



## Monday Morning Report

September 17, 2018

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### INTERNAL

Our invited guest for this week's Executive Committee meeting is Randy Clarke, the CEO of Capital Metro in **Austin** (biography [here](#)), discussing the current status of Project Connect. The meeting is *this* Wednesday, September 19, at 2:00 pm at the **Austin-San Antonio** Corridor Council offices at 304 North C. M. Allen Parkway in **San Marcos**. NOTE: There's construction underway blocking portions of C. M. Allen just south of our offices. Alternate parking is available (map from [Austin](#) and map from [San Antonio](#).) Please RSVP to [council@thecorridor.org](mailto:council@thecorridor.org). A draft agenda is available [here](#).

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### INFRASTRUCTURE

The **Austin** City Council and the Board of Directors of Capital Metro met jointly last Friday (9/14) to launch a process for selecting high capacity corridors and technology modes that will probably shape the city for decades to come. A timeline for decision-making would have key selections made by the end of next year with construction to begin the following year. From the meeting's presentation slide deck (attached) it appears that light rail (LRT) and bus rapid transit (BRT) may cede their traditional roles in previous planning efforts to modes designated as ART - advanced or autonomous rapid transit.

[Presentation.](#)

As **San Antonio's** city council prepares to vote on local road rules for e-scooters (!0/4), **Rivard Report** editor Bob Rivard weighs in on the impact and significance of micro-mobility disruption, which he considers potentially as big as Uber and Lyft ride-sharing. "Disruption...often lays bare previously ignored issues that are the real problem," he writes. [Opinion.](#)

Late last month the **San Antonio** Metropolitan Planning Organization received a presentation from TxDOT detailing a new development and funding plan (non-tolled option) for the Loop 1604 North expansion project. The upgrade features four general purpose lanes (two in each direction) and two managed lanes (one in each direction) at a total cost of \$882 million. About \$400 million is currently available for an initial phase. [Details.](#)

**San Francisco** just opened a massive new \$2.2 billion transit center some are calling the "Grand Central Station of the West." The five-level center hosts 11 bus lines and will eventually connect to high speed rail lines. Salesforce, an I-Cloud computing company, paid \$110 million for naming rights to the building. Oh, and its roof features a park. [Story.](#)

Daimler has debuted an automated valet parking system in **Beijing** that uses parking lot infrastructure to assume control of an automobile, drive it to a designated space, and uses a cell phone to retrieve the vehicle for the operator. The company says 20% more vehicles can be parked in automated lots than in standard parking lots. [Details.](#)

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## ECONOMIC DEVELOPMENT (and 'Other' News)

Congratulations to Ramiro Cavazos, CEO of the **San Antonio** Hispanic Chamber of Commerce, who has been elevated to national president of the organization, the US Chamber of Commerce in **Washington D.C.** Details [here](#).

With an Oct. 1 deadline looming, it's budget time for Texas cities. **San Antonio** last week passed a 2018-19 budget of \$2.8 billion. **Austin** did likewise, with a budget topping \$4.1 billion. More [here](#) on other budgets from *Texas Government Insider*. **Austin's** budget included a \$3.4 million increase in spending for homelessness services, bringing total city spending on homeless related issues to nearly \$30 million annually. [Details](#).

The average millennial in **San Antonio** (born between 1982-1999) has \$27,122 in non-mortgage debt, the highest city average in the US - according to WOAI and a Lending Tree study. "43% of Millennial debt in **San Antonio** is on auto loans," says the report. [Story](#).

## Thought of the Week

"You and I come by road or rail, but economists travel on infrastructure."

- Margaret Thatcher

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