5 – 2035 VHT by Project Package.....	45
Figure 6 – Comparison of Volume Delay Functions	49

List of Tables

Table 1 - Evaluation Measures for Transportation Projects.....	22
Table 2 - Evaluation Results, All Visioning Workshops	25
Table 3 - Current Trend Development Scenario Criteria Results, All Scenario Workshops	31
Table 4 - Transit Oriented Development Scenario Criteria Results, All Scenario Workshops	32
Table 5 - In-Fill Development Scenario Criteria Results, All Scenario Workshops	33
Table 6 - Individual Scenario Choice Results, All Scenario Workshops	34
Table 7 - Evaluation Results, All Scenario Workshops.....	35
Table 8 - 2035 E+C Highway Assignment Statistics.....	38
Table 9 - 2035 E+C Transit Ridership by Service Type.....	39
Table 10 - 2035 Highway Assignment Statistics by Land Use Scenario.....	41
Table 11 - 2035 Transit Ridership Summary by Land Use Scenario	42
Table 12 - 2035 Transit Ridership with High Capacity Transit Improvements	43
Table 13 - Highway Assignment Statistics by Package of Candidate Projects.....	44
Table 14 - Transit Ridership by Package of Candidate Projects	44
Table 15 - 2035 Highway Statistics Adopted Mobility 2035 Plan	46
Table 16 - 2035 Transit Ridership Adopted Mobility 2035 Plan.....	46
Table 17 - 2035 MPO Study Area without Planned Improvements	51
Table 18 - 2035 with Mobility 2035 Plan Improvements	51

Overview of Activities Performed in Support of the Mobility 2035 Planning Process

The Alliance Team was contracted by the San Antonio-Bexar County Metropolitan Planning Organization (SA-BC MPO) in the spring of 2007 to perform a scope of work in support of the *San Antonio-Bexar County MPO Metropolitan Plan Update*, also known as Mobility 2035, and to assist the SA-BC MPO in achieving Unified Plan of Work Program objectives related to the 2035 MTP update. The purpose of this report is to document the activities performed by the Alliance Team in the completion of that scope of work. The scope of work completed by the Alliance Team included the following tasks:

Task 1 – Project Management

In this task, the Alliance Team developed a project management plan focused on timely execution of critical path elements of the scope of work and measures of project performance. The Alliance Team consisted of professional planning and engineering staff from Alliance Transportation Group, Inc., as well as from the sub-contracted firm of RJ Rivera Associates, Inc. Jim Harvey, AICP, acted as the Alliance Project Manager, and was responsible for coordination with the SA-BC MPO staff and the Mobility 2035 Oversight Committee.

In coordination with the Mobility 2035 Oversight Committee, the Alliance Team also established and maintained a project schedule with key milestones and mechanisms for evaluating the status of tasks in the critical path.

The Alliance Team, led by the Alliance Project Manager, organized and coordinated Oversight Committee meetings for technical review, maintained effective and consistent communication, and provided status updates throughout the project.

Task 2 – Project Initiation

In this task, the Alliance Team reviewed previously compiled data and applicable studies related to transportation, land use, economic development, neighborhood plans and other technical resources that could be used to inform the Mobility 2035 planning process.

The Alliance Team worked with the Mobility 2035 Oversight Committee to identify elements of previous plans that could be useful in developing the overall project goals, objectives and vision for the Mobility 2035 Plan. In coordination with the Oversight Committee, the Alliance Team identified a preliminary set of mobility, social, economic, and environmental evaluation criteria and procedures for evaluation of transportation improvements that could be expanded and further refined in the public participation process.

Task 3 – Public Participation Plan/Campaign

In this task, the Alliance Team planned a public participation program for the Mobility 2035 development, worked with the Mobility 2035 Oversight Committee to design the implementation of the effort and, with the support of the SA-BC MPO Staff and the members of the Oversight Committee, carried out the public participation program in a series of coordinated steps.

The public participation process was designed to meet the requirements of the SA-BC Public Participation Plan and the federal *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) Metropolitan Transportation Planning Requirements for community visioning and visualization of alternatives as well as scenario based planning approaches comparing alternative plan outcomes. The public participation process also included an outreach effort designed to provide information, access and participation opportunities to the entire range of ‘interested parties’ identified in SAFETEA-LU.

The process included a strong bilingual (English and Spanish) media outreach program, and met the federal requirements for ADA accessibility for mobility impaired and the transit dependant populations. Taken together, the public outreach and public participation program promoted an active public dialogue that facilitated scenario based planning activities, and the development of a land use vision for the region to provide context for the Mobility 2035 Plan and visualization of metropolitan transportation plan alternatives and outcomes.

In the course of this task, the Alliance Team, marketed public workshops and outreach activities; prepared for and facilitated the workshops; and compiled input and results from all workshops and public participation activities.

Throughout the public participation process, the Alliance Team evaluated stakeholder participation, level of engagement, quality of data received and other meeting outcomes to assess the effectiveness of the campaign, including education and target audience participation. The team used this evaluation process to inform further activities.

Task 4 – Travel Demand Modeling

In this task, the Alliance Team performed major travel demand modeling activities including land use scenario and transportation project alternative testing and analysis for the SA-BC MTP update. The Alliance Team, in coordination with the SA-BC travel demand modeling staff, refined and expanded the SA-BC MPO traffic and transit assignment processes to provide enhanced capability to test various demographic scenarios; combinations of transportation highway and transit investments; and alternative phasing and sequencing of project implementation.

Using networks provided by the SA-BC MPO travel demand modeling staff, the Alliance team prepared future roadway networks and transit route systems depicting alternative packages of highway and

transit improvements including: VIA transit networks; HOV lanes; bus rapid transit; and toll lane/road systems. The networks and transit route systems also included transit feeder systems and other ancillary components for each alternative. These networks were used with the transportation assignment processes to evaluate alternative project scenarios for inclusion in the Mobility 2035 Plan.

The Alliance Team also performed travel demand modeling analysis on the adopted Mobility 2035 Plan to assist the SA-BC MPO in verifying that the adopted plan was consistent with the stated goals, objectives and community vision. All input data, networks and results of the travel forecasts, including the traffic forecast results from the analysis of scenarios, the travel networks, and route system coding used in the analysis, were provided to the SA-BC MPO travel demand modeling staff in TransCAD format for use in further analysis and future planning activities.

Task 5 – Final Report

In this task, the Alliance Team prepared a final report documenting the activities carried out in support of the SA-BC Metropolitan Transportation Plan update that resulted in the adoption of the Mobility 2035 Plan. This report is submitted in completion of that task. The following sections provide an overview of the activities carried out under each of the outlined tasks.

Overview of the Project Management Process Used in Development of Mobility 2035

The foundation of the Project Management Process utilized by the Alliance Team was the coordination and consultation with the Mobility 2035 Oversight Committee established by the SA-BC MPO. During the Mobility 2035 development process, the Oversight Committee provided: 1) Oversight the planning process, including work performed by the Alliance Team; 2) Consultation and coordination with stakeholder agencies and organizations; and 3) Recommendations on the final criteria used to evaluate alternative transportation projects and the final selection set of transportation projects presented to the SA-BC MPO Policy Committee. Organizations represented on the Mobility 2035 Oversight Committee included:

- City of San Antonio
- VIA Transit
- Alamo Area Council of Governments
- Bexar County
- TxDOT San Antonio District
- Alamo Regional Mobility Authority
- SA-BC MPO

The Mobility 2035 Oversight Committee met monthly throughout the MTP update process and held additional meetings during the public outreach portions of the project. Committee members also participated in the facilitator trainings and were present at all of the public meetings and workshops. This involvement by the Oversight Committee allowed the agencies and organizations represented by committee members to take an active role in the plan development and to participate in consideration of all plan elements and alternatives.

Overview of the Project Initiation Process Used in the Development of Mobility 2035

In order to create a baseline from which to start the planning process, the Alliance Team worked closely with the Mobility 2035 Oversight Committee and the MPO staff to gather and review existing data and information, plans, reports, and institutional knowledge about land use patterns, economic development goals, demographic trends, environmental issues, safety and security issues, and the transportation system of the study area. From this data and information, a picture of the current conditions of the study area was created. In addition, the data and information gathered was used to create alternative pictures of the future conditions of the region. These community portraits were created for consideration by the public during the public participation process.

The Alliance Team reviewed multiple plans and documents from many regional stakeholders, including, but not limited to:

- Texas Metropolitan Mobility Plan
- Previous SA-BC MTP Update for 2030
- SA-BC Clean Air Plan
- SA-BC Bicycle Master Plan
- SA-BC Pedestrian planning documents
- Other SA-BC planning documents
- County, City and other regional plans and documents related to land use, economic development, environmental issues, safety, security and transportation
- Neighborhood Plans
- Alamo Council of Governments Land Use and Demographic information
- VIA Transit Plans

In addition to reviewing all of the materials listed above, the Alliance Team worked closely with the Alamo Council of Governments (COG) staff to develop a clear picture of the demographic and land use conditions within the region. In 2007, the Alamo COG was actively involved in the development of demographic inputs for use in the COG's land use scenario modeling project. The Alliance Team worked with the COG staff, the SA-BC MPO staff and the SA-BC MPO Demographics Committee to move the data being collected by the COG into a format that could be used in the MPO's Travel Demand Model. The demographic and land use data and information from the COG was used by the Alliance Team in the creation of the materials for the public participation process that depicted the current and alternative future conditions in the region.

Developing the foundations for the Public Outreach Campaign that would be used to facilitate public participation in the Mobility 2035 planning process was also a part of the projection initiation task. The Alliance Team worked with the Mobility 2035 Oversight Committee and other regional agencies to compile a list of contacts for use in the outreach campaign. Neighborhood Associations, Councils on Aging, real estate developers, freight transporters, elected officials, and other community groups were particularly helpful in this process through the sharing of existing contact lists.

The Alliance Team also worked during this phase of the project to create a comprehensive media contact list that included large and small media outlets throughout the region with particular focus on the inclusion of media outlets whose target markets included minority and non-English speaking audiences. Additionally, the Alliance Team created a project website to facilitate communication with the public throughout the planning process.

The project initiation task laid the foundations for the Public Participation Process created and executed under the following task. However, many of the oversight and coordination activities begun under this task continued throughout the entire planning process.

Overview of the Public Participation Process Used in Development of Mobility 2035

In support of the SA-BC MPO in its efforts to implement the SA-BC MPO Public Participation Plan and the Mobility 2035 Public Participation Plan, the Alliance Team planned and developed two series of public workshops and public outreach activities; marketed the public workshops and outreach activities; prepared for and facilitated the workshops; and compiled and analyzed the input and results from all workshops and public participation activities. The activities performed by the Alliance Team, as well as the outcomes of those activities, are described in this section.

The process for creating a Metropolitan Transportation Plan (MTP) is mandated by federal legislation and funded by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT), and must therefore conform to the rules and regulations established by these governing authorities. The public participation process for Mobility 2035 was designed to meet the requirements of the SA-BC Public Participation Plan and the federal SAFETEA-LU Metropolitan Transportation Planning Requirements for community visioning and visualization of alternatives as well as scenario based planning approaches comparing alternative plan outcomes. The public participation process also included an outreach effort designed to provide information, access and participation opportunities to the entire range of 'interested parties' identified in SAFETEA-LU.

However, an MTP should also be designed specifically to meet local community needs and reflect local community values. Therefore, the Alliance Team worked closely with the SA-BC MPO staff and the Mobility 2035 Oversight Committee to ensure that all federal and state guidelines as well as the SA-BC MPO Public Participation Plan were followed while ensuring that the final results of that public participation process appropriately reflected the values and needs of the regional community.

Foundations and Guidelines for the Public Participation and Visioning Process

In line with federal guidelines, the MPO's mission is to provide a continuous, comprehensive and coordinated regional transportation planning process for the safe and efficient movement of people and goods consistent with the community's overall economic, social and environmental goals.

In support of this mission, the MPO adopted a Public Participation Plan, the last update of which was made on June 16, 2008. This Public Participation Plan depicts the guidelines by which the Alliance Team worked in coordination with the MPO and its staff to proactively ensure the involvement of citizens, affected public agencies, and representatives of transportation agency employees, private providers of transportation, and other interested parties in the development of Mobility 2035. The public participation process carried out included:

- Early, continuous, and meaningful public participation;
- Reasonable public access to technical planning information;
- Collaborative input on transportation alternatives, evaluation criteria and mitigation needs;
- Transportation planning meetings that were open to the public; and
- Access to the planning and decision making process prior to closure.

The public participation process was also designed to meet the federal guidelines and regulations as set out in SAFETEA-LU. The public participation process was designed to integrate these requirements into the workshops, meetings and outreach efforts.

SAFETEA-LU, Section 5303, requires that a metropolitan planning area carry out a planning process that provides for consideration and implementation of projects and strategies and services that will:

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Together, these are known as the 8 SAFETEA-LU planning factors. The public participation process was designed to provide a forum for community dialogue and feedback on all 8 SAFETEA-LU planning factors. It was also designed to provide a forum for exploring, modifying and expanding local goals and objectives.

MTP Goals and Objectives

A set of goals and objectives is the foundation of any public participation process. The Mobility 2035 public participation process was designed to meet the goals established by the MPO Transportation Policy Board when it adopted the following mission statement in February 1998:

The San Antonio metropolitan area is served by an environmentally friendly transportation system where everyone is able to walk, ride, drive or wheel in a safe, convenient, and affordable manner to their desired destinations.

In support of that mission statement, the goals of the MTP were established as:

- Invest in a safe and effective regional transportation system
- Encourage cost-effective expansion of the regional transportation system
- Support systematic and coordinated maintenance programs
- Increase the efficiency of the existing transportation system
- Invest in a public transit system that meets existing and projected needs
- Incorporate the spirit and intent of the Americans with Disabilities Act
- Address the social, economic and environmental issues of the region
- Improve opportunities for alternative means of transportation
- Respect the unique characteristics of the San Antonio-Bexar County area
- Enhance economic activity

The Alliance Team worked closely with the MPO staff and the Mobility 2035 Oversight Committee to ensure that these goals and objectives were met through the MTP Update process employed for the development of the Mobility 2035 Plan.

Outreach Methods

Among the requirements of the SAFETEA-LU Metropolitan Planning Regulations is the need to include an identified list of interested parties that goes beyond the private auto users of the highway system into the public participation process. These interested parties include:

- Citizens from the region;
- Affected public agencies;
- Representatives of public transportation employees
- Freight shippers;
- Providers of freight transportation services;
- Private providers of transportation;
- Representatives of users of public transportation,
- Representatives of users of pedestrian walkways and bicycle transportation facilities;
- Representatives of the disabled; and
- Other interested parties – especially racial and ethnic groups and those persons traditionally underrepresented in the transportation planning process.

The outreach effort conducted as part of the Mobility 2035 public participation process used a variety of methods and media to provide information, access and meaningful opportunity for participation to these interested parties as well as the broad spectrum of other local stakeholders and the public at large. In order to make the public aware of the planning process and the opportunities for citizens of the region to participate in that process, an extensive outreach plan was designed and implemented by the Alliance Team. The public was invited to participate in the following contexts:

- A Project Kick-off press conference,
- A project website,
- Two series of public participation workshops, and

- An Open House and opportunity for review and comment on the final plan.

The following sections outline the outreach methods and media used to invite the public to participate in the MTP planning process.

Press Conference

To kick-off the project, make the public aware of the MTP update process, and invite them to participate, the Alliance Team assisted the San Antonio-Bexar County Metropolitan Planning Organization (MPO) in holding a press conference on Wednesday, September 5, 2007, at 10:00 a.m. at Sunset Station, on the railroad patio. Isidro Martinez, Executive Director of the SA-BC MPO, welcomed attendees, and announced that the purpose of the press conference was to initiate the MTP update process. He explained that the SA-BC MPO is responsible for conducting the urban transportation planning process for the MPO area, which includes Bexar County and parts of Comal and Guadalupe Counties.

Mr. Martinez also introduced speakers from the MPO's agency partners:

- The Honorable Sheila McNeil, Chair, SA-BC MPO Transportation Policy Board and Councilwoman of District 2, City of San Antonio
- The Honorable Tommy Adkisson, Vice Chair, SA-BC MPO Transportation Policy Board and Commissioner of Precinct 4, Bexar County
- The Honorable Nelson Wolff, County Judge, Bexar County
- The Honorable Jack Leonhardt, Mayor, City of Windcrest and Chair, Alamo Area Council of Governments
- Mr. David Casteel, P.E., San Antonio District Engineer, Texas Department of Transportation
- Mr. Eddie Herrera, Chair, VIA Metropolitan Transit

The Alliance Team distributed media releases and advisories announcing the press conference. The media advisory provided information on the date, time, location, and purpose of the press conference, and was distributed to the media prior to the conference, and provided the day of the press conference as part of a media packet. The media advisories were distributed on Wednesday, August 29, 2007, and Tuesday, September 4, 2007. Phone calls were also made to the media outlets confirming their attendance the morning of the press conference. Television coverage of the press conference was provided by these stations:

- WOAI 4
- FOX 29
- KSAT 12
- KENS 5

A newspaper reporter from the San Antonio Express-News was also in attendance. A copy of news articles and media clips related to the press conference can be found in the Appendices.

Invitation

An invitation announcing the first series of four Mobility 2035 Visioning Workshops to be held during September of 2007 was mailed to a total of 1820 stakeholders, as well as local and state agency representatives. The invitation was written in English and Spanish and included the purpose of the workshops, locations, time, and websites for more information.

Please see the Appendices for a copy of the mailing list and the invitation.

A similar invitation, written in both English and Spanish, announcing the second series of Mobility 2035 Visioning Workshops to be held during February and March of 2009, was mailed to a total of 1948 stakeholders, as well as local and state agency representatives. The letter was accompanied by a cover letter signed by the MPO Transportation Policy Board Co-Chairs – Councilwoman Sheila McNeil and Commissioner Tommy Adkisson. Extra copies of the invitation were also taken to South San High School to be distributed to the students in order to foster more participation from that area of San Antonio. The invitation included the purpose of the workshops, locations, time, and websites for more information.

Please see the Appendices for a copy of the MTP Update outreach database and the invitation.

MySpace

In order to reach underrepresented groups, the Alliance Team created an informational page on the networking website www.myspace.com for the Mobility 2035 Visioning Workshops. This website was used to reach out to younger generations who reside in the MPO study area and help them get involved with transportation planning. The page included information about the visioning workshops, as well as frequently asked questions.

The MTP MySpace page, www.myspace.com/mtp2035, went online on Friday, August 31, 2007. Over 1,000 friend requests were sent to various individuals and organizations in the San Antonio-Bexar County area by the Alliance Team prior to the first Visioning Workshop in the fall of 2007. The MTP project team has received thirty-three (33) friend requests from citizens in the region prior to that meeting, and at least 6 people attended the Fall 2007 Visioning Workshops in response to the MySpace website. As of October 12, 2007 the MTP 2035 MySpace website had 163 friends and has had over 811 views/hits.

In the fall of 2009, the MTP MySpace page was updated to include information about the Fall 2009 Scenario Workshops and upcoming workshop dates. A project website was also created for this project and was updated with current information at www.mtp2035.org. During 2009 a Face Book page was also added to the resources being used for outreach to the public.

Advertisements

In order to further notify citizens in San Antonio, Bexar County, and the surrounding communities, the Alliance Team placed both English and Spanish advertisements in local newspapers that announced the

dates, times, and locations of the Visioning Workshops. There was an extensive effort made by the Alliance Team to identify and advertise in media outlets whose target market was minority groups that are traditionally underrepresented in the transportation planning process.

English advertisements were placed in the following newspapers:

- San Antonio Express-News – Sunday, September 9, 2007
- Bulverde News – Thursday, September 13, 2007
- North Central News – Thursday, September 13, 2007
- Northeast Herald – Thursday, September 13, 2007
- Northwest Weekly – Thursday, September 13, 2007
- Southside Reporter – Thursday, September 13, 2007

A Spanish advertisement was placed in *La Prensa* newspaper on Sunday, September 9, 2007.

Several articles were written informing the public about the Mobility 2035 Visioning Workshops in the following newspapers:

- North San Antonio Times – Wednesday, September 12, 2007
- San Antonio Express-News – Monday, September 17, 2007
- Northeast Herald – Tuesday, September 25, 2007
- North Central News – Thursday, October 11, 2007

Prior to the Fall 2009 Scenario Workshops, the MPO placed both English and Spanish advertisements that announced the date, time, and location of the Scenario Workshops. The advertisements were placed in area newspapers and on VIA buses traveling around San Antonio.

Copies of the advertisements and articles discussed in this section are provided in the Appendices to this report.

Websites

The Alliance Team created a project website for citizens to learn more about the San Antonio-Bexar County Metropolitan Planning Organization and the Metropolitan Transportation Plan. On this website, information was provided about the Visioning Workshops and the update process, a field allowing users to add their addresses to the MTP Update mailing list, and a set of responses to frequently asked questions. The project website also hosted a public opinion survey as an additional way for citizens to provide their input about our transportation network.

In addition to the project website, the Alliance Team requested numerous cities and organizations to place the visioning workshop information on their websites and community calendars. In response to this request, the following cities/organizations placed visioning workshop information on their websites:

- Alamo Regional Mobility Authority (ARMA)
- City of Fair Oaks Ranch

- City of Helotes
- City of Shavano Park
- Neighborhood Resource Center (NRC)
- San Antonio-Bexar County Metropolitan Planning Organization (SA-BC MPO)
- San Antonio Board of Realtors
- San Antonio Hispanic Chamber of Commerce
- San Antonio Toll Party
- Smart Growth San Antonio
- Stone Oakinfo.com
- Texas Public Radio
- Texans Uniting for Reform & Freedom (TURF)
- The San Antonio Wheelmen
- The Voice News Online
- VIA Metropolitan Transit (VIA)

Outreach Efforts to Neighborhood Associations

In an effort to ensure that a wide range of users of the transportation system were included in the MTP planning process, each Neighborhood Association registered with the City of San Antonio received an invitation to the Visioning Workshops. In addition, the Alliance Team sent personalized emails to each Neighborhood Association with a valid email address, inviting their association to attend one of the visioning workshops and also requesting that they sponsor a visioning workshop by having at least five (5) people participate. The Alliance Team also requested that the information be sent on to their respective members. A total of 190 emails were sent to neighborhood associations on Friday, August 24, 2007, and Monday, August 27, 2007.

In response to the request, the following neighborhood associations confirmed that the visioning workshop information was sent to their members:

- Camelot I Neighborhood Association
- Northside Neighbors for Organized Development
- United Westwood Resident Organization

The following neighborhood associations sponsored one of the visioning workshops, by having at least five people participate:

- Beacon Hill Neighborhood Association
- Dellcrest Forest Neighborhood Association
- Dignowity Hill Neighborhood Association
- Hein Orchard Subdivision Association
- Loma Vista Neighborhood Association
- Los Jardines Neighborhood Association
- Oakland Estates Neighborhood Association
- Prospect Hills Neighborhood Association
- San Antonio Garden Organization

- Summit at Bulverde Creek Housing Association

Reminder phone calls were made to each neighborhood association located near (within 5-10 miles) each workshop location one day prior to the visioning workshop. Reminders were also emailed to the neighborhood associations on Tuesday, September 18, 2007, Thursday, September 20, 2007, Tuesday, September 25, 2007, and Thursday, September 27, 2007.

The Alliance Team also distributed flyers at the following neighborhood association meetings:

- Hillcrest Neighborhood Association
- Northside Neighbors for Organized Development
- Churchill Estates Home Owners Association
- Donaldson Terrace Neighborhood Association
- Lavaca Neighborhood Association
- Monte Vista Neighborhood Association
- Coliseum-Willow Park Neighborhood Association

The Alliance Team also distributed invitations about the visioning workshops at the following events:

- Annual Neighborhood Resource Center conference on Saturday, September 8, 2007, at the Northeast Independent School District (NEISD) Community Education Center.
- Health Fair sponsored by the American Heart Association on Saturday, September 22, 2007, at the Alamodome.

Outreach Efforts to Schools

The Alliance Team sent emails and faxes to the Public Administration, Political Science, and Communication professors and department heads at the University of Texas at San Antonio, St. Mary's University, Our Lady of the Lake University, Incarnate Word University, St. Philip's College, and San Antonio College. The emails asked the professors and department heads to help reach and involve younger audiences by encouraging them to attend one of the visioning workshops.

In response to this request, St. Philip's College agreed to post the invitation on student bulletin boards located on campus, and also emailed information to their students, faculty, and staff. Several San Antonio College professors agreed to notify their students and offer extra credit to them for attending. Also, Professor Lambert of the University of Texas at San Antonio required that his students attend the Visioning Workshops as a part of their curriculum.

In addition, the efforts reached a Boy Scout leader who brought a group of 8 Boy Scouts to the Fall 2007 Visioning Meeting held at South San High School. A copy of these emails and faxes can be found in the Appendices.

Outreach Efforts to Employers and Organizations

The Alliance Team sent emails to over eighty (80) major employers in the area requesting that they forward the information to their employees, announce the workshop information at internal employee meetings, and post workshop information on employee bulletin boards. Several organizations confirmed they have sent the information to their employees/members.

- San Antonio Mobility Coalition, Inc.
- San Antonio-Bexar County Metropolitan Planning Organization
- San Antonio Toll Party
- Neighborhood Resource Center
- Bain Medina Bain, Inc.
- HNTB Corporation

A copy of these emails can be found in Appendices.

Outreach Efforts to Area Churches

The Alliance Team sent emails to over 100 churches in the area requesting that they encourage their congregation to attend community events such as the Visioning Workshops by making pulpit announcements.

In response to this request, the Community of Churches for Social Action distributed the Visioning Workshop information to all of their members encouraging them to make pulpit announcements during their services.

A copy of this email can be found in the Appendices.

Radio

The Alliance Team sent emails to fourteen (14) area radio stations prior to each set of workshops requesting that they make announcements on-air and add workshop information to their websites. The Alliance Team also offered to schedule on-air interviews.

The following radio stations were contacted:

- BBN 99.9 FM
- KISS 99.5 FM
- KLUP 930 AM
- KRTU 91.7 FM
- KWED 1580 AM
- KSMG 105.3 FM
- KROM 92.9 FM
- KCHL 1480 AM
- KJ97 97.3 FM
- KONO 860 AM
- KTSA 550 AM
- KZEP 104.5 FM
- KSTX 89.1 FM
- WOAI 1200 AM

Additionally, the Alliance Team called the 99.5 KISS listener line on the morning of Wednesday, September 12, 2007, to promote the workshops on-air. The team provided information about the visioning workshops and also provided both the project website and the MySpace website.

Media Relations

The Alliance Team distributed media releases and advisories announcing the Visioning Workshops. The media advisory provided information on the date, time, location, and purpose of the Visioning Workshops, and was distributed to the media by the Alliance Team, and the news release was provided in media packets the day of the workshops. The media advisories were distributed on August 22, 2007, August 30, 2007, September 18, 2007, and September 27, 2007. A copy of the media advisories and releases can be found in the Appendices

Media coverage of the Visioning Workshops consisted of:

- WOAI 4
- FOX 29
- KSAT 12
- KENS 5

A newspaper reporter from the Northeast Herald was also in attendance at Judson High School on September 20, 2007. A copy of the news articles and media clips related to the visioning workshops can be found in the Appendices.

Ms. Monica Navarro of Univision Television interviewed the Alliance Team on Monday, September 17, 2007. Information on the date, time, location, and purpose of the Visioning Workshops was discussed and the brief aired on September 17, 2007. Univision posted details of the interview on their website. A copy of this article can be found in the Appendices.

Television media ran 17 briefs of the Visioning Workshops, for a total coverage time of approximately twenty-two (22) minutes. A copy of the news briefings can be found in Appendix E.

Prior to the Fall 2009 Scenario Workshops, the MPO placed both English and Spanish advertisements that announced the date, time, and location of the Scenario Workshops. Media packets were also prepared and distributed to the same outlets as for the 2007 effort. An email notice announcing the Scenario Workshops was also distributed to the e-contact list that had been compiled during the course of the plan update and advertisements were placed in area newspapers and on VIA buses traveling around San Antonio.

Preparation for the Workshops

In preparation for each of the two series of workshops, the Alliance Team used an innovative approach to design the workshop materials and activities to provide an active, hands-on experience for the participants. Having gathered and analyzed existing land use, economic development, and

transportation plans from throughout the region, the Alliance Team prepared and conducted two series of public participation workshops to: 1) present the accumulated information to the public; 2) document the public's ideas about their transportation needs; 3) gather public input on values and criteria that should be used to determine transportation priorities for the region; and 4) provide the public an opportunity to participate in a scenario based planning process to select a preferred growth scenario for use in evaluating transportation improvements proposed for inclusion in the Mobility 2035 Plan .

Facility Selection and Setup

The workshops were designed to encourage active participation by the public. Two different series of workshops were held in easily accessible locations throughout the region. At each workshop, the room was set up so that participants were seated at small tables (holding 6 to 10 persons each) with a professional facilitator at each table. Where possible, round tables were used to encourage better table group interaction; where round tables were not available, tables were placed in a small square formation. There was also a moderator at the front of the room who guided the workshop through the use of an informational PowerPoint Presentation. At the tables, the participants were all given an opportunity to speak in small groups and ask questions in a reasonably unthreatening environment. The participants were given copies of the information presented by the moderator so that they could review the information at their own pace. Easels displaying large format charts were also set up at each table so that the table groups could work together to develop ideas and rank options.



Workshop Locations

In order to provide a fair opportunity for all citizens to attend, the Oversight Committee chose to hold each series of workshops in locations throughout the MPO study area. Each of the locations were located along a VIA Metropolitan Transit bus line and met ADA requirements for accessibility.

The four Fall 2007 Visioning Workshops were held from 6:00 p.m. – 8:30 p.m. at the following locations:

- Tuesday, September 18, 2007, in the Heritage Room at St. Philip’s College located at 1801 Martin Luther King Drive, San Antonio, TX 78203
- Thursday, September 20, 2007, in the Judson High School Cafeteria located at 9142 FM 78, Converse, TX 78109
- Tuesday, September 25, 2007, in the South San High School Cafeteria located at 2515 Navajo Street, San Antonio, TX 78224
- Thursday, September 27, 2007, at the Leon Valley Community Center located at 6427 Evers Road, Leon Valley, TX 78238

The February 2009 Scenario Workshops were held from 6:00 p.m. – 8:30 p.m. at the following locations:

- Thursday, February 17, 2009, in the Judson High School Cafeteria located at 9142 FM 78, Converse, TX 78109
- Wednesday, February 18, 2009, in the South San High School Cafeteria located at 2515 Navajo Street, San Antonio, TX 78224
- Tuesday, February 24, 2009, at the Leon Valley Community Center located at 6427 Evers Road, Leon Valley, TX 78238
- Tuesday, March 3, 2009, in the Heritage Room at St. Philip’s College located at 1801 Martin Luther King Drive, San Antonio, TX 78203
- Wednesday, March 4, 2009, in the Community Room at the VIA Metro Center located at 1021 San Pedro, San Antonio, TX 78212

Facilitator Training Sessions

In preparation for each series of workshops, the Alliance Team conducted two facilitator training sessions, one at the Alliance corporate offices and one at the SA-BC MPO offices, for the facilitators who would be working with the table groups during the workshops. Because this was a new process with which many of the MPO staff and committee members had not had prior experience, it was important that facilitators had the opportunity to review the materials ahead of time and become familiar with the participation approach to be used at the workshops. In addition, it was important that all of the Alliance Team of professionals involved in the facilitation process become familiar with the materials and process so that one consistent approach was used to encourage active and constructive public participation. Each participant was given a Facilitator’s Handbook that included both the materials in

the Participant's Workbook and notes for guiding the discussion in a manner that would encourage every voice to be heard and every participant's comments to be respected and recorded.

After each facilitator training, the MPO staff and Oversight Committee members, as well as the Alliance professional staff facilitators, gave constructive feedback on the materials and the process, and the training materials were modified accordingly.

Fall 2007 Visioning Workshops

The purpose of the initial set of four workshops held in the Fall of 2007 was for the public to tell the MPO about the transportation needs and challenges over the next 25 years as well as to give input as to the importance of the criteria used to evaluate MPO transportation projects. The participants were asked to do three things:

1. Help the MPO to understand the critical transportation issues that you expect to be facing in the future.
2. Help the MPO to evaluate the importance of a new list of criteria, which are used to evaluate various land use scenarios and transportation projects.
3. Share with the MPO your Vision of what the future transportation system in the San Antonio-Bexar County urbanized area should look like to serve the needs of the people living in the study area.

Welcome and Registration

As the public entered the workshop venue, they were greeted by members of the Alliance Team and invited to register for the workshop. After registration, each participant was assigned a seat at a table in the room, and given a packet of materials, which consisted of the following:

- Visioning Workshop Agenda
- MPO Study Area Map
- Public Participation Workbook
- Visioning Workshop Evaluation Form

Please refer to the Appendices for a copy of all four (4) handouts.

Open House for Partner Agencies

The first thirty minutes of the workshop was devoted to an Open House for the public to view displays about the study as well as displays from partner agencies. These partner agencies were:

- Alamo Area Council of Governments
- City of San Antonio
- VIA Metropolitan Transit
- Bexar County
- Texas Department of Transportation

The Alliance Team prepared several large exhibits for the Open House so that the participants could view the materials in a large format. Alliance Team members were also available to answer any questions that participants had about the exhibits.

Welcome

Isidro Martinez, Executive Director of the San Antonio-Bexar County Metropolitan Planning Organization (MPO), welcomed participants and thanked them for attending the workshop. Mr. Martinez then welcomed elected officials attending the visioning workshop.

Elected officials who attended the visioning workshops included:

- City of San Antonio Councilwoman and Chair, MPO's Transportation Policy Board, Sheila McNeil
- Bexar County Commissioner Tommy Adkisson
- Bexar County Commissioner Sergio "Chico" Rodriguez
- Mr. Tomás Larralde of Congressman Ciro Rodriguez's Office
- City of Leon Valley Mayor Chris Riley
- City of Schertz Mayor Pro Tem David Scagliola
- City of Somerset Mayor Fred Gonzales
- City of Leon Valley Councilman Jack Dean
- City of Windcrest Mayor Jack Leonhardt
- Former City of San Antonio Councilman Richard Perez
- Former City of Leon Valley Mayor Marcy Meffert

Workshop Activities

The data and information gathered in the project initiation phase of the project were used to create a picture of the current conditions in the region and a base line description of the existing conditions related to the transportation system that could be shared with the public during the public participation process. In addition, a current baseline description of the region relative to population distribution and land use patterns was created for use in the public participation process. Then graphic exhibits were created to facilitate the public understanding of these existing conditions within the region and how they are influenced by the interaction of transportation and land use decisions.

The moderator introduced the workshop with an overview of the MTP update planning process and the goals and objectives of the workshop. Additional information on the region, its demographics, land use and transportation system were also presented to provide a baseline for initiating table group discussions and activities.

In table groups, the participants discussed their issues and concerns relative to the current and future regional transportation system. From this discussion, each table group worked to create a list of criteria by which regional transportation projects should be evaluated. After the development of the list of criteria, the participants were asked to rank the criteria in order of importance.



After developing the criteria, the moderator presented information of some possible future growth scenarios for the region and allowed the participants to individually apply the criteria to the growth scenarios. This exercise was designed to help the public understand how the criteria might be used in the planning process, and laid the foundation for the more extensive workshop on future growth scenarios that was held in February of 2009.

Workshop Outcomes

A wide variety of participants attended the four Visioning Workshops. In addition to a large contingency of people who had come to the meeting to express an opinion on the proposed use of toll roads, there were transit users, bicycle users, and people who were advocating the development of more walkable communities. Participants also included real estate developers, transit employees, students and representatives for the elderly and disabled. The members of the community worked together to dialogue about their needs and concerns. The format of the meetings allowed the participants to both air any particular concerns and also to take part in a formative dialogue that resulted in the consideration of a broader range of transportation issues.

Through the use of the information presented and the dialogue process, each table group created a list of measures for evaluating whether a transportation project would meet the goals of the community. At the end the four sets of Visioning Workshops, the Alliance Team compiled that results from the table groups and developed the following list of criteria with the relative weighting and ranking given to each criteria by the public.

The compiled results are listed below.

Table 1 - Evaluation Measures for Transportation Projects

The scenario should:	Weight	Rank
Promote access to and use of transit	16	1
Protect the environment (include air & water &	12	2
Reduce likelihood of toll roads	11	3
Improve connectivity of the transportation system	10	4
Reduce sprawl and protect greens spaces	10	5
Reduce travel time	9	6
Reduce traffic congestion	6	7
Promote safety of roadways and reduce accidents	5	8
Promote efficient funding and reduce costs	5	9
Promote walkable communities	4	10
Provide multi-modal travel options	3	11
Promote more open and responsive policy process	3	12
Improve transportation to and from schools	2	13
Improve economic development of the region	2	14
Provide improved transportation for seniors	2	15
Total	100	

The Alliance Team also expanded on the list of criteria using all of the results from meeting, including the comments from the listening sessions, and developed the following statements regarding the criteria discussed by the public.

- Public Transportation - During the visioning workshops there was strong, consistent support for improved and expanded public transportation services. Taken as a whole, there was great interest in a comprehensive regional public transportation system that promotes premium rapid transit service on radial routes into the city center; downtown circulator routes to provide mobility and reduce congestion; better use of park and ride lots; and increased hours of services, safety and aesthetics to make the public transit service a more convenient alternative to auto travel.
- Toll Roads - The dominant message regarding toll roads from the visioning workshops was to reduce the number of toll roads proposed in the plan. The strategies proposed by workshop participants for taking toll roads out of the project mix included adding fewer highway projects in general; restricting highway projects to those that are tax funded; using more transit options, and eliminating the use of comprehensive development agreements as a funding mechanism.

- Environment - Many participants in the workshops expressed concerns about designing the transportation system in a way that protects the environment. Items mentioned most often were air quality, water quality, aquifer protection, and preservation of green space. To help soften transportation impacts on the environment, assessment of the environmental impacts of the plan will be included in the review of potential projects. Among these assessments is an air quality analysis of the proposed plan, and the plan will be coordinated with agencies that address environmental protection, tribal land management, wildlife management, land management, and historic preservation.
- Land Use - Participants in the Visioning Process expressed a desire to see coordination between the region's land use and transportation planning processes so that changes and improvements in the transportation system support the community's land use goals. There was a desire expressed for the plan to support the goal of containing urban sprawl and preserving green space.
- Congestion Relief - Most participants expressed a desire for congestion relief that would improve the travel conditions of existing roadways and decrease travel time throughout the road system, but especially on the interstates and major arterials within the system. In addressing congestion relief, participants wanted the plan to consider both the design of the infrastructure itself as well as the operational systems used to control the flow of traffic on that infrastructure.
- Alternative Transportation Options - Walking, biking, pedestrian access to transit, and park-and-ride/park-and-walk facilities were among the items mentioned when participants suggested the plan be evaluated based on its friendliness to non-automobile choices. Making these options a part of a connected multi-modal system that could be used to get to and from any area of the region at all times of the day was an important consideration of these participants.
- Children, Seniors and the Mobility Impaired - During the workshops many participants expressed a desire for the plan to include accommodations for those citizens who cannot drive to their desired destinations due to age or disability. The participants expressed a desire to see school children, seniors and the mobility impaired served with safe alternative transportation options that meet their special needs. Participants felt that children need safe routes to schools and playgrounds that would allow them to use active transportation, such as walking or biking, to get to these destinations. And participants felt that the accessible transit options should be expanded for seniors and the mobility impaired as the aging baby boomers increase the demand for these transportation services.
- Transportation Safety and Security - Participants indicated that safety of both the road system and the transit system are important goals for improving the regional transportation system. Reducing accidents, improving emergency response time, improving maintenance of roads and bridges, and reducing crime on transit lines were specifically identified by participants as areas that would benefit from targeted improvement.
- Roadway and Transit Connectivity - Participants suggested that it was important to design an overall transportation network that connects the system of roads, rail, bus, parking, bike lanes/paths, airports, taxis and sidewalks together such that people can use a multi-modal approach to addressing their transportation needs. Participants also expressed a desire for

improved connectivity between residential neighborhoods and amenities – such as schools, playgrounds, recreation areas, places of worship and shopping - by means of roads, transit lines, bike lanes, and sidewalks.

- Policy Process - Participants expressed a need for an open and responsive policy process that included public discussion of both transportation options and funding strategies. Participants expressed a desire that the plan have both an inclusive public participation process and a strong public awareness campaign. In addition, the participants wanted to see the values and criteria developed in that public participation process used throughout the decision making process to evaluate and implement the plan. Overall, participants wanted to see an open planning process integrating land use and transportation, and a planning process that supports community values through strict enforcement of established rules, regulations and community goals and objectives.
- Economic Development - Participants expressed a desire to see the transportation system of the region support expanded economic development opportunities for residents of the region. The participants suggested that the plan should be coordinated with the economic development plans of the region and should focus on supporting in-fill development in areas in need of economic boost, e.g. South San Antonio. Participants also felt that the transit system hours should be expanded to allow those persons without access to a reliable automobile to use public transit to access jobs at non-traditional hours.
- Quality of Life - Participants felt that for the health of the citizens, the health of the environment and the encouragement of better quality of life for the community – the promotion of “walkable communities” throughout the region should be made an important goal of the transportation system. Participants felt that mixed use land use planning, and pedestrian friendly commercial development policies should be included in the plan.

In addition to the structured activities during the workshop, there was also a listening session held at the end of the meeting. At the listening session, any participant who filled out a card indicating a desire to speak was given up to two minutes to make any additional comments for the record of the meeting.

Information on the listening session can be found in the Appendices.

Workshop Evaluations by the Participants

Each participant at the visioning workshops was asked to complete an evaluation form on the visioning workshop to help the SA-BC MPO better serve the community in the future. The results from those completed evaluation forms are listed in the table below.

Table 2 - Evaluation Results, All Visioning Workshops

Statement*	Strongly Agree	Agree	Disagree	Strongly Disagree	N/A
The objectives for this workshop were clear.	39	60	17	1	0
	33.3%	51.3%	14.5%	0.9%	0.0%
The Open House displays were informative.	23	58	13	0	11
	21.9%	55.2%	12.4%	0.0%	10.5%
I left the workshop with a good understanding of our transportation network.	20	55	26	6	3
	18.2%	50.0%	23.6%	5.5%	2.7%
The workshop director was well prepared and informative.	45	60	4	0	0
	41.3%	55.0%	3.7%	0.0%	0.0%
My group's facilitator was well prepared and helpful.	57	52	8	0	0
	48.7%	44.4%	6.8%	0.0%	0.0%
The location of the workshop was convenient.	48	46	19	3	1
	44.4%	39.7%	16.4%	2.6%	0.9%
I felt like my time was valued and utilized well.	38	60	10	3	0
	34.2%	54.1%	9.0%	2.7%	0.0%

**Note: Not every participant answered every statement. Percentages were based upon respondents to each question.*

The participants were also given an opportunity to write any general comments regarding the workshop.

A transcription of these comments can be found in the Appendices.

Winter 2009 Scenario Workshops

The purpose of the five Winter 2009 Scenario Workshops was to inform the public on the progress of the study and to gather input from the public on the vision for the future of the community that the transportation system should be designed to support. The participants were asked to do three things:

1. Listen to a report on the outcomes of the first public meeting;
2. Listen to an update on the progress of the study; and
3. Provide input on which land use growth scenario would best meet the community's future needs based on the criteria developed during the Fall 2007 Visioning Workshops.

A scenario based planning process was used in the development of regional land use vision for the SA-BC MPO study area and to provide context for the Mobility 3035 Plan. The materials and processes used in this scenario based planning effort facilitated the visualization of the MTP alternatives and outcomes.

Participation

As a result of the extensive outreach campaign conducted by the Alliance Team, there were 153 participants representing a wide range of geographic areas, user groups, neighborhood organizations, elected officials, and other stakeholder groups at the Winter 2009 Scenario Workshops.

Additionally, due to the fact that the future land use scenarios being considered at the workshop divided the region into three rings (Inside Loop 410, Between Loop 410 and Loop 1640, and Outside of Loop 1640), it was important that each of these areas was well represented. The figure below shows that this desired geographic diversity was achieved.

Figure 1 – Participants at the Winter 2009 Scenario Workshops

<u>Inside Loop 410</u>	
South	27 participants
Northeast	40 participants
Northwest	18 participants
<u>Between Loop 410 and Loop 1604</u>	
South	2 participants
Northeast	39 participants
Northwest	8 participants
<u>Outside of Loop 1604</u>	
South	3 participants
Northeast	11 participants
Northwest	5 participants

Registration

Participants were greeted at the door of the venue by members of the Alliance Team, and invited to register for the workshop. After signing in, each participant was given a packet of handouts, which consisted of the following:

- Scenario Workshop Agenda & Group Activities
- Criteria Scoring Matrix/Individual Scenario Choice
- Frequently Asked Questions
- Evaluation Form

All handouts were translated into Spanish as well. Please refer to the Appendices for a copy of the handouts.

The participants were then assigned to table group and invited to spend the first thirty minutes of the workshop viewing the exhibits on display in an open house format.

Open House for Partner Agencies

The first 30 minutes of the workshop consisted of an Open House. The Alliance Team created several large format exhibits related to the future growth scenarios to be presented at the workshop. These exhibits were displayed along with displays from partnering agencies during the Open House.

Agency partners of the SA-BC MPO were invited to set up a booth during the Open House portion of the workshop to display information for citizens. Participating agencies included:

- Alamo Area Council of Governments
- City of San Antonio
- VIA Metropolitan Transit
- SA-BC MPO
- Texas Department of Transportation

Welcome

Isidro Martinez, Executive Director of the San Antonio-Bexar County Metropolitan Planning Organization (MPO), welcomed participants and thanked them for attending the workshop. Mr. Martinez then welcomed elected officials attending the scenario workshop.

Elected officials who attended the scenario workshops include:

- City of Cibolo Councilman Diane Davis
- Comal County Commissioner Jay Millikin
- Mr. Adrian Trujillo of State Representative Joe Farias' Office
- City of Leon Valley Councilwoman Irene Baldrige
- City of Leon Valley Mayor Chris Riley
- Bexar County Commissioner Tommy Adkisson
- City of Olmos Park City Councilman Jeff Judson

- Ms. Marge Reyna of State Representative Ruth Jones McClendon
- Ms. Angela McClendon Johnson of State Representative Ruth Jones McClendon

After announcing the elected officials, Mr. Martinez informed participants that the scenario workshops were being held to help update the Metropolitan Transportation Plan (MTP) and explained that the MTP is the area's 25-year, long-range transportation plan. He stated that the MPO is required to update this document every five years. He then welcomed the participants and invited their active participation in the evening's activities.

Workshop Activities

The moderator explained that the MTP planning process relies on a public participation program to set the vision for future growth through open dialogue and collaboration. He explained that the purpose of the workshop was to gather public input on which future land use growth scenario the transportation system should be designed to support. The workshop activities were designed by the Alliance Team to use a scenario based planning process that encourage community dialogue and input from every individual in attendance at the workshops.

During the workshop the participants were asked to participate in 4 Activities that would build upon the work done in the first set of public meetings. The participants were given the compiled list of ranked criteria that were developed from the work done in the Fall 2007 Visioning Workshops and asked to use them in evaluating the scenarios being presented in the current workshop. Many of the participants who had attended the first meeting expressed their pleasure at seeing their contributions being used in the continuation of the planning process.

There were a total of 4 Table Activities in which the participants were asked to provide input:

1. Reviewing and discussing the evaluation criteria;
2. Evaluating the alternative growth scenarios;
3. Ranking the alternative growth scenarios; and
4. Providing additional individual choices and comments.

The criteria that were presented to the public for their use in the 2009 Scenario Workshops were:

- Promotes access to and use of transit
- Protects the environment (includes air quality, water quality, and aquifer recharge)
- Reduces likelihood of toll roads
- Improves connectivity of the transportation system – increasing access and mobility
- Reduces sprawl and protects green spaces
- Reduces travel time
- Reduces congestion through better management of the system
- Promotes efficient funding and reduces costs
- Promotes walkable communities
- Provides multi-modal options for all users

- Improves economic development of the region
- Provides improved transportation for seniors

Three land use scenario options that the MPO was currently considering were presented to the participants and they were given the opportunity to ask questions and view materials that explained each scenario and its impacts on the community. The participants were also given materials that described the likely mix of transportation projects needed to support each scenario. The three future growth scenarios were:

- Current Trend Development Scenario
- Transit Oriented Development Scenario
- In-fill Development Scenario

The Current Trend Development Scenario was described as having the following characteristics:

- Gas prices and other economic trends could depress economic vitality
- Most current ordinances and regulations support this pattern
- Promotes inefficient use of public and private financial and physical resources
- Dispersive nature of single use areas is likely to reinforces automobile dependency by reducing efficiency and market coverage of other options

The Transit Oriented Development Scenario was described as having the following characteristics, using the definition from the Center for Transit Oriented Development:

- Higher-density mixed-use development within walking distance – or a half mile – of transit stations. Increases “location efficiency” so people can walk and bike and take transit
- Boosts transit ridership and minimizes traffic
- Provides a rich mix of housing, shopping and transportation choices
- Generates revenue for the public and private sectors and provide value for both new and existing residents
- Creates a sense of place
- Increases property values near the transit stop

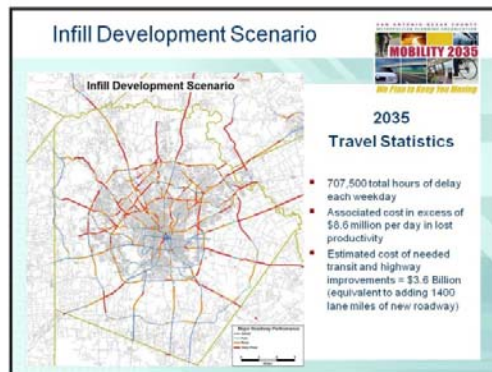
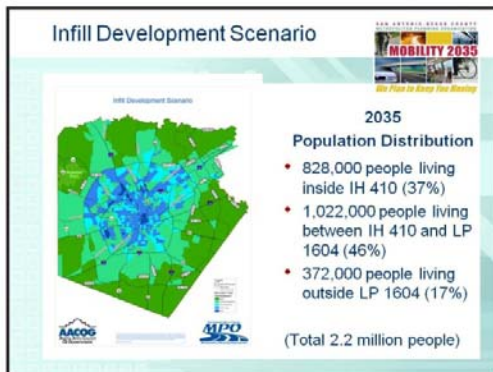
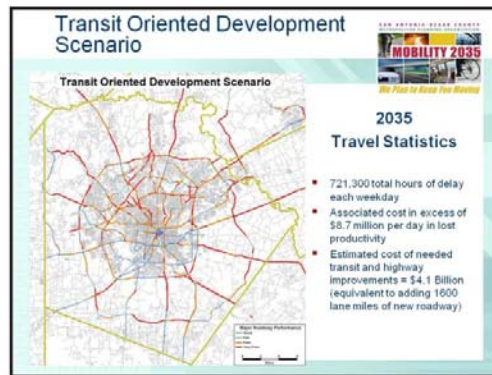
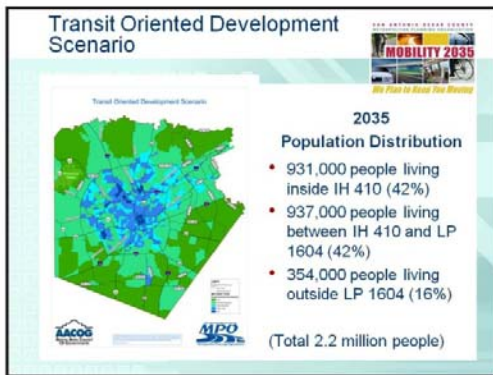
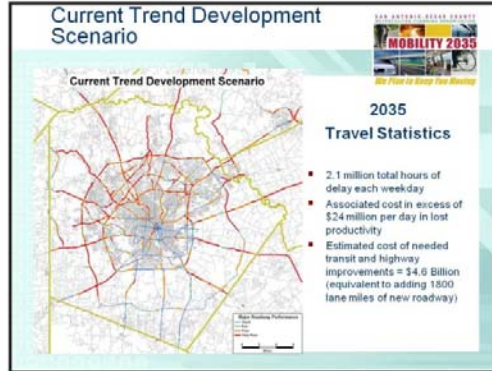
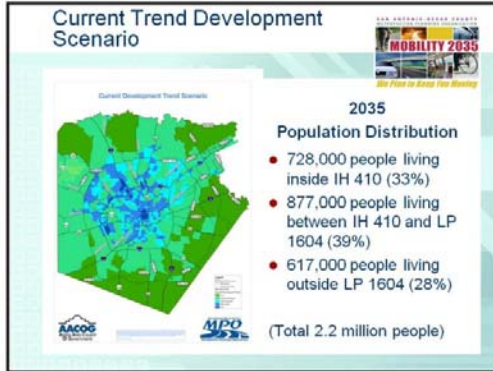
The In-fill Development Scenario was described as having the following characteristics:

- Encourages development in areas that already have infrastructure capacity
- Maximizes use of existing infrastructure resources
- Gas prices and other economic trends could encourage market movement toward this pattern
- Requires coordination and collaboration with no clearly defined champions or mechanisms
- Compact nature of mixed use development is likely to promote higher level of pedestrian, bicycle and bus transit trips (reduces dependency on automobile)

The participants were then asked to use the criteria to rank the Scenarios. The figure below shows the visual representations of the alternatives that were presented to the participants.

Figure 2 – Comparison of the Three Alternative Land Use Scenarios

Land Use Scenarios



Note: All scenarios' population total = 2,222,000

Next, the facilitators led a dialog about the results at each table. Participants were given questions to think about and allowed to voice their comments. At the end of the meeting a listening session was held, and the participants were allowed to take up to two minutes to express any additional comments. Their comments were recorded and used in the consideration of the outcomes of the workshops.

Workshop Outcomes

The Outcome of the Winter 2009 Scenario Workshops was the selection of a future land use pattern that the regional transportation system should be designed to support. The results from the public rankings and comments are listed in the following tables.

Each participant at the Scenario Workshops was also asked to complete a Criteria Scoring Matrix form to help the Alliance Team best meet the community's future growth needs using the following scale.

- 1 = Growth Scenario has a strong negative impact on this criterion
- 2 = Growth Scenario has a somewhat negative impact on this criterion
- 3 = Growth Scenario has no impact on this criterion
- 4 = Growth Scenario has a somewhat positive impact on this criterion
- 5 = Growth Scenario has a strong positive impact on this criterion

Table 3 - Current Trend Development Scenario Criteria Results, All Scenario Workshops

	1	2	3	4	5	No Answer
Promotes access to and use of transit	81	33	16	3	5	4
Protects the environment (includes air quality, water quality, and aquifer recharge)	77	21	15	9	10	10
Reduces likelihood of toll roads	80	21	9	9	9	19
Improves connectivity of the transportation system - increasing access and mobility	73	34	12	7	9	8
Reduces sprawl and protects green spaces	84	22	11	5	9	11
Reduces travel time	84	26	13	6	5	11
Reduces congestion through better management of the system	70	31	20	5	6	10
Promotes efficient funding and reduces costs	73	30	17	7	4	10
Promotes walkable communities	77	22	15	7	9	8
Provides multi-modal options for all users	73	27	17	4	5	14
Improves economic development of the region	56	29	16	13	14	12
Provides improved transportation for seniors	77	26	16	9	4	10

Note: Not every participant answered every statement.

Table 4 - Transit Oriented Development Scenario Criteria Results, All Scenario Workshops

	1	2	3	4	5	No Answer
Promotes access to and use of transit	10	5	14	30	73	13
Protects the environment (includes air quality, water quality, and aquifer recharge)	13	6	28	56	29	12
Reduces likelihood of toll roads	15	12	32	34	31	24
Improves connectivity of the transportation system - increasing access and mobility		7	23	37	51	16
Reduces sprawl and protects green spaces	12	13	22	46	29	20
Reduces travel time	9	11	32	52	30	12
Reduces congestion through better management of the system	10	10	18	58	35	13
Promotes efficient funding and reduces costs	12	16	33	33	31	17
Promotes walkable communities	12	14	23	45	39	15
Provides multi-modal options for all users	9	6	18	52	46	14
Improves economic development of the region	6	7	23	58	32	19
Provides improved transportation for seniors	15	7	19	42	42	20

Note: Not every participant answered every statement.

Table 5 - In-Fill Development Scenario Criteria Results, All Scenario Workshops

	1	2	3	4	5	No Answer
Promotes access to and use of transit	9	7	33	49	43	6
Protects the environment (includes air quality, water quality, and aquifer recharge)	14	12	24	43	38	12
Reduces likelihood of toll roads	12	14	24	33	36	27
Improves connectivity of the transportation system - increasing access and mobility	8	14	31	42	39	9
Reduces sprawl and protects green spaces	13	12	21	33	49	13
Reduces travel time	10	7	22	48	44	14
Reduces congestion through better management of the system	10	13	30	42	35	12
Promotes efficient funding and reduces costs	13	7	30	43	41	11
Promotes walkable communities	18	6	17	37	61	9
Provides multi-modal options for all users	4	4	30	50	36	13
Improves economic development of the region	9	8	26	44	40	18
Provides improved transportation for seniors	13	5	27	47	39	12

Note: Not every participant answered every statement.

The general themes from the participant comments were:

- Need to work with other agencies to bring about desired growth scenarios
- Need to address other infrastructure and social issues at the same time as addressing transportation
- Need to focus on non-auto options such as bike, pedestrian and transit
- Need more opportunity for public dialogue, public education and input to policy makers
- Need to address environmental concerns, especially aquifer protection
- Need to address circulation issues downtown

The rankings completed by the public as well as the additional comments given were used by the Mobility 2035 Oversight Committee in the final selection of a future growth scenario to provide context for the Mobility 2035 Plan

Table 6 - Individual Scenario Choice Results, All Scenario Workshops

Scenario	Responses	Percentage
Current Trend Development Scenario	5	3.0%
In-fill Development Scenario	32	19.4%
Transit Oriented Development	27	16.3%
Combination of the Current Trend Development Scenario and the In-fill Development Scenario	14	8.5%
Combination of the Current Trend Development Scenario and the Transit Oriented Development Scenario	7	4.2%
Combination of the In-fill Development Scenario and the Transit Oriented Development Scenario	67	40.5%
Other	13	7.9%

**Note: Not every participant answered every statement. Some participants marked more than one answer to the Evaluation Results above.*

When asked to state what “Other Scenario” was preferred, the participants provided the following:

- Combination of all three (6 of 13 descriptions)
- No more development in NW Bexar
- Low-impact development scenario for certain areas of Bexar County
- Farm-based development outside of Loop 1604
- Some aspects of in-fill make sense if you don’t build on the aquifer
- Transit-oriented development with mixed use planning
- 75% TOD and 25% CT
- TOD with holistic approach – bike, toll, rail, walk, BRT
- In-fill with transit stations focused towards center not bedroom communities

As a result of the work done by public at the Winter 2009 Scenario Workshops, the Mobility 2035 Oversight Committee recommended the use of a combination of two of the future land use growth scenarios, the In-fill Development and the Transit Oriented Development scenarios.

Evaluation of Winter 2009 Scenario Workshops by the Participants

Each participant at the Scenario Workshops was asked to complete an evaluation form on the scenario workshop to help the Alliance Team better serve the community in the future.

Table 7 - Evaluation Results, All Scenario Workshops

Statement*	Strongly Agree	Agree	Disagree	Strongly Disagree	N/A
The objectives for this workshop were clear.	39	60	17	1	0
	33.3%	51.3%	14.5%	0.9%	0.0%
The Open House displays were informative.	23	58	13	0	11
	21.9%	55.2%	12.4%	0.0%	10.5%
I left the workshop with a good understanding of our transportation network.	20	55	26	6	3
	18.2%	50.0%	23.6%	5.5%	2.7%
The workshop director was well prepared and informative.	45	60	4	0	0
	41.3%	55.0%	3.7%	0.0%	0.0%
My group's facilitator was well prepared and helpful.	57	52	8	0	0
	48.7%	44.4%	6.8%	0.0%	0.0%
The location of the workshop was convenient.	48	46	19	3	1
	44.4%	39.7%	16.4%	2.6%	0.9%
I felt like my time was valued and utilized well.	38	60	10	3	0
	34.2%	54.1%	9.0%	2.7%	0.0%

*Note: Not every participant answered every statement. Percentages were based upon respondents to each question.

Fall 2009 Open House and Public Meeting

After the Winter 2009 Scenario Workshop, the Study Team compiled the results of the meeting and presented those results to the MPO-TPC for consideration. Based on these results, MPO-TPC decided that the future growth scenario that would be used for Mobility 2035 MTP Update would be a combination of the Transit-Oriented Growth Scenario and the In-fill Development Scenario.

With the established criteria and future growth scenario in place, the Study Team evaluated the alternative transportation projects under consideration for the Mobility 2035 MTP Update. These results were presented to the MPO-TPC for their consideration. The MPO-TPC then made a final selection of projects for presentation to the public for review and comment.

The Study Team then assisted the MPO staff in setting up an Open House and public meeting in the fall of 2009. At the Open House, graphic depictions of the results of the MTP process and the

transportation projects were made available for public viewing. A time was then set aside to receive comments from the public on the list of projects to be included in the final Mobility 2035 MTP Update.

Results from the Fall 2009 Public Meeting and Open House

The MPO, with support from the Alliance Team, provided a final list of transportation projects for inclusion in MTP Update for 2035 for review and comment by the public. The Alliance Team also compiled a list of all of the comments offered by the public at the meeting and delivered that list to the Oversight Committee for their use.

The public comments from the Fall 2009 Public Meeting can be found in the Appendices.

Overview of Travel Demand Modeling Performed in Support of the Mobility 2035 Plan

The San Antonio-Bexar County Travel Demand Model was used throughout the Mobility 2035 planning process to provide quantitative information about the characteristics of the regional transportation system under various conditions and alternatives. The results of the travel demand model analysis were provided to the MPO staff, Mobility 2035 Oversight Committee members, technical advisory committee, stakeholders, the public and the MPO Transportation Policy Board for use in decision making and alternatives analysis at multiple points in the planning process. Areas in which the travel demand model was used to contribute to informed discussion and decision making included:

Capacity Deficiency Analysis - The initial use of the travel demand model was to perform a transportation system capacity deficiency analysis of the future transportation network based on the continuation of current and historical demographic and employment trends, with the majority of growth occurring in outlying suburban areas.

Community Visioning Workshops - The results of the initial deficiency analysis were used to develop data on vehicle miles of travel; vehicle hours of travel; link-by-link capacity deficiencies and levels-of-service; energy consumption; and other metrics. During the public participation / visioning process described in Chapter 3 of the Mobility 2035 Plan, the information from the travel demand model was used to inform the discussion with the public and technical stakeholders about their current and future transportation needs and their future transportation vision. From this discussion came a set of performance measures that could be used to further analyze the problems and evaluate the effectiveness of proposed solutions.

Scenario Based Planning - The travel demand model was then used in the scenario based planning process described in Chapter 2 of the Mobility 2035 Plan to model several alternative land use scenarios to determine what transportation system performance and cost benefits could be achieved (without major infrastructure investment) by adopting more sustainable development policies. During this effort, the travel demand model results were used in public workshops and technical analysis to compare the mobility and infrastructure cost outcomes of various land use scenarios. The use of this process resulted in the adoption of a more sustainable transit-oriented-development (TOD) / In-fill development scenario by the MPO Transportation Policy Board.

Project Evaluation - All of the previous analyses were performed based upon a transportation system comprised of the existing infrastructure with the addition of only previously committed projects. Once the various issues, concerns and deficiencies had been articulated in the planning process, a slate of candidate projects to address transportation system needs began to emerge from the dialogue. The travel demand model was then used to test the benefits of various packages of proposed highway and transit capacity improvements in terms of the performance measures articulated in the visioning process. The Oversight Committee and technical stakeholders then used this information as part of the

process for selecting the final program of projects for inclusion in the Mobility 2035 Plan.

Evaluation of the Final Mobility 2035 Fiscally Constrained Plan - As a final step in the travel demand modeling process, the travel demand model was applied to the selected TOD / In-fill Development Demographic and Employment Scenario to forecast transportation system outcomes under the Mobility 2035 build condition. The results of this analysis provided the basis for understanding and quantifying the mobility benefits of the fiscally constrained Mobility 2035 Plan.

The following sections provide a more detailed description of the use of the travel demand model at each step and a summary of the travel demand model results obtained at each stage of the planning process.

Initial Capacity Deficiency Analysis

The initial use of the travel demand model was to perform a transportation system capacity deficiency analysis of the future transportation network based on the continuation of current and historical demographic and employment trends, with the majority of growth occurring in outlying suburban areas.

The transportation system used for the capacity deficiency analysis was the Existing plus Committed (E+C) network of roadways and transit services that were already in place or had financial and previous program commitments that made their implementation virtually certain. The most obvious of these types of committed projects were projects that were let to construction, but not yet completed at the time of the analysis. For purposes of this analysis, projects contained in the Transportation Improvement Program and scheduled to be open and operational by 2015 were included in the definition of the existing plus committed network.

Deficiency Analysis Results

Table 8 shows the transportation system statistics derived from the travel demand model for the Current Trend 2035 demographic scenario run against the E+C network. The VHT and speed figures indicate a system that is experiencing substantial delay.

Table 8 - 2035 E+C Highway Assignment Statistics

	VMT	VHT	Avg. Speed
MPO Study Area	63,031,564	2,457,014	24.92

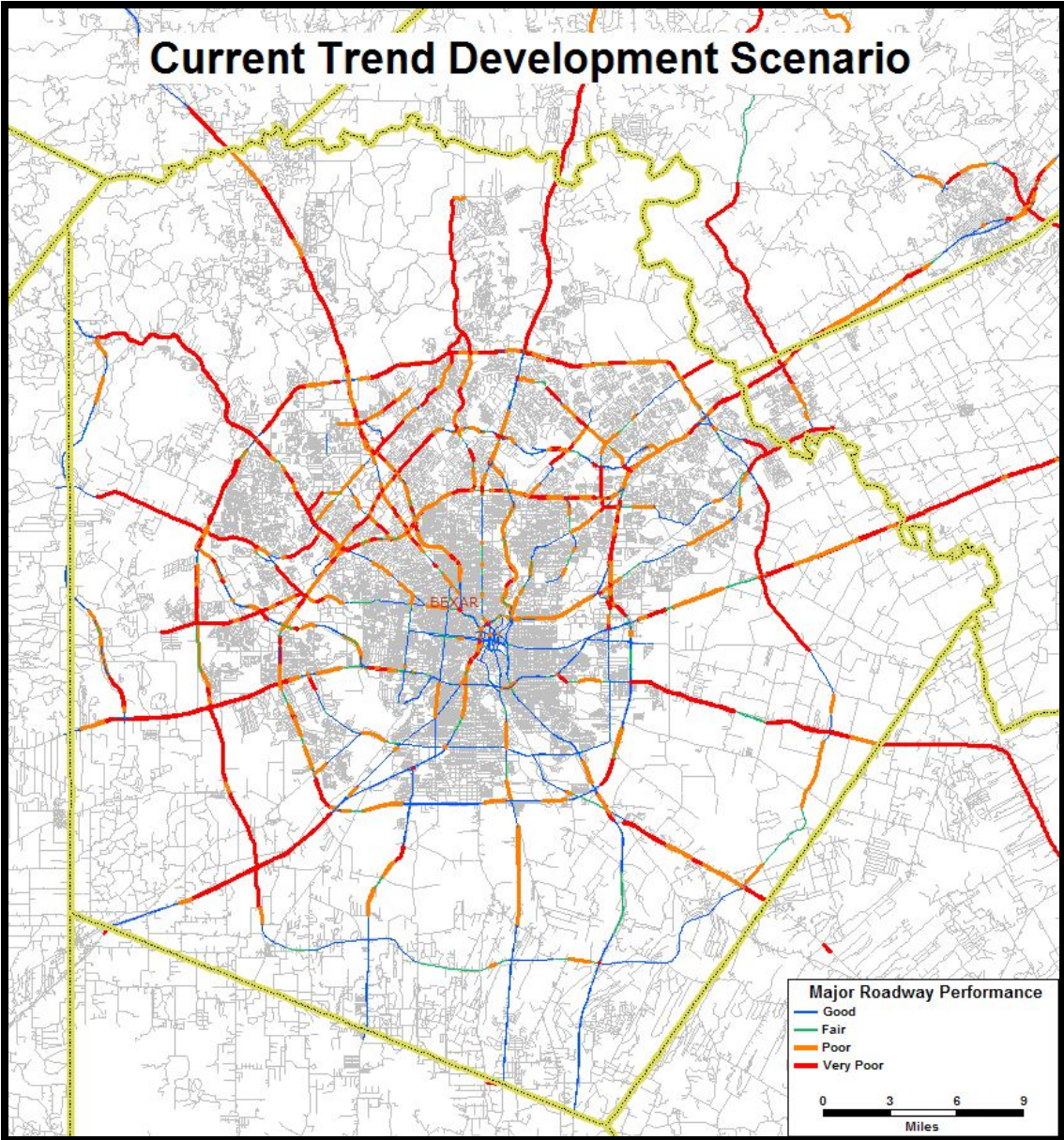
The table below shows transit ridership numbers that are higher than current levels, but not by a substantial degree. This would indicate that land use patterns of the forecast growth are not conducive to transit usage.

Table 9 - 2035 E+C Transit Ridership by Service Type

	TOTAL PK	TOTAL OP	TOTAL
Metro	44,199	41,582	85,781
Frequent	19,300	27,930	47,230
Express	2,591	1,990	4,580
Skip	3,852	7,553	11,405
BRT (Skip)	4,776	4,482	9,258
Other Local	1,789	2,655	4,444
Total	76,507	86,191	162,698

As shown in the figure below, a substantial number of roadways in the San Antonio-Bexar County MPO study area are expected be operating in poor or very poor conditions if no additional roadway improvements are made beyond the existing plus committed transportation system.

Figure 3 – 2035 Roadway Deficiencies under the E+C Alternative



Use of the Travel Demand Model in the Visioning Process

The results of the initial deficiency analysis were used to develop data on vehicle miles of travel; vehicle hours of travel; link-by-link capacity deficiencies and levels-of-service; energy consumption; and other metrics. During the public participation and visioning processes described in Chapter 3 of the Mobility 2035 Plan, information from the travel demand model was used to inform the discussion with the public and technical stakeholders about their current and future transportation needs and their future transportation vision. From this discussion came a set of performance measures that could be used to further analyze the problem and evaluate the effectiveness of proposed solutions.

The Travel Demand Model in Scenario Based Planning

The travel demand model was then used in the scenario based planning process described in Chapter 2 of the Mobility 2035 Plan to model several alternative land use scenarios to determine what transportation system performance and cost benefits could be achieved (without major infrastructure investment) by adopting more sustainable development policies.

The travel demand model was applied using each of the three land use scenarios: Current Trend Development, Transit Oriented Development and In-fill Development. The tables below show a comparison of the highway assignment and transit assignment statistics under each scenario.

Table 10 - 2035 Highway Assignment Statistics by Land Use Scenario

Scenario	VMT	VHT	Avg. Speed
Current Trend	68,247,341	4,077,874	24.45
TOD	64,223,405	2,560,284	25.05
In-fill Development	63,697,905	2,529,396	25.14

Table 11 - 2035 Transit Ridership Summary by Land Use Scenario

Scenario	PK Transit Riders	OP Transit Riders	TOTAL
Current Trend	45,948	54,813	99,874
Transit Oriented Dev.	58,435	68,430	125,686
In-fill Development	54,993	64,489	118,423

Use of the Travel Demand Model in Project Evaluation

All previous analyses were performed based upon a transportation system comprised of the existing infrastructure in addition to previously committed projects. Once the various issues, concerns and deficiencies had been articulated in the planning process, a slate of candidate projects began to emerge from the dialog, which would address transportation system needs. The travel demand model was then used to test the benefits of various packages of proposed highway and transit capacity improvements in terms of the performance measures articulated in the visioning process. The Oversight Committee and technical stakeholders then used this information as part of the process for selecting the final program of projects for inclusion in the Mobility 2035 Plan.

Transit Sensitivity Analysis

The first transportation build scenario analyzed with the travel demand model was a transit scenario placing a heavy emphasis on transit fixed guideway investment. The transit improvements identified in the transit sensitivity analysis focused on high density travel corridors. They were not designed to interact with any particular TOD development project.

The goal was to evaluate the impact of a high level of investment in premium transit service on the regional transportation system, before any highway improvements were added to the E+C network. The following table provides a summary of system wide transit ridership based on this transit strategy.

Table 12 - 2035 Transit Ridership with High Capacity Transit Improvements

	PK Transit Riders	OP Transit Riders	TOTAL
Metro	36,172	33,826	69,998
Frequent	14,823	21,460	36,283
Express	1,555	1,153	2,708
Skip	1,232	3,895	5,127
BRT	4,848	5,123	9,972
High Capacity Transit	21,068	25,921	46,989
Other Local	1,429	2,274	3,703
Total	81,127	93,652	174,780

Mobility Analysis

One way in which the travel demand model was used to evaluate transportation system performance under various scenarios was to perform a mobility analysis using the TTI Metropolitan Mobility Analysis methodology. This approach uses the volume to capacity ratios and level of service parameters produced by the model to identify roadway locations that are exhibiting failing performance.

Capacity adjustments are then performed in iterative steps to bring system performance up to acceptable levels. Once the highway network was exhibiting acceptable transportation system performance, the number of lane miles by facility type that were added to achieve the improved performance level were aggregated. Using the TTI Metropolitan Mobility Cost by Urban Area for San Antonio, a total cost of the required infrastructure improvements was quantified and reported.

The method does not identify the scope, limits, location or design of any proposed solutions. It only allows the calculation of an equivalent lane mile cost for making improvements to freeways, highways, surface streets and transit service for whatever solution may be chosen. In the scenario comparisons, this approach was used to help identify infrastructure cost savings that could be avoided by adopting a particular land use scenario.

Evaluation of Project Packages

As part of the process of evaluating and prioritizing projects, several packages of highway and transit capacity projects were developed for testing in the travel demand model. Each of the three packages assembled a set of projects based on their timeline and likelihood of implementation, with each package building upon the previous package. (For example, Package A identified those projects with established project definition in terms of limits and scope that had agreed upon funding sources, Package AB included all Package A projects, plus some longer term projects with less detailed project definitions).

The tables below summarize the 2035 highway system statistics and transit ridership for the build scenarios contained in each project package. The travel demand model was applied to all package alternatives using the combined In-fill / TOD Land Use Scenario adopted by the MPO Transportation Policy Board.

Table 13 - Highway Assignment Statistics by Package of Candidate Projects

Candidate Project Package	VMT	VHT	Avg. Speed
Package A	62,454,174	2,354,577	25.03
Package AB	62,086,483	2,315,677	25.09
Package ABC	61,626,141	2,263,157	25.26

Table 14 - Transit Ridership by Package of Candidate Projects

Candidate Project Package	TOTAL PK	TOTAL OP	TOTAL
Package A	77,879	87,849	165,728
Package AB	77,464	87,225	164,689
Package ABC	73,171	82,964	156,135

The figures below provide a graphic comparison of the vehicle miles of travel and vehicle hours of travel for each of the alternative project packages including the E+C alternative. In general, reduced VMT is usually considered a positive outcome while reduced VHT is always considered a positive outcome.

Figure 4 – 2035 VMT by Project Package

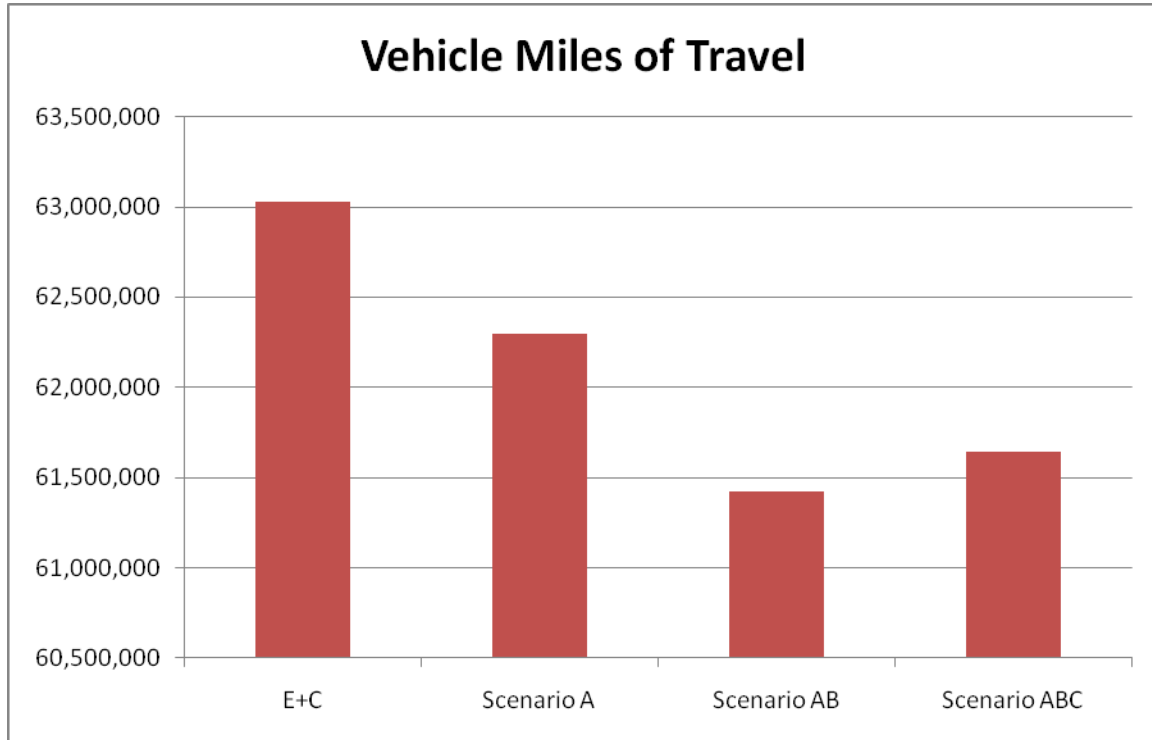
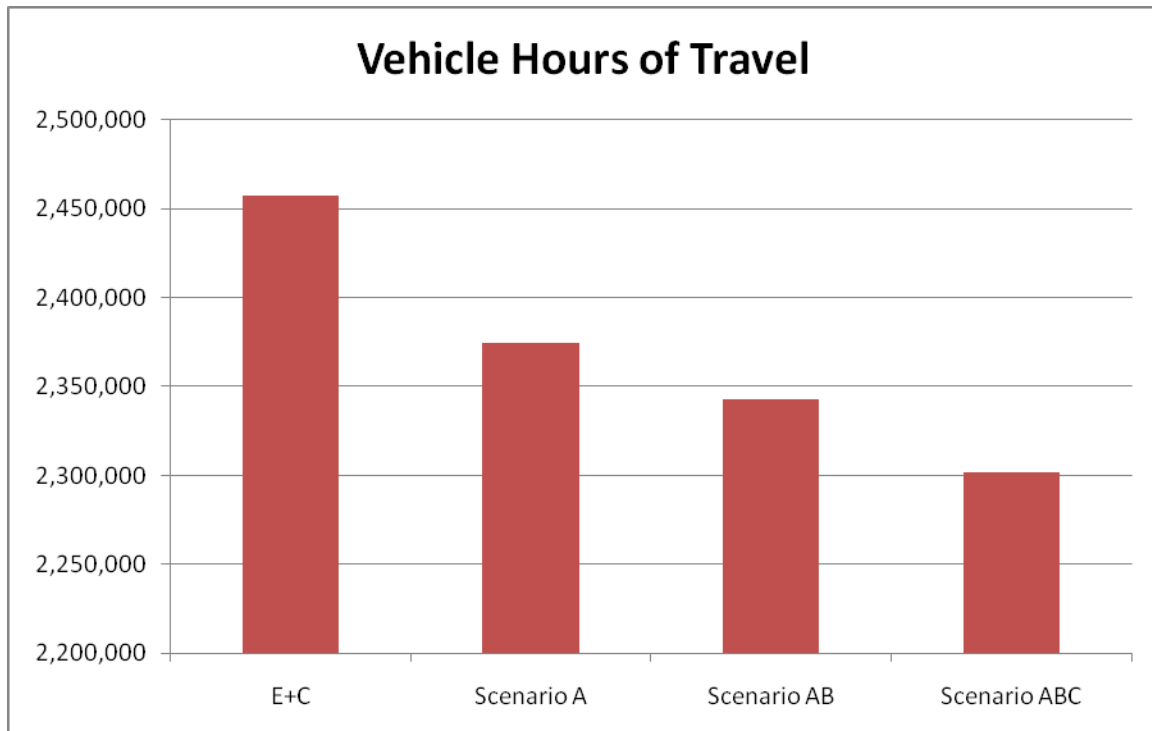


Figure 5 – 2035 VHT by Project Package



Analysis of the Adopted Mobility 2035 Plan

Once the Mobility 2035 Plan had been adopted, the San Antonio-Bexar County MPO staff revised the travel demand model transportation system geographic networks to reflect the scope and limit of each highway and transit project contained in the adopted plan. The travel demand model was then applied to the adopted plan using the In-fill / TOD scenario. This process provides a set of mobility parameters comparable to the results for the individual packages analyzed during plan development.

Highway Assignment Statistics

The fiscally constrained Mobility 2035 Plan, as adopted by the San Antonio-Bexar County Transportation Policy Board, provides improvements in VMT, VHT and travel time when compared to the E+C conditions. These improvements are apparent in the highway system parameters shown in following table. The adopted plan also compares favorably with the individual packages analyzed during plan development. The adopted plan shows benefits in terms of vehicle hours of travel (VHT) and average speed, but the improvement in level-of-service also result in some increase in vehicle miles of travel.

Table 15 - 2035 Highway Statistics Adopted Mobility 2035 Plan

	VMT	VHT	Avg. Speed
Mobility 2035 as Adopted	63,034,512	2,212,306	26.09

Transit Ridership

Transit ridership under the adopted Mobility 2035 Plan is higher than the modeled ridership anticipated under the E+C scenario. The following table depicts ridership by service type for the adopted plan.

Table 16 - 2035 Transit Ridership Adopted Mobility 2035 Plan

	PK Transit Riders	OP Transit Riders	TOTAL
Metro	44,133	41,550	85,682
Frequent	20,169	29,050	49,218
Express	2,864	2,339	5,203
Skip	3,908	7,627	11,535
BRT (Skip)	4,601	4,225	8,826

	PK Transit Riders	OP Transit Riders	TOTAL
Other Local	1,764	2,598	4,362
Total	77,439	87,387	164,827

The transit sensitivity analysis indicates that there are still ridership gains to be made with additional transit investment, but within the present confines of the fiscally constrained plan, transit ridership is comparable to or exceeds the ridership achieved under the packages of projects analyzed during project evaluation.

Air Quality and Congestion Analysis

The analysis using the travel demand model described thus far in this report reflects the use of the model, during Mobility 2035 plan development and after plan adoption, to perform broad conceptual comparisons of the mobility impacts of programmed improvements. The analysis to this point has focused on the relative transportation system benefit of various alternatives in terms of criteria or measures of effectiveness developed during the MTP planning process.

In subsequent phases of plan implementation however, the travel demand model will be also be used to perform quantitative analysis not in relative terms across scenarios, but in absolute terms to measure impacts of the Mobility 2035 Plan in terms of air quality impacts and energy consumptions. The model may also be used to perform analysis of individual facilities to help frame the scope and scale of improvements at particular locations.

One example of the differences in requirements for this type of analysis is the use of individual facility link speeds and volumes in air quality analysis using the newly released EPA Motor Vehicle Emissions Simulator (MOVES) 2010.

In order to provide the data needed for input into this type of analysis, it is necessary to refine the model parameters to reflect the performance of individual components of the system under congested conditions. Two parameters that require refinement to provide this detailed level of analysis are value-of-time (VOT) and volume-delay functions (VDF). These two parameters allow the model to interpret travel behavior and diversion to and from specific facilities based upon the combination of cost and delay that conforms the traveler under varying conditions on the transportation system.

Volume Delay Functions

Many models in Texas, including the San Antonio travel demand model, use the default Bureau of Public Roads (BPR) volume delay function (VDF). The BPR VDF formula is written as:

$$T = T_0 [1 + a * (v/c)^b]$$

Where: T=link travel time
 T₀ = link travel time at free-flow
 a and b = BPR parameters (standard defaults are a=.15 and b=4.0)
 v= Volume
 c= Capacity

However, research has shown that as an area's level of congestion and complexity of transportation system facilities increase, the default BPR function, while still adequate for broad statistical comparisons, is not adequate to replicate the full diversity and range of conditions occurring on the transportation system at a detailed level. For this reason, as they have grown, large metropolitan areas (e.g. Dallas, Houston) have developed adjustments to the default VDF *a* and *b* parameters that are more specific to the performance of their individual transportation systems. Given the growth of both the San Antonio metropolitan area and its transportation system, the use of adjusted BPR VDF parameters appears to be appropriate for the San Antonio region as well.

The benefits of using the revised VDF parameters is the production of more accurate link speeds and volumes under congested conditions, better interpretation of traffic diversion among various facility types when confronted with delay and an improved ability analyze proposed new facilities or improvements to existing corridors. The volume delay functions selected for use in the San Antonio travel demand model are based on research conducted for the Federal Highway Administration (FHWA) by Alan Horowitz and other travel demand modelers in the 1990's. The findings of these studies have stood the test of time and have become a part of mainstream practice in travel demand modeling.

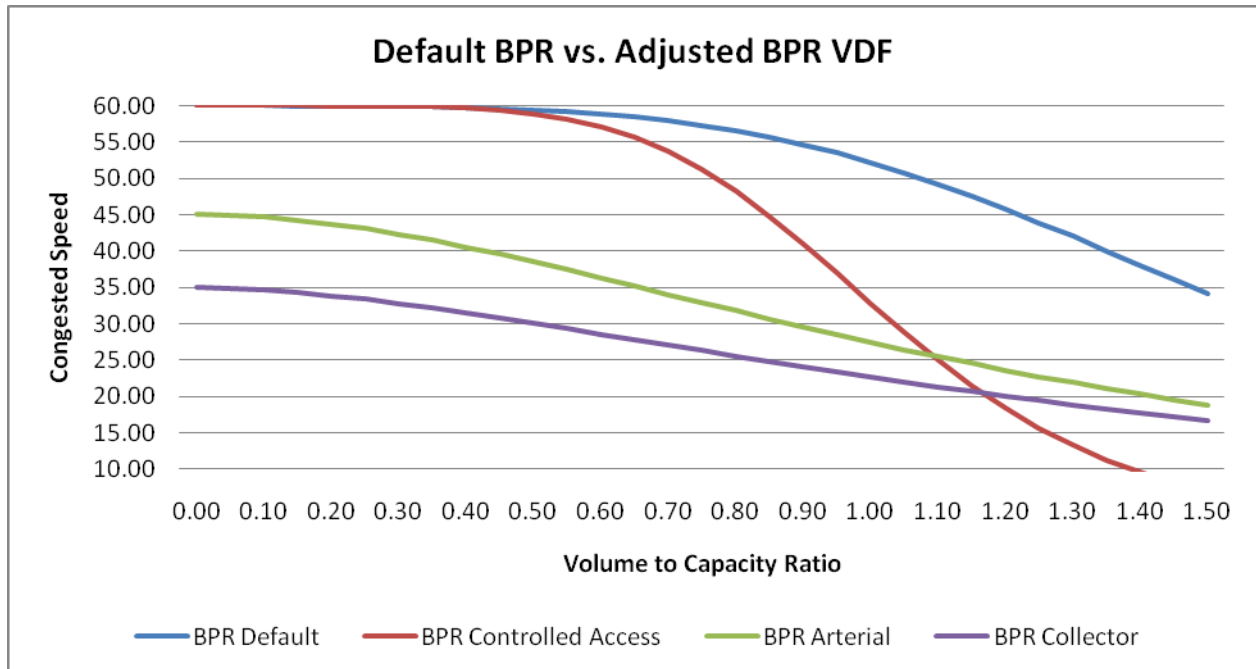
Current practice in large metropolitan areas that experience significant levels of congestion, is two use multiple VDF parameters, one set for controlled access facilities such as interstate highways and another set for roadways that have intersection controls such as traffic signals and stop signs. The parameters selected for use in the San Antonio model are based on the conical delay functions described in **DELAY-VOLUME RELATIONS FOR TRAVEL FORECASTING: BASED ON THE 1985 HIGHWAY CAPACITY MANUAL** (Horowitz, 1991).

The VDF parameters described in this study use roadway design speeds. Texas and Texas models routinely use a calculated typical speed as their starting point. Therefore, Alliance further calibrated the original VDF parameters to maintain consistency with the parameters of other travel-demand model components such as trip distribution. Alliance has successfully used similar parameters in other Texas models that contain the same underlying logic. The resulting VDF parameters applied in the San Antonio Travel Demand Model are:

1. For controlled access facilities $\alpha = .83$; $\beta = 5.5$
2. For major roadways with traffic control such as arterials: $\alpha = .638$; $\beta = 1.92$
3. For minor roadways such as collectors: $\alpha = .545$ and $\beta = 1.73$

The figure below depicts the relationship between these various volume delay functions and the default BPR VDF function curve.

Figure 6 – Comparison of Volume Delay Functions



What the chart depicts is that the Default BPR function (the blue curve) predicts that when the volumes on the interstate reach capacity, traffic will still be traveling between 50 and 55 miles per hour. This prediction is not consistent with the experience of motorists.

The adjusted BPR curve incorporated into the San Antonio traffic assignment model reflects that as the volumes on the interstate approach capacity, traffic speeds drop to just below 35 mph, which is consistent with both traffic engineering theory and driver experience. In addition, as volume begins to exceed the capacity of the roadway, performance breaks down and the speeds continue to drop sharply.

The chart also shows that as the interstate receives traffic volumes above its capacity and performance breaks down, drivers would be expected to begin choosing arterials and then collectors as alternate routes to avoid the deteriorated performance on the interstate facilities.

Therefore, the use of revised VDF parameters into the traffic assignment process results in travel demand model outcomes that are both intuitively reasonable and supported by observation of driver behavior.

Value of Time

The standard model interface developed for the SA-BC MPO travel demand model does not have the native capability to model cost scenarios. Therefore, in order to realistically forecast traffic volumes on toll facilities such as managed lanes / HOT lane facilities, it was necessary to add some functionality to the equilibrium traffic assignment model of the standard interface.

In order to perform analysis of toll facilities, the equilibrium assignment routine was upgraded to a TransCAD multiclass assignment model using a generalized cost function. This generalized cost function allows the model to balance travel cost and travel time using a selected value-of-time (VOT). This approach allows the model to take into account the disutility or impedance of having to pay a user fee to drive on a given facility.

Sensitivity tests of several levels of toll and several values-of-time were performed. It was agreed that, based on likely toll scenarios and the value of time for Central Texas documented in several studies by the Texas Turnpike Authority and Texas Transportation Institute, that a reasonable toll value was \$0.15 per mile and a reasonable VOT was \$18.00 an hour (or \$0.30 per minute). The \$18.00 value is based upon a weighted average of passenger car and truck value-of-time from various TTI and TxDOT studies conducted in Central Texas.

VMT and Average Speed by Functional Class

The Alliance Team performed travel forecasts for the MTP 2025 interim milestone year and the MTP 2035 horizon year using the revised travel demand model. Once these forecasts were completed, Alliance provided the travel demand model output containing link-by-link traffic forecasts, speeds and other data in TransCAD format to the SA-BC MPO travel demand modeling staff for use in further analysis of the adopted Mobility 2035 plan. The following tables provide a summary excerpt from those traffic forecasts for the Mobility 2035 horizon year.

The table below shows VMT, VHT, and average speed by functional class for the 2035 condition **without planned improvements**. This data is useful in establishing a baseline condition for comparison in a build/no-build air quality analysis.

Table 17 - 2035 MPO Study Area without Planned Improvements

Functional Class	VMT	VHT	Average Speed	Weighted Avg. Speed (VMT/VHT)
Freeway	30,683,739	1,207,448	30.21	25.41
Principal Arterial	19,382,614	1,217,170	20.61	15.92
Minor Arterial	9,160,309	629,351	17.16	14.55
Collector	8,391,970	568,754	18.84	14.75

Table 18 shows VMT, VHT and average speed by functional class anticipated from the transportation improvements contained in the Mobility 2035 Plan as adopted. A comparison of the two tables reveals that the adopted Mobility 2035 Plan produces improvements in average speed and weighted average speed for all facility types.

Table 18 - 2035 with Mobility 2035 Plan Improvements

Functional Class	VMT	VHT	Average Speed	Weighted Avg. Speed (VMT/VHT)
Freeway	33,337,147	1,068,565	35.27	31.20
Principal Arterial	17,393,473	950,266	22.33	18.30
Minor Arterial	7,914,869	491,005	18.11	16.11
Collector	7,091,304	446,644	19.54	15.87

The availability of the detailed data underlying these summary tables will allow the San Antonio-Bexar County MPO travel demand modeling staff to produce the metrics used in EPA Moves software analysis of the air quality and greenhouse gas benefits of the Mobility 2035 Plan and the FHWA STEAM software analysis of energy benefits of the Mobility 2035 Plan.

Uses of Travel Demand Modeling Outputs

The travel demand modeling performed in support of the Metropolitan Transportation Plan update provided technical information and quantitative data on the various land use and transportation system alternatives considered during the development of the Mobility 2035 plan. The travel demand modeling also provided input to facilitate:

1. The development of a regional vision during the course of numerous workshops and technical sessions;
2. The visualization of transportation system outcomes that might be achieved through the plan;
3. The public dialogue carried out during the public participation and consultation process;
4. Quantitative analysis of the transportation system outcomes of proposed alternatives and the adopted plan; and
5. Ongoing air quality, greenhouse gas emission, energy consumption and other analyses during the implementation phase of the adopted Mobility 2035 Plan.

6. Discussion and Appropriate Action on the Draft Final Report for Subtask 3.7 Traffic Signal Re-timing Study IV

Purpose

To take action on the draft final report for Subtask 3.7 Traffic Signal Re-timing Study IV. This project was led by Wilbur Smith Associates and the budget was \$497,500. The revised draft report is attached for your review.

Issue

This project was for a consultant to perform signal system timing analyses for direct implementation in the field of the Flores/Pleasanton, Rittiman Road, Eisenhower Road, and Commerce/Zarzamora systems. These signals were those determined to be of greatest need for re-timing and the study consisted of a "Before" and "After" evaluation of the systems' performance.

The consultant's general scope of services was as follows:

1. Collect a.m., noon, and p.m. peak period intersection turning movement count data, road tube traffic count data by roadway direction output for each hour of the day including vehicle classification data.
2. Collect "Before" travel time moving vehicle data.
3. Collect "After" travel time moving vehicle data.
4. With the Study Oversight Committee define the evaluation criteria, basic assumptions, traffic plan requirements, and model inputs.
5. Prepare computer simulation runs using Synchro.
6. Conduct computer simulation runs to result in optimized traffic signal timings and coordination parameters.
7. Prepare electronic timing files to optimize signal timings for each intersection and implement and fine-tune timings in the field.
8. Documentation of optimization results to include traffic plan definition, phasing, phase timings, and offsets for installation in field controllers.
9. Prepare a final report documenting the study process.

The consultant has addressed the City of San Antonio's concerns in the attached final report and the City finds the revised report acceptable.

Action Requested

A motion to accept the final report for Subtask 3.7 Traffic Signal Re-timing Study IV.

7. Discussion and Appropriate Action on Amendments to the Metropolitan Transportation Plan and the FY 2008-2011 Transportation Improvement Program

Purpose

To review proposed amendments to the Metropolitan Transportation Plan (long range transportation plan) and the FY 2011-2014 Transportation Improvement Program (short range transportation plan).

Issue

The Texas Department of Transportation (TxDOT) amends the Statewide Transportation Improvement Program (STIP) on a quarterly basis. In order to meet our local process for amending the Transportation Improvement Program (TIP), amendments will be reviewed at your September meeting with action scheduled for October 2010.

In order to keep the Metropolitan Transportation Plan (MTP) and TIP consistent, amendments to the TIP will also need to be made to the MTP.

The draft roadway amendments are attached. These amendments include:

- moving seven projects back to FY 2010 because they let in August 2010, the last month of the state fiscal year
- revising the description for the Mission Trails project at the City of San Antonio's request
- correcting the project name and description for the City of San Antonio's Intersection improvements project
- adding the City of San Antonio's "Same Road, Same Rules, Same Rights" public safety campaign that received Transportation Enhancement Program funding from the Texas Transportation Commission
- adding the infrastructure projects at Glass Elementary School and Neff Middle School that received Safe Routes to Schools funding from the Texas Transportation Commission
- adding the Loop 1604/Marbach Road overpass project that received \$19,000,000 in Proposition 14 funding from the Texas Transportation Commission
- revising the limits for the Salado Creek Bike Path project at the request of the City of San Antonio

VIA Metropolitan Transit has also submitted draft transit amendments that reflect their draft Five Year Plan. Also attached is the memo documenting the project review process for the Job Access Reverse Commute and New Freedom grant funding. These projects are also proposed to be added to the TIP.

Action Requested

For review only. Action is scheduled for October 2010.

8. Discussion and Appropriate Action on the Regional Safety Study

Purpose

To receive a briefing on the MPO's safety study which is making extensive use of the Texas Crash Records Information System (CRIS).

Issue

MPO staff briefed the Technical Advisory Committee on the status of the Regional Safety Study at your March meeting. Since then, the MPO, using the 2008 CRIS data, has developed a draft document and it is attached for your review. The report looks at safety from a multi-modal and behavioral perspective. Topics covered include bicycle, pedestrian, motorcycle and vehicle crash results throughout the MPO Study Area. Also included are selected results from the MPO's online safety survey. The material will be presented at your meeting.

The 2009 CRIS data has just been released and the MPO will continue the safety effort using this new dataset. TAC may want to provide direction on the focus and content of the next analysis phase.

Action Requested

For information and discussion only.

9. Announcements