



I-20 East Texas Corridor Advisory Committee Meeting

Wednesday, June 11, 2014, 11:30 a.m.
 Tyler Rose Garden Center, Tyler, Texas
 FINAL MEETING SUMMARY

Name	Organization
Members Present	
Lauren Trimble (alternate for Judge Clay Jenkins)	Dallas County
Judge Bruce Wood	Kaufman County
Commissioner Virgil Milton Jr. (alternate for Judge Rhita Koches)	Van Zandt County
Judge Joel Baker	Smith County
Judge Bill Stoudt (Chair)	Gregg County
Judge Hugh Taylor	Harrison County
Mayor Dr. Carrie Gordon	City of Balch Springs
John Clary (alternate for Mayor Robert Nelson)	City of Lindale
Mayor Martin Heines	City of Tyler
Kevin Feldt (alternate for Michael Morris)	NCTCOG
Michael Miles (alternate for Gary C. Thomas)	DART
Linda Ryan Thomas	NETRMA
Celia Boswell	NETRMA
Heather Nick	Tyler MPO
Karen Owen	Longview MPO
Members Not Present	
Mayor John Monaco	City of Mesquite
Mayor Harold Magill	City of Seagoville
Mayor Darren Rozell	City of Forney
Mayor Hal Richards	City of Terrell
Mayor Richard Lawrence	City of Canton
Mayor Jay Dean	City of Longview
Mayor Ed Smith	City of Marshall

To view the complete meeting sign-in sheets, see Attachment 1.

Purpose:

The purpose of this meeting was to: 1) discuss the progress of public outreach activities to date; 2) provide an update on the Amtrak study conducted in East Texas; 3) discuss emerging trends and technologies in transportation; 4) prioritize proposed projects along the corridor; 5) explain funding sources and financing strategies for proposed projects; and 6) plan for future meetings. PowerPoint presentations were utilized to provide an overview of aforementioned items during the meeting. The agenda and presentations are included as Attachment 2.

Open House:

The Advisory Committee meeting began with an open house featuring exhibits focusing on the following topics:

- General corridor maps including planned/programmed improvement projects.
- Existing and future traffic, freight traffic volumes and level of service.
- Safety factors including frontage roads, vertical clearances and median barriers.

- Crash hotspot analysis.
- Design-centric interchange analysis results.
- Timeline of proposed activities for the I-20 East Texas Corridor Study
- Mission Statement for the I-20 East Texas Corridor Advisory Committee.
- Examples of public outreach materials used on other TxDOT projects such as I-69 and My35.

Welcome/Introductions:

Advisory Committee Chairman Judge Bill Stoudt (Gregg County) welcomed attendees to the meeting and thanked Mayor Martin Heines, for hosting the meeting at the Tyler Rose Garden Center.

Marc Williams (TxDOT), acting as the Advisory Committee Facilitator, then asked committee members to introduce themselves.

Safety Briefing:

Marc Williams provided a safety briefing for all meeting attendees highlighting evacuation routes from the building and locations of restrooms, fire extinguishers, and tornado shelter areas within the facility.

Public Outreach Efforts:

Susan Howard (TxDOT) updated Advisory Committee members on the public outreach efforts that had been conducted so far, including 19 presentations reaching out to over 400 citizens, several news articles published, links on member's homepages to TxDOT's official project website and comment form, 47 comments received from the TxDOT online comment form, and 237 responses to the online survey.

Susan then encouraged members to continue publicizing the message of this corridor study in preparation for public outreach this fall. She followed up with members to determine if they needed any additional materials or guidance, and informed them that there were extra activity forms available if they needed to report any activities that were conducted but not included in the summary.

Amtrak Study Update:

Mark Werner (TxDOT) presented the findings of the East Texas Amtrak Passenger Rail Study to committee members, including background on the study and feasibility options. The line evaluated would travel from Fort Worth to Shreveport, following the TRE line through the Dallas/Fort Worth metroplex, and stopping in Fort Worth, Centreport, Dallas, Forney, Wills Point, Mineola, Longview, Marshall and terminating in Shreveport. Options were evaluated for both one round trip and two round trips per day.

Mark then provided information on the revenue and operations costs, including projected yearly riders, revenue, operations cost and needed subsidy to provide the service. He also included the cost of the capitalization and infrastructure.

He concluded his presentation mentioning that TxDOT does not have any available funds at this time to dedicate to this project. He also included a list of next steps that would need to take place for the project to move forward including needed approval and support by the state, not just Amtrak funded service, identification of funding sources and approval of infrastructure changes by Union Pacific

Railroad.

Members asked the estimated travel time along the line, which Mark responded would be about four and a half hours from end to end. This would make the rail service competitive with travel time for bus service along I-20, but make it slower than current travel time by private vehicle.

Members also asked if this study was looking at using existing tracks. Mark clarified that it was looking at existing tracks, but there had been a separate study about improving infrastructure and possible high-speed service, at an estimated cost of \$1 billion.

Emerging Trends and Technologies in Transportation:

Michael Sexton (Jacobs) went through a presentation explaining several different options for emerging trends and new technologies in the transportation industry that could be considered as part of this corridor study and planning for the future. Included in the presentation were traditional passenger service options including passenger rail and bus services; up-and-coming options including vehicle and ride sharing; smart travel technologies including smart phone applications (apps) to compare travel options and better plan trips; electric vehicles and charging stations; smart vehicles and their needs; bicycle and pedestrian options including bicycle sharing; and improvements to freight technologies. In addition, new technologies are being created for roadway improvements, including solar-powered highway striping and the use of piezoelectric energy to produce electricity for overhead lights and interactive signage.

He explained to the committee members that although some of these options may be new or foreign concepts to them now, considerations for future needs and demands should be part of planning for the future of the corridor. For this particular study, he emphasized that certain options may be more feasible than others along the corridor and different from those appropriate for arterial or local streets. Identifying options that were suitable for each of those areas could attract private sector transit systems, such as ride-share services, to the area as well.

Marc Williams added that some of the options may seem unusual, but many have been driven by limited finances and an inability to build and finance highway transportation infrastructure the same way we have in the past. He emphasized that technology is changing the transportation landscape and driverless cars could be a much more significant reality within the timeline of this study. Members inquired about the capacity implications of adding a driverless car exclusive lane, and study staff explained it could significantly increase the capacity of the highway from one additional lane. As driverless cars do not need the same amount of headway per vehicle as passenger-driven cars, the capacity limit of a driverless car exclusive lane is nearly double that of a standard lane. He asked members if there were elements they felt needed to be included in this report to please offer up your ideas and thoughts.

Committee members emphasized the importance of communicating with each other as to what they are all doing locally to provide a more regional picture of transportation options along the corridor. They also provided success stories of technology changes they have seen, such as Dallas Area Rapid Transit's (DART) GoPass app.

Update on NCTCOG Meeting:

Judge Bruce Wood (Kaufman County) provided members with an update on the outcome of the meeting Michael Miles (NCTCOG) had suggested between Kaufman County and Dallas County to look at possible projects that could happen in conjunction with NCTCOG's current funding.

Judge Wood provided a handout to all committee members (included in Attachment 3) identifying several projects and suggestions NCTCOG has already identified, as well as asking for an inventory of project needs and assistance in developing an action plan to get projects moving. Included in the packet was a list of past, current and future projects identified in the regions as well.

Project Prioritization Activity:

Michael Sexton explained the prioritization activity, describing the types of projects that were identified by the members at the February Committee meeting in Mesquite, including ramp and interchange improvements, new frontage road construction, existing frontage road reconstruction, and expanding main lane capacity. The projects were identified based on the Advisory Committee input, technical analysis by staff, and public comments received to date.

The activity used in this meeting consisted of two rounds (initial round and final round). Each round of prioritization was further divided into two levels focusing on general strategies and individual projects.

The first level of the initial round of prioritization invited members to independently prioritize generalized strategies on individual forms. After each of the members turned in their forms, the results were tabulated and revealed an overall ranking of improvement concepts as shown below:

1. Ramps improvements.
2. Frontage roads
3. Added capacity
4. Emerging trends and technologies
5. Other improvement types

The particular results of each geographic section are included in Attachment 4.

For Level 2 of the initial round of prioritization, Committee members were then split into groups based on eastern, central and western sections of the corridor to prioritize specific projects. Each of the three groups had three different maps with the identified projects categorized as ramp and interchange improvements, frontage road construction and improvements, as well as added capacity on main lanes. Each committee member was handed six dot stickers to place on the maps marking projects they thought needed to be high priority.

Committee members representing the western section of the corridor were consistent in their responses from both sections of the activity, giving higher preference to ramp improvement projects followed by frontage road construction or improvements. Preferences for capacity improvements were included but were not as uniformly localized as the previous two categories.

The central section of the corridor manifested similar preferences to the western section in terms of

strategic priorities, focusing on ramp improvement projects followed by frontage road construction or improvements. However while prioritizing specific projects members chose construction of frontage roads above addition of capacity to the main lanes or ramp improvements.

Representatives of the eastern section ranked strategies differently than the other sections of the corridor, prioritizing added capacity over ramps improvements and frontage road projects, respectively. Level 2 of the activity resulted in higher preference for frontage road projects followed by additional main lanes and ramp and interchange improvements. The members of the east section did mention that their priority was still additional capacity along with some frontage roads in Gregg County and near Marshall.

Detailed results for both sections of the exercise can be found in attachment 4.

The final round of the activity had members come back together as a group to discuss findings. Members were shown the results of the initial round of prioritization for further review and then asked if they would like to change their original preferences based on the findings of the group as a whole. All members declined and chose to keep their responses the same as the initial round, thus voiding the need for any additional rounds of discussion.

Funding Sources and Financing Projects:

Marc Williams presented information to the committee members on funding sources and financing for the projects outlined. He provided the estimated costs of desired projects identified by the committee, coming to a grand total of over \$3 billion in improvement costs.

Marc then explained the TxDOT Unified Transportation Program (UTP) used to plan funding for identified projects over the next 10 years. Most of the district funding sources have already been allocated focusing on preventative maintenance and rehabilitation, with a majority going to the Dallas District. In addition to the UTP, Marc outlined other funding sources including the area MPOs and local funding sources.

He also provided information on possible future funding sources from the federal, state and local levels. From a federal perspective, this could include tolling of existing interstates and use of business taxes to increase the transportation budget. From the State level, Proposition One would reallocate taxes from oil and gas to add to transportation funding and tolling options. From a local level, Transportation Reinvestment Zones (TRZs) could be used to fund projects as well as adjusting the vehicle registration fee, which has already been done in four counties throughout the state, including .

Marc encouraged members to continue identifying priorities and work on gaining local support for projects to be ready if and when funding becomes available. Committee members could also aid the process in identifying opportunities for right-of-way donations and acquisitions if needed.

A committee member raised a question regarding the amount of the current gas tax that is being allocated to the Department of Public Safety, to which Marc clarified is currently \$600 million.

Another member asked for clarification on where the \$5 billion budget for transportation services

comes from. Marc explained that the conclusion of the TTP 2040 committee identified it would take \$3 billion to maintain existing road conditions; \$1 billion to maintain the current level of service; and \$1 billion to meet needs of the growing energy sector in Texas.

A third committee member asked Marc to explain how projects such as I-35 received their funding. Marc mentioned that the state legislature earmarked \$600 million to go towards the widening of I-35 between Taylor and Hillsboro as the main source of funding. Additional funding for projects in the area came from the toll revenue created by State Highway 130. In addition, TxDOT has been working with the local entities along the route for right of way contributions and other needs.

Future Meetings:

Marc Williams thanked members for their participation in the Advisory Committee meetings and activities. He then discussed that the next Advisory Committee meeting in August 2014 would be held in the City of Balch Springs. Prior to the next meeting, the consultant team will be distributing the draft report for committee member's review and discussion at the next meeting. Additionally, the committee will plan the public outreach efforts to take place this fall at the next meeting.

The meeting was then adjourned.

Action Items:

- Schedule August meeting in Balch Springs
- Send draft report to committee members before August meeting

Attachments:

1. Advisory Committee Sign-In Sheets
2. Meeting Agenda and Presentations
3. NCTCOG Update Handout
4. Project Prioritization Activity Responses and Boards

Meeting Staff:

Marc Williams, Caroline Love, Susan Howard, Roger Beall, Cary Karnstadt, Lindsey Kimmitt, Mark Werner (TxDOT)

Michael Sexton, Nishant Kukadia, Chris Lazaro, Nair Barrios, June San Miguel, Sam Rojas (Jacobs)
Aimee Vance and Jenny Paredes (K Strategies)

Attachment 1

Advisory Committee Meeting Sign-In Sheets



I-20 East Texas Corridor Study Advisory Committee Meeting

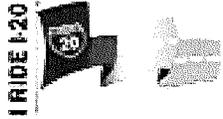
Attending	Member Name	Representing	Alternate (Print Name)	Signature
✓	Joel Baker	Smith County		<i>Joel Baker</i>
✓	Celia Boswell	NETRMA	<i>Celia Boswell</i>	
	Jay Dean	City of Longview		
✓	Dr. Carrie Gordon	City of Balch Springs	<i>Carrie Gordon</i>	
✓	Martin Heines	City of Tyler		<i>Martin Heines</i>
✓	Clay Jenkins	Dallas County	Lauren Trimble	<i>Clay Jenkins</i>
✓	Rhita Koches	Van Zandt County	Virgil Milton JR.	
	Richard W. Lawrence	City of Canton		
	Harold Magill	City of Seagoville		
	Mark McDaniel	Tyler MPO		
	John Monaco	City of Mesquite		
✓	Michael Morris	NCTCOG MPO	KEVIN FELDT	
✓	Robert Nelson	City of Lindale	John Clary	<i>John Nelson</i>
✓	Heather Nick	Tyler MPO	Heather Nick	<i>Heather Nick</i>
✓	Karen Owen	Longview MPO		<i>Karen Owen</i>
	Hal Richards	City of Terrell		
	Darren Rozell	City of Forney		
✓	Linda Ryan Thomas	NETRMA	<i>Linda Ryan Thomas</i>	
	Ed Smith	City of Marshall		
✓	Bill Stoudt (Chair)	Gregg County	Bill Stoudt	
✓	Hugh Taylor	Harrison County		<i>Hugh Taylor</i>
✓	Gary C. Thomas	DART	MICHAEL MILES	
✓	Bruce Wood	Kaufman County		<i>Bruce Wood</i>

~~Member~~



**I-20 East Texas Corridor Study
Advisory Committee Meeting
General Sign-In**

Name	Representing	Email
GARY KAMNSTADT	TX DOT (Austin)	
Lindsay Kimmitt	TXDOT- ENV	
Glenn Green	TXDOT- Tyler	
Mark Weyerer	TXDOT- RRID	
ROGER BEALL	TXDOT - TAP	
Vernon Webb	TXDOT- Tyler	
NISHANT KUKADIA	JACOBS	
Gary Taylor	Tx Bank & Trust	gtaylor@texasbank&trust.com
PAUL SCHNEIDER	TXDOT	
Virgil McMonk	VAN ZANDT COUNTY	
Dale Booth	TX DOT	dale.booth@txdot.gov
Charles Gurganus	TXDOT	charles.gurganus@txdot.gov
Ri Orndorff	Gregg County	
Eric Fisher	TXDOT	
John O. Hedrick	ETCOG	john.hedrick@etcog.org



I-20 East Texas Corridor Study Advisory Committee Meeting General Sign-In

Name	Representing	Email
Chas Dyser	CITY OF BALCH SPRINGS	cdyser@cityofbalchsprings.com
BERNIE PARKER	CITY OF BALCH SPRINGS	bparker@cityofbalchsprings.com
Jeffrey Harmon	TXDOT - Tyler Area Office	jeffrey.harmon@txdot.gov
RAY CLARK	KAUFMAN COUNTY	RayClark@kaufmancounty.net
Deanne Simmons	TXDOT - Atlanta	Deanne.Simmons@txdot.gov
Richard Anderson	Ark-La-Tex Corridor	N/A File
HAL STANFORD	TXDOT	hal.stanford@txdot.gov
Stephen Endres	TXDOT - Dallas	stephen.Endres@txdot.gov
Kevin Johnson	Freeze + Nichols / Kaufman County	KRJ@Freeze.com
Charles Feaner	City of Balch Springs	cfeaner@cityofbalchsprings.com
Nair Barrios	Jacobs Engineering	nair.barrios@jacobs.com
ROBERT J. Maly	Maly & Assoc., Inc	robert.maly@att.net
Michael Sexton	Jacobs	
June San Miguel	Jacobs	
CHRIS LAZARO	Jacobs	



I-20 East Texas Corridor Study
Advisory Committee Meeting
General Sign-In

Name	Representing	Email
Samuel Rojas	Jacobs	
Aimee Vance	K Strategies	
Jenny Paredes	K Strategies	
Caroline Love	TXDOT	
Susan Howard	TXDOT	
Marc Williams	TXDOT	

Attachment 2

Meeting Agenda and Presentations



I-20 East Texas Corridor Advisory Committee

Wednesday, June 11, 2014, 12:00 PM – 4:00 PM

Tyler Rose Museum and Gift Shop

420 Rose Park Dr., Tyler Texas 75702

Call-in: 866-637-1408 Conference Code: 312 746 6422#

Meeting #5 – Agenda

11:45 to 12:00 PM	Registration & Open House	
12:00 – 12:10 PM	Welcome & Introductions Safety Briefing	Judge Bill Stoudt, Gregg County Marc Williams, TxDOT
12:10 – 12:40 PM	Public Outreach Efforts	Susan Howard, TxDOT
12:40	Working Lunch	
12:50 – 1:10 PM	Amtrak Study Update	Mark Werner, TxDOT
1:10 – 1:40 PM	Emerging Trends and Technologies in Transportation	Michael Sexton, Jacobs
1:40 – 2:40 PM	Project Prioritization – Initial Round Identified Projects Summary of Evaluation Prioritization - Initial	Michael Sexton, Jacobs
2:40 – 2:50 PM	Break	
2:50 – 3:05 PM	Funding Sources and Financing Projects	Marc Williams, TxDOT
3:05 – 3:50 PM	Project Prioritization – Final Round Results of Initial Prioritization Committee Discussion Prioritization - Final	Michael Sexton, Jacobs
3:50 PM	Next Steps and Closing Comments	Marc Williams, TxDOT
4:00 PM	Adjourn	



PUBLIC OUTREACH

I-20 East Texas Corridor Study

Advisory Committee Goals

- Involve Local Communities
- Consider Current and Future Multimodal Transportation Needs
- Improve Safety
- Reduce Congestion and Enhance Mobility for Travelers and Freight
- Enhance Air Quality

Public Outreach Activities by Committee Members

- Advisory Committee members have conducted 19 presentations including:
 - Chambers of Commerce
 - City Council meetings
 - Rotary clubs
 - Lions clubs
 - Homeowners Associations
 - MPO public meetings
- Reached out to over 400 people

Member	Activity Forms Returned	Total Audience Reach
Balch Springs	5	153
Gregg County	1	N/A (newspaper article)
Harrison County	5	104
Longview MPO	5	61
Smith County	1	30
Tyler MPO	4	79

Other Activities

In the News

- Tyler Morning Telegraph
- Marshall News Messenger
- KETK NBC – Tyler
- Longview News Journal

Website Links on Homepages

- Gregg County
- Harrison County
- Lindale
- Mesquite
- NETRMA
- Smith County

Comments from Website

47 public comments have been received through the project page

County	Comments Received
Cherokee	1
Dallas	1
Denton	1
Gregg	13
Harrison	2
Henderson	1
Rusk	1
Shelby	1
Smith	19
Van Zandt	3
None listed	4

Comment Themes

Dallas County

- Passenger and freight rail service

Kaufman County

- No comments received.

Van Zandt County

- Truck only lane
- Road surface repair
- Add rest areas

Smith County

- Add additional lanes
- Update entrance/exit ramps
- Truck only lane

Gregg County

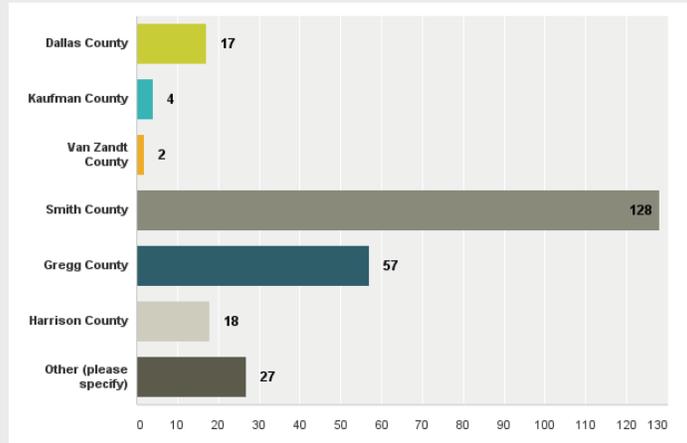
- Add additional lanes
- Truck only lane
- Safety in wet road conditions

Harrison County

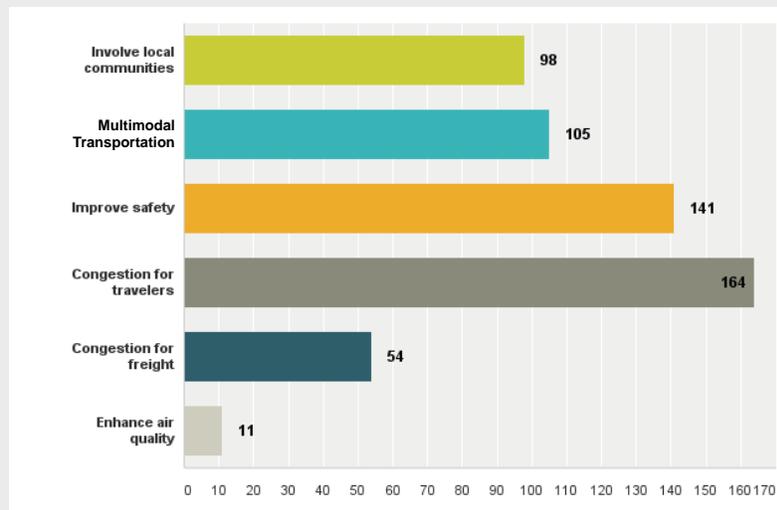
- Continuous frontage roads
- Keep median barriers

Online Public Survey

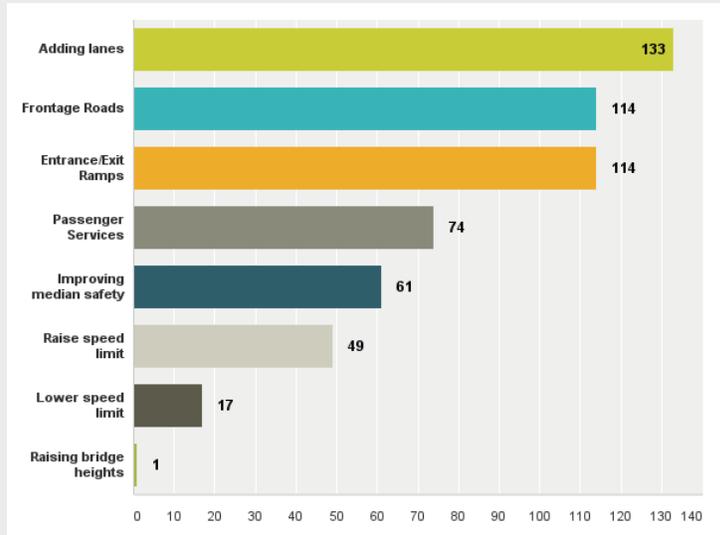
254 Responses to the public survey have been received



Public Priorities (survey responses)



Greatest Need for Improvement (survey responses)



Questions?



EAST TEXAS PASSENGER RAIL FEASIBILITY STUDY

I-20 Advisory Committee Meeting



EAST TEXAS PASSENGER FEASIBILITY STUDY

- Study Findings

Proposed Schedule

Fort Worth-Shreveport Proposed Schedule							
Two Round Trips							
Read Down							Read Up
Daily	Daily	Mileage		Station Stops		Daily	Daily
5:55 PM	8:55 AM	0	Dp	Fort Worth ITC, TX	Ar	10:15 PM	11:00 AM
6:16 PM	9:19 AM	17	Ar		Dp	9:46 PM	10:31 AM
6:19 PM	9:22 AM		Dp	Centerport, TX	Ar	9:43 PM	10:28 AM
6:46 PM	9:38 AM	33	Ar		Dp	9:27 PM	10:12 AM
6:51 PM	9:43 AM		Dp	Dallas, TX	Ar	9:22 PM	10:07 AM
7:23 PM	10:15 AM	57	Ar		Dp	8:37 PM	9:22 AM
7:26 PM	10:18 AM		Dp	Forney, TX	Ar	8:34 PM	9:19 AM
7:51 PM	10:43 AM	84	Ar		Dp	8:09 PM	8:54 AM
7:54 PM	10:46 AM		Dp	Wills Point, TX	Ar	8:06 PM	8:51 AM
8:31 PM	11:13 AM	115	Ar		Dp	7:39 PM	8:24 AM
8:34 PM	11:16 AM		Dp	Mineola, TX	Ar	7:36 PM	8:21 AM
9:18 PM	12:00 PM	161	Ar		Dp	6:52 PM	7:37 AM
9:21 PM	12:03 PM		Dp	Longview, TX	Ar	6:48 PM	7:34 AM
9:46 PM	12:28 PM	185	Ar		Dp	6:24 PM	7:09 AM
9:49 PM	12:31 PM		Dp	Marshall, TX	Ar	6:21 PM	7:06 AM
10:33 PM	1:23 PM	220	Ar	Shreveport, LA	Dp	5:45 PM	6:30 AM

June 2014

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Study Results

East Texas Passenger Rail Study		
Revenue and Operation Costs		
Trips	1 Round Trip	2 Round Trips
Yearly Riders	94,000	124,000
Revenue	\$1,327,000	\$1,750,000
Operation costs	\$9,595,000	\$15,298,000
Subsidy	\$8,268,000	\$13,548,000

Capitalization & Infrastructure Costs	
1 Round Trip	\$67,300,000
2 Round Trips	\$89,400,000

June 2014

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Where do we go from here?

- Short distance interstate Amtrak routes are required to be supported by the states in which they operate. Only long distance Amtrak routes like the Texas Eagle are supported solely by Amtrak.
- TxDOT currently supports the Heartland Flyer route equally with Oklahoma. TxDOT's yearly subsidy for the Flyer Has gone from just under \$2M to \$3.6M since the enactment of PRIIA 209 legislation. TxDOT must request funding each legislative session to continue to support this service.
- TxDOT does not currently have a dedicated funding source for rail projects so a funding source would need to be found to make the infrastructure improvements identified in the report.
- In addition the infrastructure improvements would need to be reviewed and approved by Union Pacific Railroad.

Questions

Questions?



I-20 EAST TEXAS

Emerging and Future Transportation Technologies

DRAFT

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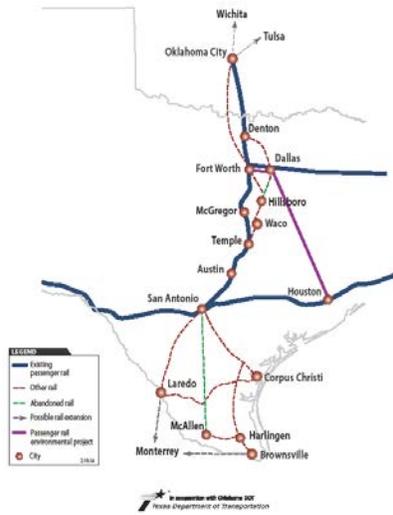
Passenger Services

Passenger Rail Systems

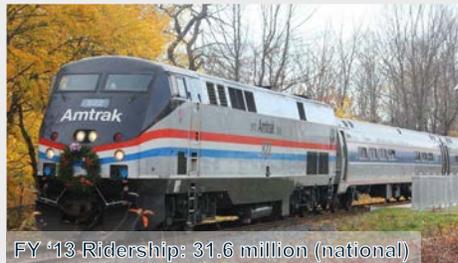
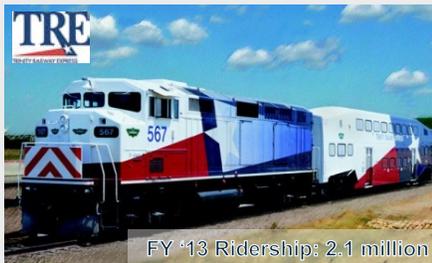
	Speed (miles per hour)	Stops/ frequency
Conventional rail (mostly uses existing tracks) 	Maximum: 70-90 mph Average: 45-60 mph	Stops 15 to 60 miles apart 3-6 trains/day each direction (no more than 12)
Higher speed rail (some dedicated tracks) 	Maximum: 110-125 mph Average: 70-85 mph	Stops 30 to 90 miles apart 4-8 trains/day each direction (as many as 12)
High speed rail (fully dedicated tracks) 	Maximum: 165-220 mph Average: 100-140 mph	Stops 50 to 100+ miles apart 12-24 trains/day each direction

Common Attributes: Single or double deck trains, stations with parking, operation on existing or dedicated tracks

Passenger Rail Studies



Passenger Services In Texas



Intercity Bus Service

Greyhound receives limited federal subsidies to maintain lower-density routes



According to a TTI report, half of Megabus riders are college students and young professionals between 18 and 30 years old. Minimal terminal infrastructure – usually just a parking lot

Vehicle & Ride Sharing

Car Sharing



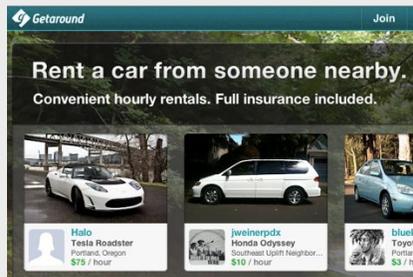
More than 300 vehicles available in Austin

Vehicles available in:

- Austin
- Dallas
- Fort Worth
- Houston
- San Antonio
- San Marcos
- Waco



Peer-to-Peer Car & Ride Sharing



Smart Travel Technologies

Transit Planning Technology



Verizon 8:13 AM 95%

Ride Results
Sorted by Arrival Time

	Est. Cost	Depart	Arrive
	\$8.42		book now
	\$0.96	8:13AM	8:20AM
	40 cal	8:13AM	8:22AM
	\$7/24hr	8:14AM	8:23AM
	\$2.32	8:17AM	8:23AM
	\$2.46	8:18AM	8:24AM
	\$1.60	8:16AM	8:32AM

Travel Time Map

Explore how far you can travel by car, bus, bike and foot from 2705 Bee Cave Road.



Travel Time Map

Explore how far you can travel by car, bus, bike and foot from 2705 Bee Cave Road.



Electric Vehicles

Electric Vehicles



Smart Vehicles



Autonomous Vehicles



Sensor Telemetry

Bicycle & Pedestrian Technologies

Pedestrian & Bicycle Treatments



Bike Sharing



B-Cycle – Available in 22 cities including Austin, Fort Worth, Houston, and San Antonio

Social Bicycles – Available in 9 North American cities

Scout – Available in San Francisco



Freight Technologies

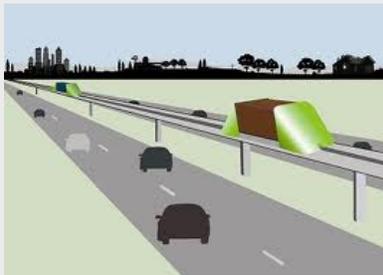
Freight Vehicle Technology



Hybrid Diesel-Electric Truck – Manufactured by Freightliner

Freight Shuttle System – Proposed in several locations in Texas and the Nation

eHighway Concept – Line-powered electric trucks being piloted by Siemens



Compact Cargo Vans



Short-Distance Delivery Vehicles



Transportation in the Future



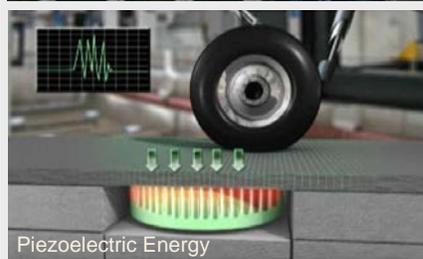
EV Priority Lane



Solar Highway

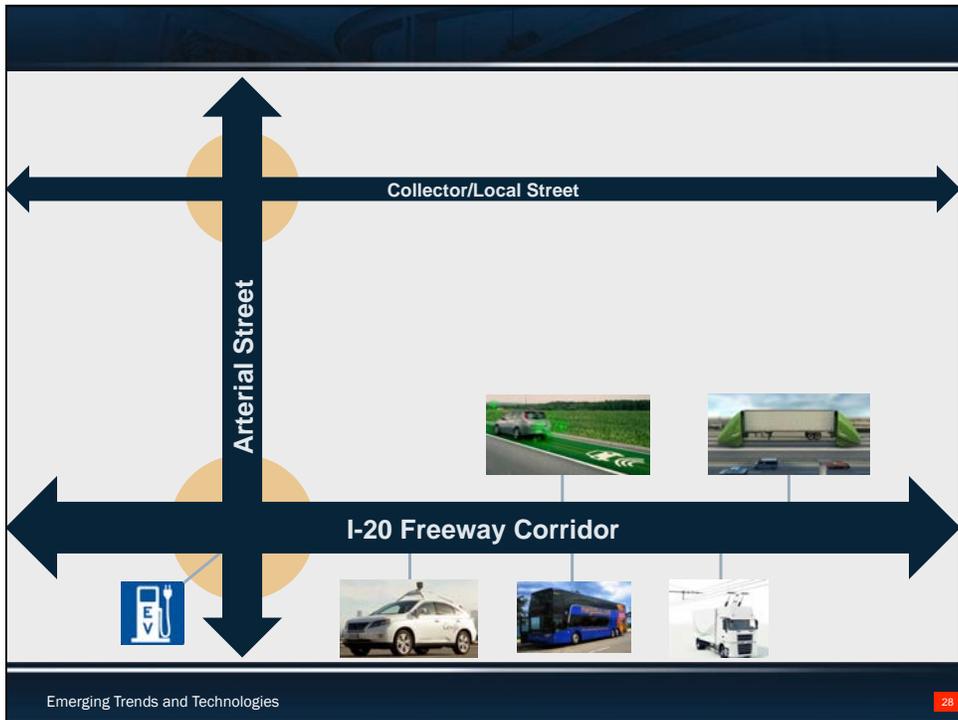
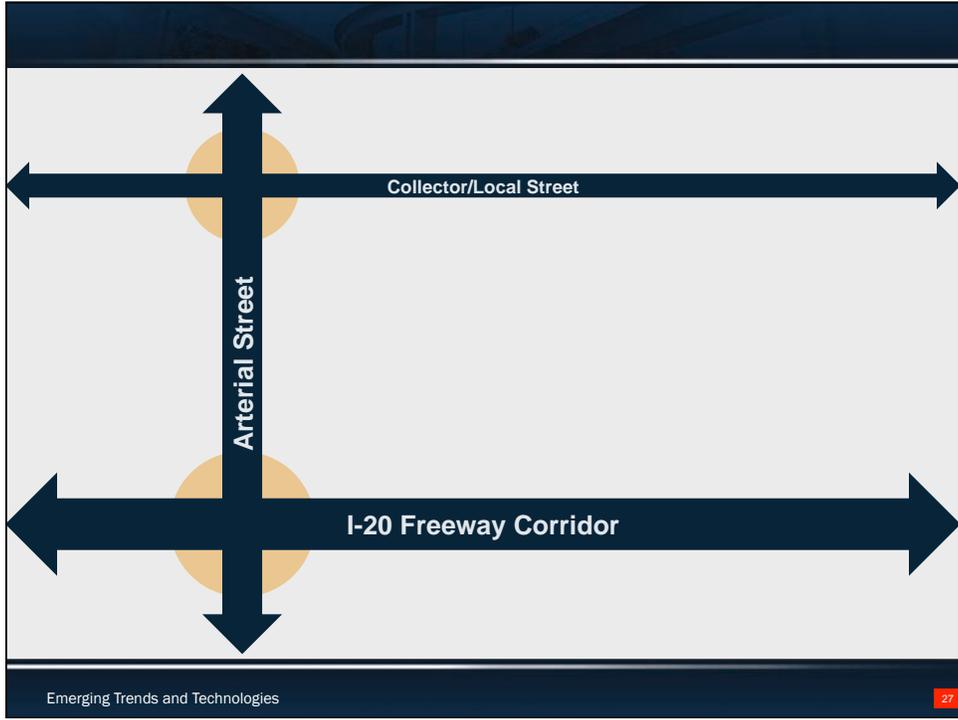


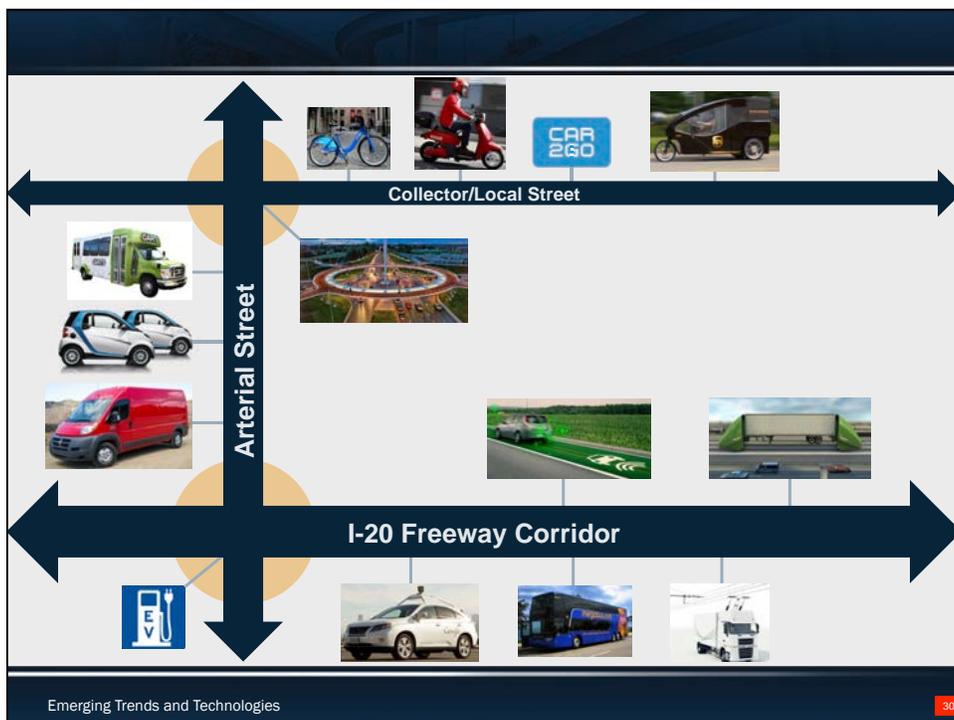
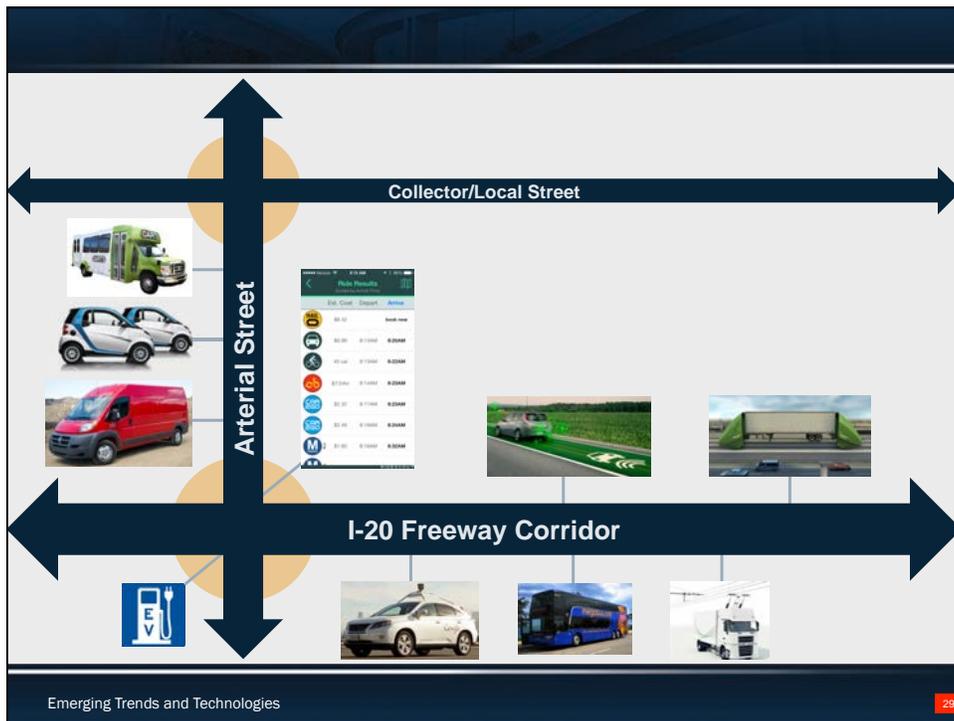
Photo-luminescent Lane Markings



Piezoelectric Energy

Technologies in Context





Questions



PROJECT PRIORITIZATION

I-20 East Texas Advisory Committee
June 11, 2014

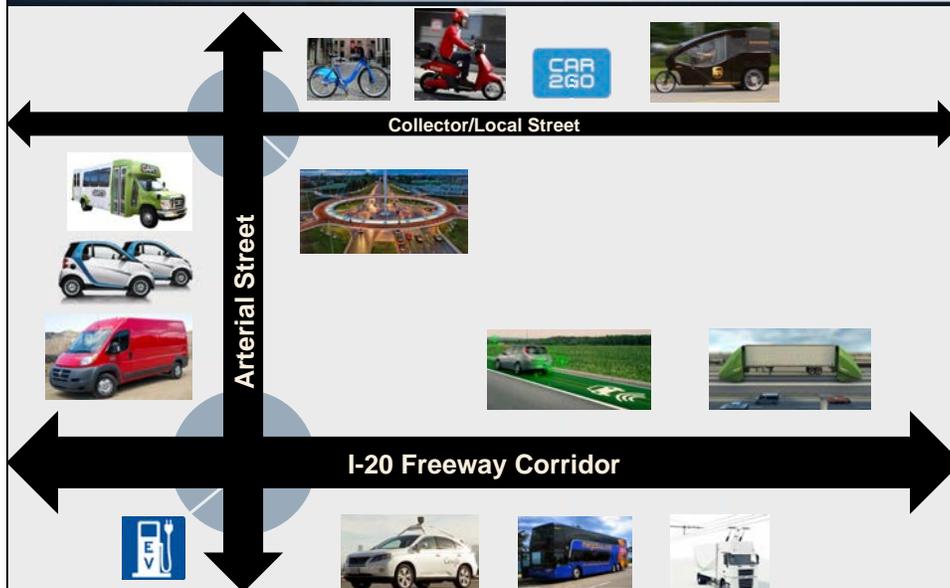
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1	Identified Projects	3
2	Emerging Trends and Technologies	4
3	Prioritization	5
4	Initial Round - Level 1	6
5	Initial Round - Level 2	7-9
6	Final Round	10
7	Questions	11

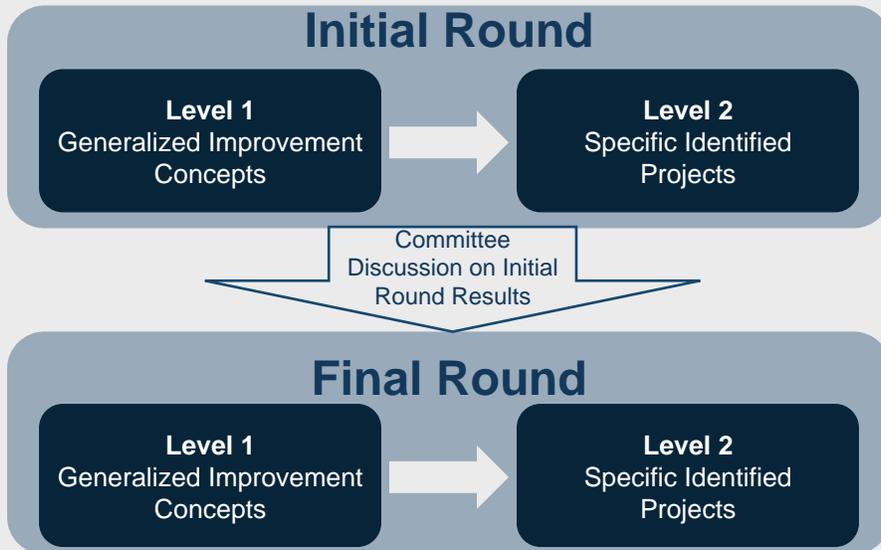
Identified Projects

- Projects were identified by the Advisory Committee Members during the February 2014 Committee Meeting in Mesquite.
- Additional projects based on technical analysis by staff (Districts & Consultants).
- Identified projects include:
 - Ramp/Interchange Improvements
 - Frontage Road Improvements (including New frontage roads)
 - Additional Mainlanes to I-20

Emerging Trends and Technologies



Prioritization



Initial Round – Level 1 – Generalized Improvement Concepts

1 = Highest Priority
4 = Lowest Priority

PRIORITIZING IMPROVEMENT STRATEGIES along the I-20 CORRIDOR

County/Agency Represented: _____

Please indicate your priority for different types of Improvements throughout the East Texas Corridor. Use "1" through "4" in front of each Improvement Strategy to identify your view on how generally to spend transportation resources, with a "1" signifying highest priority and a "4" identifying your lowest priority.

Project Types

<u>2</u>	Emerging Trends and Technologies (i.e. Passenger Rail and Intercity Bus Services, Ride Sharing, Electric Vehicle, Bicycle or Enhanced Freight Infrastructure)
<u>1</u>	Ramps and Interchanges
_____	Frontage Roads
<u>3</u>	Additional I-20 Capacity
<u>4</u>	Other Improvement Types (Please define) <u>Wild Flowers</u>

← Example Rating

Initial Round – Level 2 – Specific Identified Projects

I-20 Corridor Organized into:

- West (Dallas and Kaufman Counties)
- Central (Van Zandt and Smith Counties)
- East (Gregg and Harrison Counties)

Projects Grouped into:

- Ramp and Interchange Improvements
- Added Capacity (one main lane in each direction)
- Frontage Road Improvements (including new frontage roads)

Initial Round – Level 2 – Specific Identified Projects

Project List

	Project Type	Project ID	Road	Limit from	Limit to	Technical Score
DALLAS	New Frontage Road	AF-1	I-20	Lawson Rd	FM 740	55
	Median Barrier Addition	AE-1	I-20	Loop 635	Dallas County Line	58
	Added Capacity	TC-1	I-20	I-635	Lawson Rd	58
		TC-2	I-20	Lawson Rd	Dallas County Line	50
	Frontage Road Reconstruction	TG-1	I-20	Seagonville Road	Lawson Road	50
	Ramp Improvement	TI-1	Lawson Rd	-	-	40
	Interchange Improvements	AB-1	SH 34	-	-	68
		AD-1	FM 429	-	-	45
	Added Capacity	AC-1	I-20	SH 557	Wilson Rd	58
	New Frontage Road	AF-2	I-20	FM 740	FM 741	35
		AF-3	I-20	SH 557	FM 138	53
	Interchange Improvements	TB-2	FM 2965	-	-	63
		TB-4	FM 2965	-	-	63

Technical Score is a composite rating for each project. Detailed ratings are provided in the 11X17 sheets within each packet. Higher technical score suggests more need for the project. Scores 55+ have been highlighted in red, and between 50 and 54 are highlighted in orange.

Initial Round – Level 2 – Specific Identified Projects



Final Round

- Following Initial Round, staff will summarize the results of the prioritization during the break and Funding Discussion
- Results will then be presented to the Committee prior to the Final Round prioritization.
- Committee Discussion of the Initial Round results before conducting Final Round Prioritization
- Final Round Prioritization results will be summarized after the meeting and emailed to the Committee Members

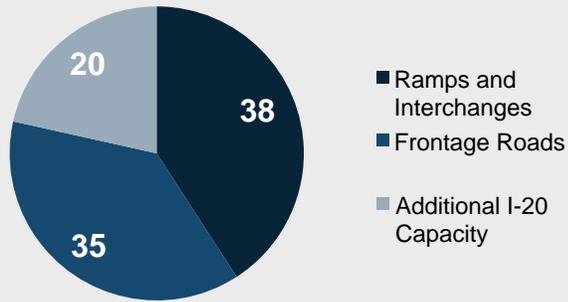
Questions?

Prioritization Summary – Initial Round – Level 1

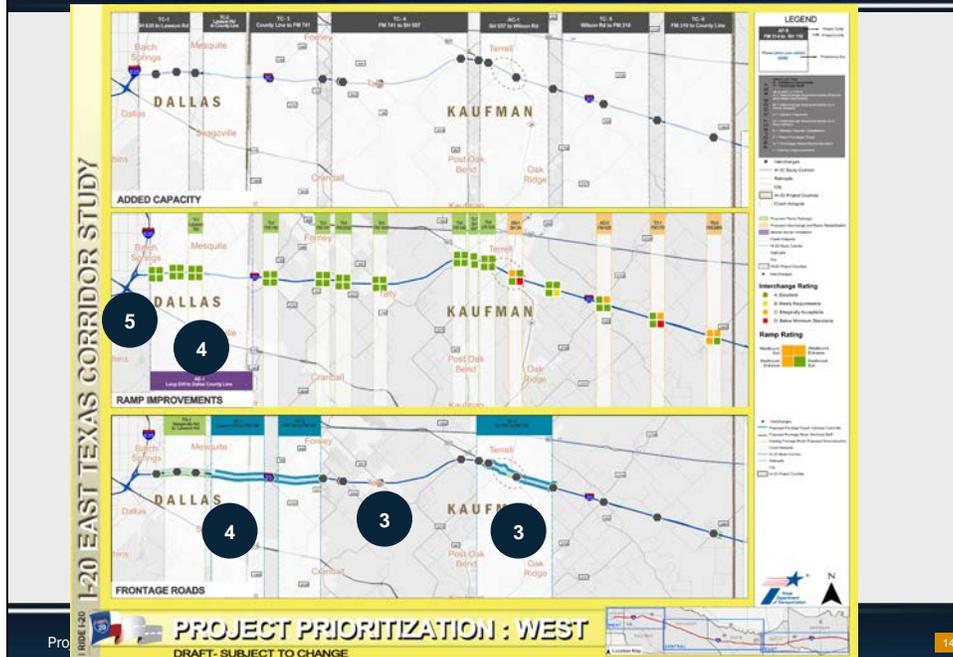
Project Type	RANK	Average Priority
Emerging Trends and Technologies	4	3.60
Ramps and Interchanges	1	1.73
Frontage Roads	2	2.20
Additional I-20 Capacity	3	2.60
Other Improvement Types	5	4.67

Prioritization Summary – Initial Round – Level 2

Project Specific Priorities



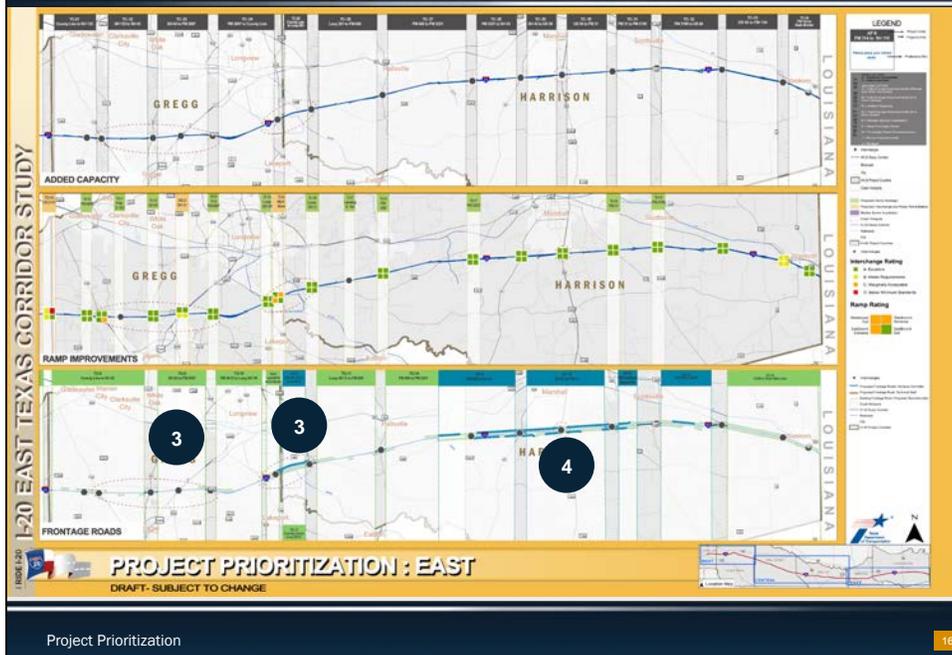
Prioritization Summary – Initial Round – Level 2 - West



Prioritization Summary – Initial Round – Level 2 - Central



Prioritization Summary – Initial Round – Level 2 - East



Discussion



FUNDING SOURCES & FINANCING PROJECTS

I-20 East Texas Advisory Committee
June 11, 2014

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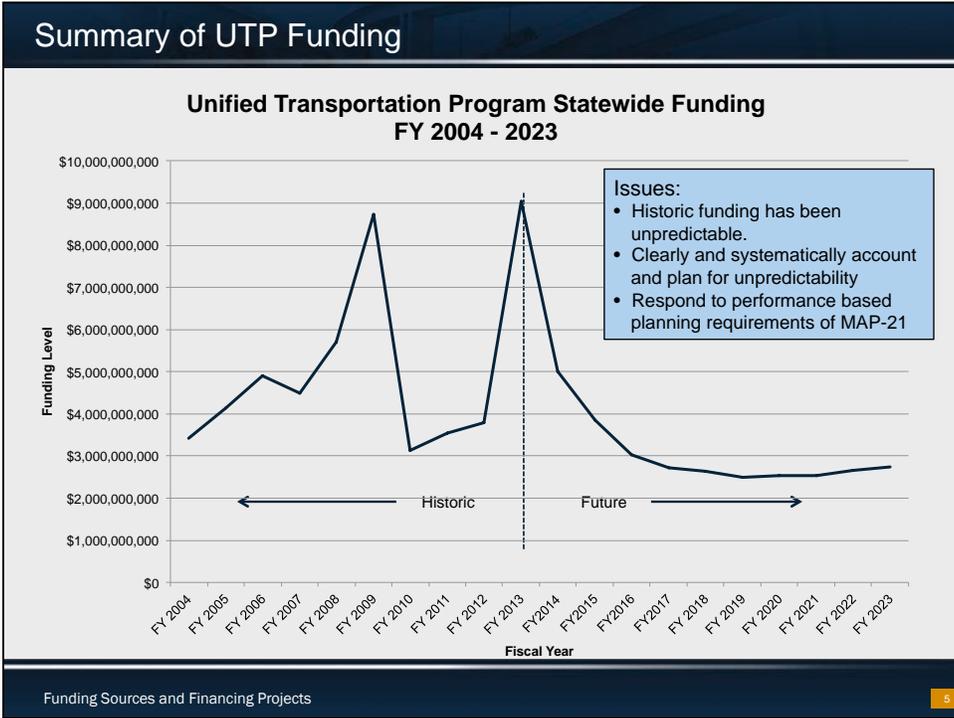
1	Current Estimate of all Improvements Identified along I-20	3
2	Unified Transportation Plan	4-7
3	Local Funding	8
4	Funding Possibilities	9-11
5	Strategies and Next Steps for I-20	12

Current Estimate of All Improvements Identified along I-20

<u>Type of Improvement</u>	<u>Construction Cost</u>
Additional Main Lanes	\$ 1,200,200,000
Ramps and Interchanges	\$ 51,500,000
Bridges	\$ 19,100,000
Pavement Rehabilitation	\$ 1,281,600,000
Frontage Roads	\$ 531,400,000
Other	\$ 4,800,000
Grand Total	\$ 3,088,600,000

Unified Transportation Plan (2014-2023)

- TxDOT's 10-year plan to guide transportation development
- Required by the Texas Administrative Code (TAC, Section 16.105)
- Approved each year by the Texas Transportation Commission before August 31
- Includes projects involving highways, aviation, public transportation, and state and coastal waterways



District Funding Sources

Unified Transportation Plan 2014-2023 (in Millions of Dollars)

Category	Description	Dallas	Tyler	Atlanta	Total
1	Preventive Maintenance and Rehabilitation	362.20	117.38	117.97	597.55
2	Metro and Urban Area Corridor Projects		37.67		37.67
3	Non-traditionally Funded Projects	144.75			144.75
4	Statewide Connectivity Projects				
5	Congestion Mitigation and Air Quality Improvement				
6	Structures Replacement and Rehabilitation*				
7	Metropolitan Mobility and Rehabilitation				
8	Safety*				
9	Transportation Enhancements				
10	Supplemental Transportation Projects	9.94	5.85		15.79
11	District Discretionary	25.00	25.00	25.00	75.00
12	Strategic Priority	472.13	5.00		477.13
	Local	306.68	36.46	2.65	345.79
	Total	1,320.70	227.36	145.62	1,693.68

* Included in the Statewide Program Funding

Funding Sources and Financing Projects 6

MPO Funding Sources

Unified Transportation Plan 2014-2023 (in Millions of Dollars)

Category	Description	NCTCOG	Tyler	Longview	Total
1	Preventive Maintenance and Rehabilitation				
2	Metro and Urban Area Corridor Projects	299.20	21.17	16.5	336.87
3	Non-traditionally Funded Projects	646.50			
4	Statewide Connectivity Projects				
5	Congestion Mitigation and Air Quality Improvement	736.55			
6	Structures Replacement and Rehabilitation*				
7	Metropolitan Mobility and Rehabilitation	929.71			
8	Safety*				
9	Transportation Enhancements	95.21			
10	Supplemental Transportation Projects				
11	District Discretionary				
12	Strategic Priority	44.19			
12 STP-MM		3.76			
	Local	939.06			
	Total	3,694.18	21.17	16.50	3,731.85

* Included in the Statewide Program Funding

Local Funding

- Cities along the I-20 East Texas Corridor have an annual budget of approximately \$460 Million. However, transportation is identified as a substantial amount in that budget.
- The five counties outside the Dallas Metro area have an annual budget of about \$200 Million.

Funding Possibilities - Federal

Upcoming Legislation to Fund Transportation May Include:

- Tolling of existing interstates
- Use of business taxes to increase transportation funding, or
- Steady/Lower Transportation Funding Levels

Funding Possibilities - State

Proposition One

- Proposition One in November 2014
- Could add up to \$1.2 billion in Transportation Funding

Success of Proposition One could result in further proposals to increase transportation fund

- Registration Fees
- Motor Fuels Tax Increase

Tolling / Public Private Partnership

Funding Possibilities - Local

- Transportation Reinvestment Zones (TRZ)
- Vehicle Registration Fee
 - Bexar County (~\$12M annually)
 - El Paso County (~\$6M annually)
 - Hidalgo County (~\$4M annually)
 - Webb County (~\$2M annually)
- Other Local/Private Contributions

<http://www.texastribune.org/2013/09/04/legislature-gave-three-counties-power-raise-car-fe/>

Strategies & Next Steps for I-20

- Identify Priorities
- Obtain Local Support
 - Create Partnerships
 - Obtain Public Input
 - Local Funding for Non-mobility Projects like Frontage Roads
- Advance Priorities through Project Development Process
- Identify Opportunities for Right-of-way Donations/ Acquisitions
- Be Ready for Future Funding Opportunities

Questions?



TEXAS DEPARTMENT OF TRANSPORTATION



I-20 EAST TEXAS CORRIDOR ADVISORY COMMITTEE

Meeting #5
June 11, 2014



Status of the I-20 East Texas Corridor Study



We are here:

★ Indicates Committee Meeting

Attachment 3
NCTCOG Update
Handout

PLANNING AND
IMPLEMENTING
IMPROVEMENTS TO IH 20
IN THE DALLAS-FORT WORTH REGION

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

JUNE 6, 2014

ADVANCING IDEAS TO IMPLEMENTATION

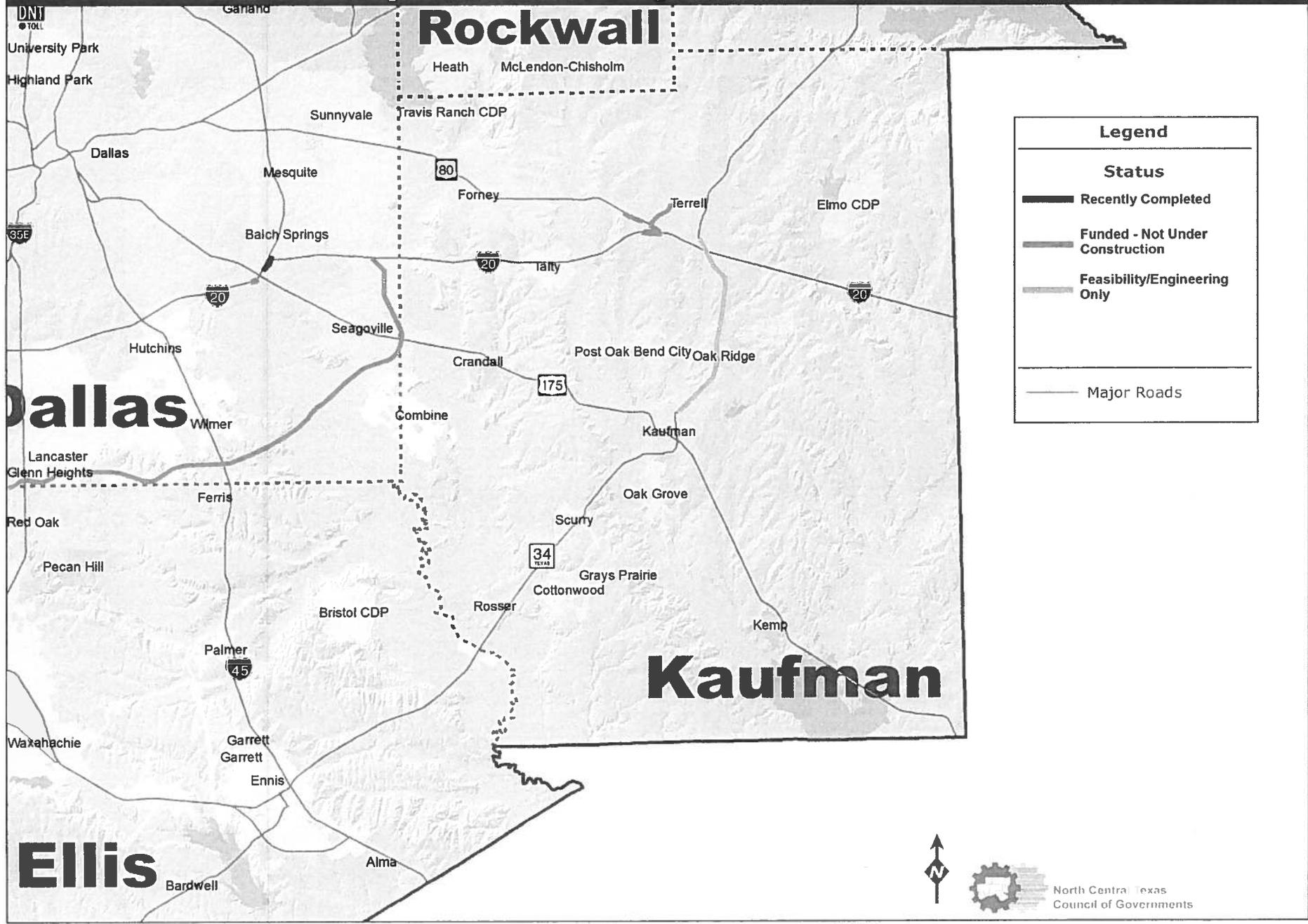
Build upon prior brainstorming efforts

Identify solutions to corridor needs

Create a template for use on the rest of the IH 20 corridor

Advance project ideas to implementation

Funded Transportation Projects Associated with IH 20

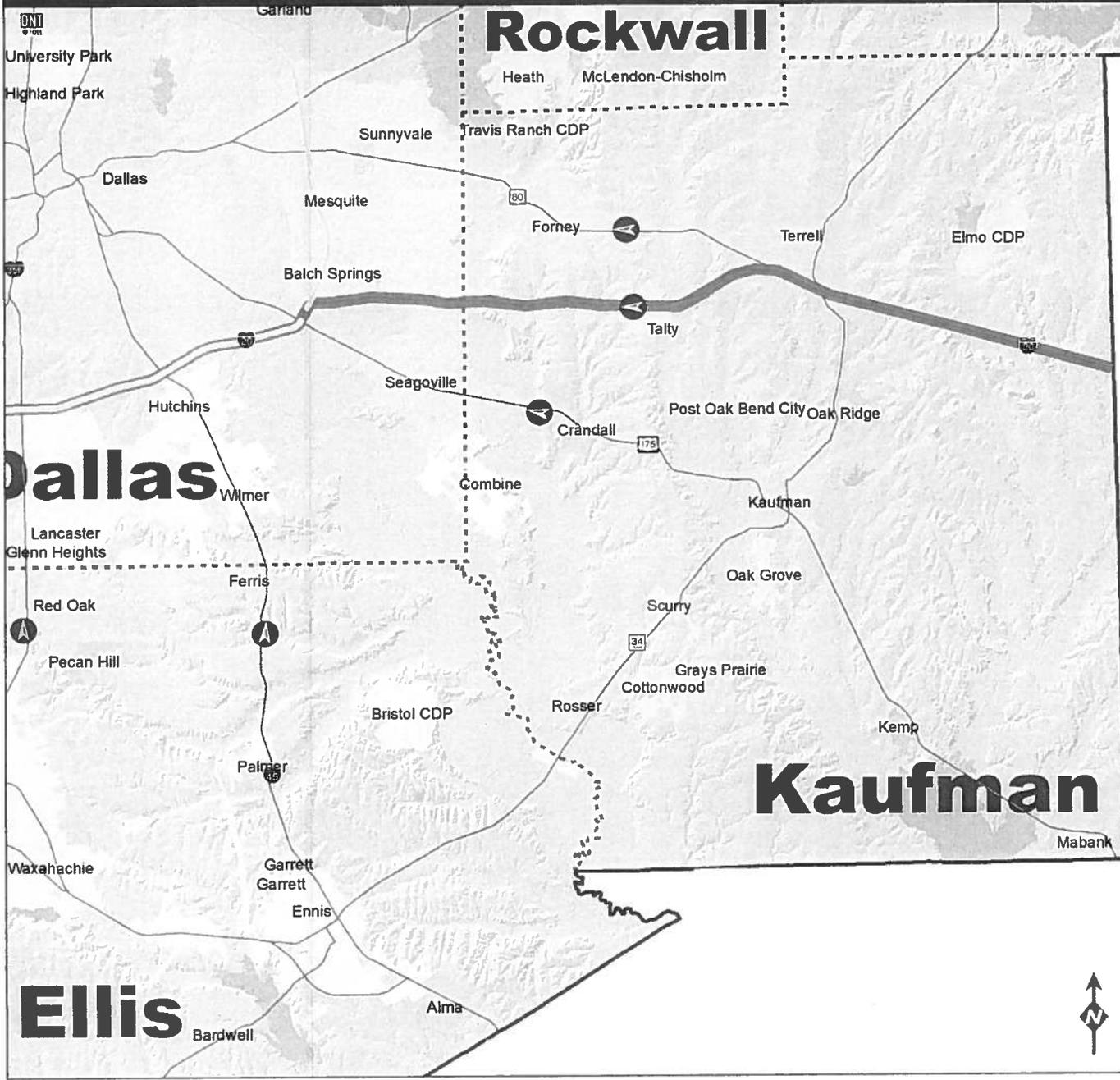


Legend	
Status	
	Recently Completed
	Funded - Not Under Construction
	Feasibility/Engineering Only
<hr/>	
	Major Roads



North Central Texas
Council of Governments

Hazardous Materials Truck Routes



Legend

Truck Routes

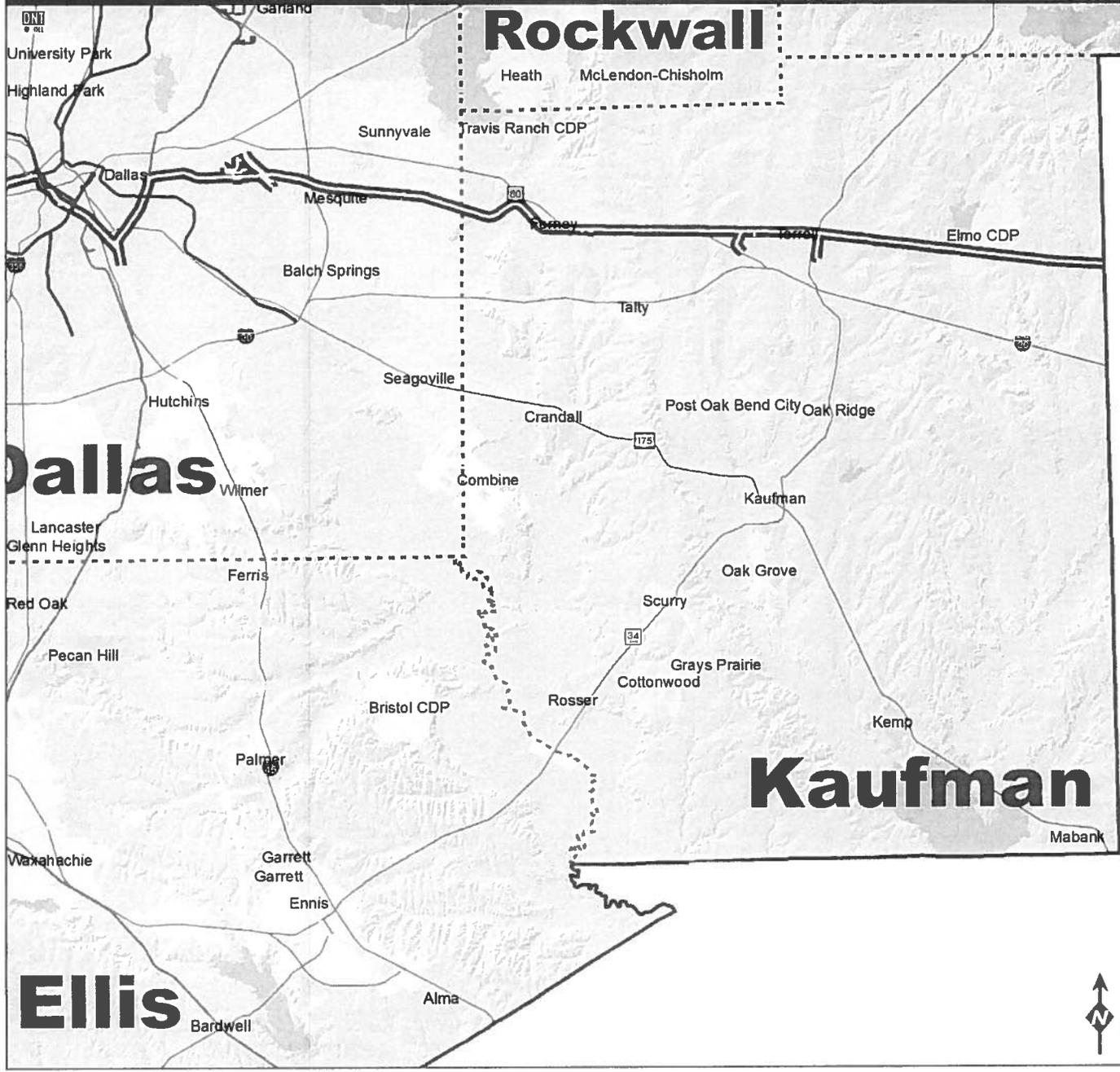
- Hazardous Cargo
- Transuranic Radioactive Waste
- Primary Access Point for Through Shipments

Major Roads

2035 
 mobility
 2013 update



Rail Network by Operator



Legend

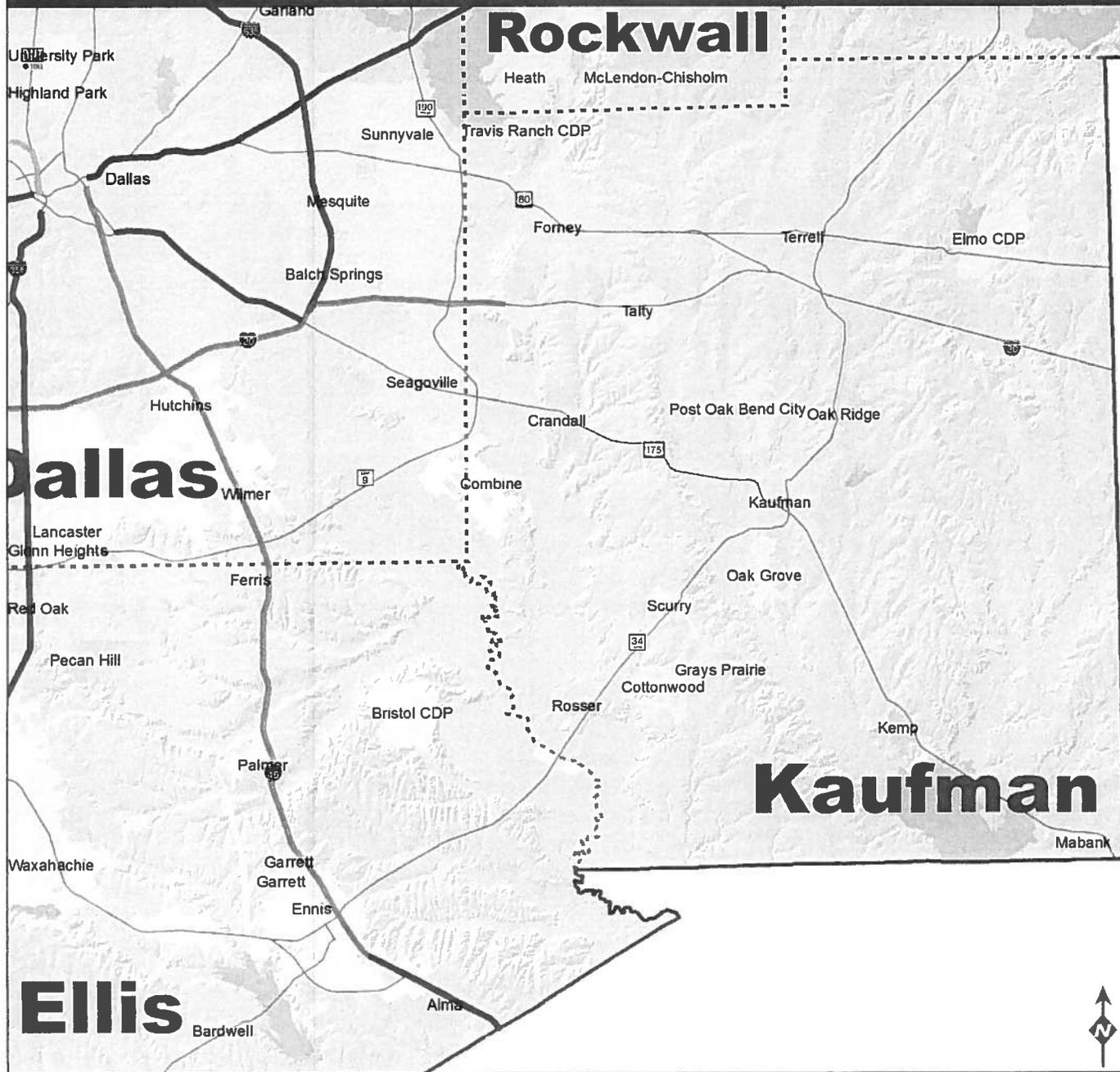
Rail Operators

- BNSF Railway
- Dallas Area Rapid Transit
- Dallas, Garland and Northeastern
- Kansas City Southern
- Trinity Railway Express
- Union Pacific
- Amtrak

2035 mobility
2013 update



Potential Truck Lane Restriction Corridors



Legend

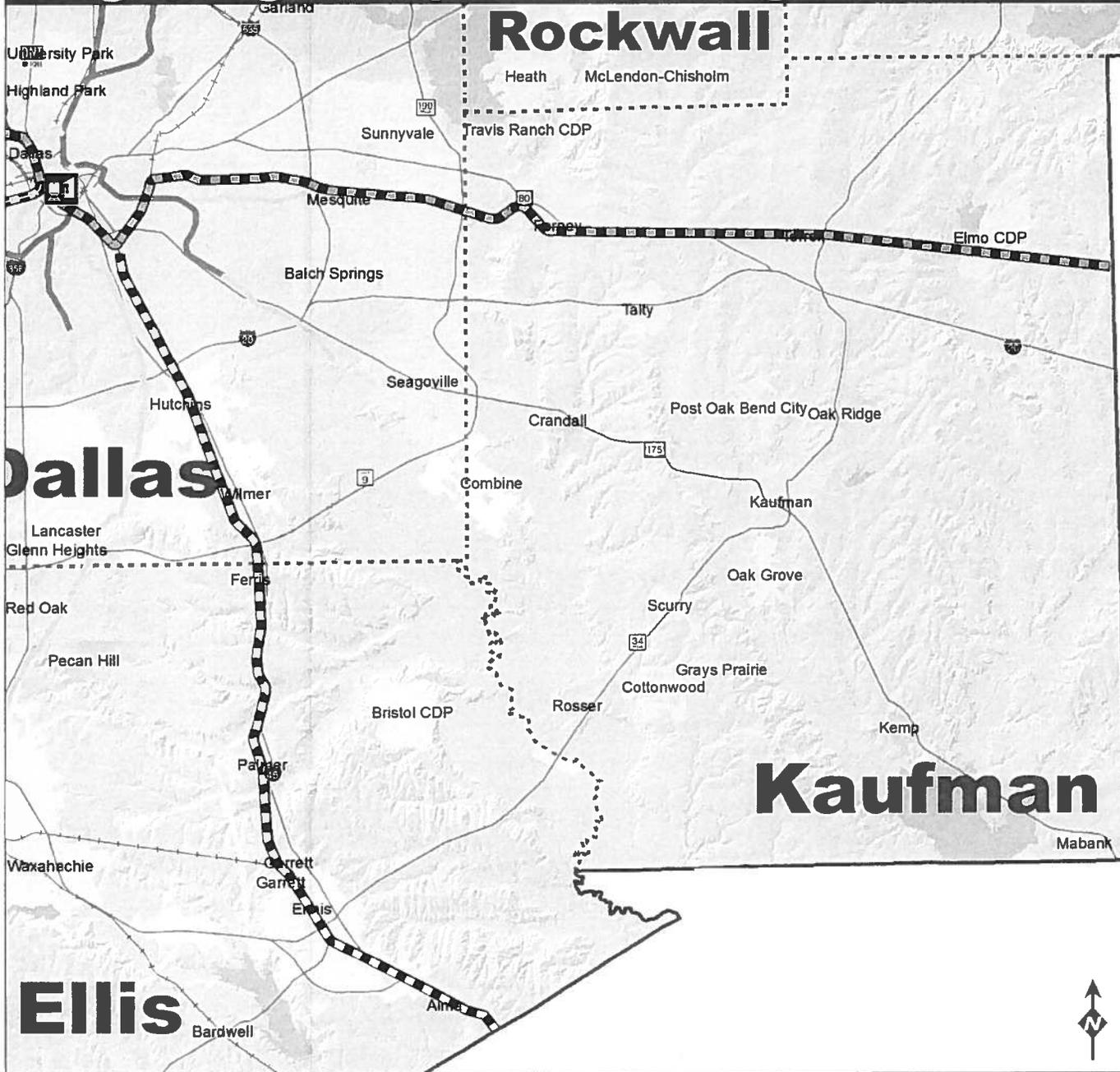
Truck Lanes

- Current
- Short-Term (2013-2015)
- Mid-Term (2015-2025)
- Long-Term (2025-2035)
- Major Roads

All freeway/tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.



High/Higher Speed Passenger Rail Recommendations



Legend

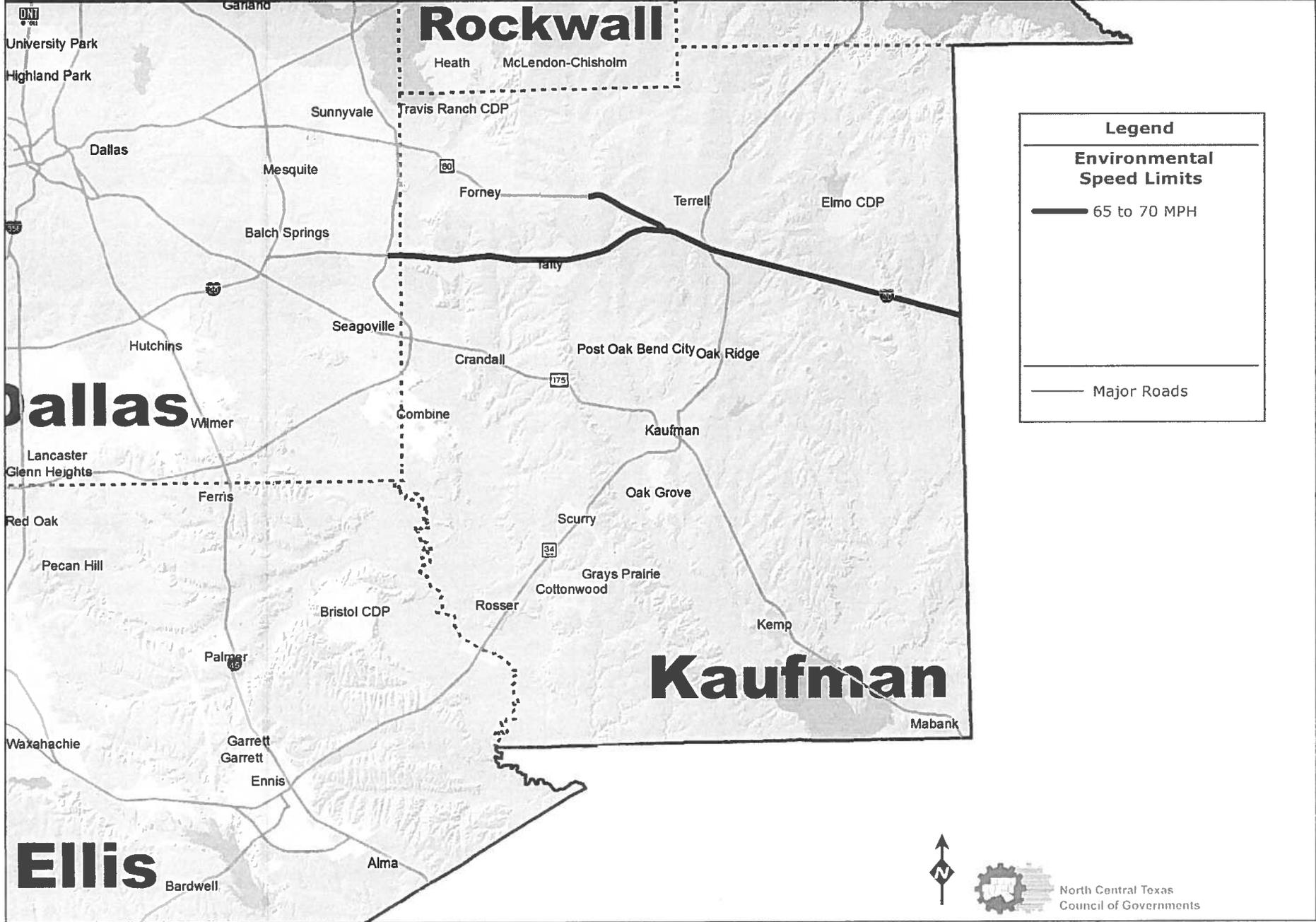
Series Types

- High Speed Rail Access
- Passenger Rail Recommendations
- High Speed Rail (Grade Separated, 110-150+ mph)
- High Speed Rail Recommendation
- Higher Speed Rail (At Grade, 79-110 mph)
- Current System
- Rail Lines
- Major Roads

Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.



Environmental Speed Limits



NEXT STEPS

Inventory project needs

Develop early action plan

**2015-2018 Transportation Improvement Program
Dallas-Fort Worth Metropolitan Area
Single Entry Report**

TIP Code	CSJ	City	Facility/Limits	Project Description	Est Let Date	Actual Let Date	Est Comp Date	Actual Comp Date	FY	Phase	Category	Obligations	Federal	Regional	State	Local	Local Contribution	Total
20038	0095-13-025	BALCH SPRINGS	IH 20 FROM IH 635 TO SEAGOVILLE ROAD	CONSTRUCT 2 NEW RAMPS FOR ACCESS MANAGEMENT	05/2012	05/2012	08/2013	09/2013	2012	E	12S:	\$177,876	\$177,876	\$0	\$44,469	\$0	\$0	\$222,345
	0095-13-025				05/2012	05/2012	08/2013	09/2013	2012	R	12:	\$780,000	\$780,000	\$0	\$195,000	\$0	\$0	\$975,000
	0095-13-025				05/2012	05/2012	08/2013	09/2013	2012	C	10_GNRIBBON:	\$39,150	\$39,150	\$0	\$4,350	\$0	\$0	\$43,500
	0095-13-025				05/2012	05/2012	08/2013	09/2013	2012	C	12S:	\$3,943,489	\$3,943,489	\$0	\$985,872	\$0	\$0	\$4,929,361
2015-2018 APPROVED TOTAL BY TIP CODE												\$4,940,515	\$4,940,515	\$0	\$1,229,691	\$0	\$0	\$6,170,206
COMMENTS: PE COMPLETE; REVISE PROJECT PER FEBRUARY 2014 MODIFICATION																		
53185	0095-14-020	TERRELL	IH 20 FROM FM 148 TO SP 557	NEW LOCATION 2 LANE FRONTAGE ROAD	05/2012	05/2012	03/2014		2012	E	3LC:	\$0	\$0	\$0	\$0	\$0	\$324,000	\$324,000
	0095-14-020				02/2014		04/2014		2014	R	3LC:	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
	0095-14-020				05/2014		11/2014		2014	C	3LC:	\$0	\$0	\$0	\$0	\$0	\$2,681,496	\$2,681,496
2015-2018 APPROVED TOTAL BY TIP CODE												\$0	\$0	\$0	\$0	\$0	\$3,030,496	\$3,030,496
COMMENTS: REVISE FUNDING; AGREEMENT WITH TXDOT EXECUTED; PASS THROUGH PROJECT; LOCAL CONTRIBUTION PAID BY TERRELL																		
54058	0173-04-026	VARIOUS	SH 34 FROM SH 243 (MULBERRY ST) IN KAUFMAN TO FM 2578/SH 34 INTERS. IN TERRELL	CONSTRUCT 4 LN RURAL THOROUGHFARE & STRUCTURE (NEW LOCATION)	01/2035		08/2036		2035	E	SBPE:	\$0	\$7,457,419	\$0	\$1,864,355	\$0	\$0	\$9,321,774
2015-2018 APPROVED TOTAL BY TIP CODE												\$0	\$7,457,419	\$0	\$1,864,355	\$0	\$0	\$9,321,774
COMMENTS:																		
83256	0495-01-060	TERRELL	SP 557 FROM LAS LOMAS PARKWAY (CR 305) TO FM 148	NEW LOCATION 2/3 LANE FRONTAGE ROAD (EASTBOUND ONLY)	11/2011	04/2012	03/2014		2013	E	3LC:	\$0	\$0	\$0	\$0	\$0	\$668,000	\$668,000
	0495-01-060				12/2013	01/2014	09/2014		2014	U	3LC:	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000
	0495-01-060				09/2014		03/2015		2015	C	3LC:	\$0	\$0	\$0	\$0	\$0	\$5,200,000	\$5,200,000
2015-2018 APPROVED TOTAL BY TIP CODE												\$0	\$0	\$0	\$0	\$0	\$6,268,000	\$6,268,000
COMMENTS: PASS THRU PROJECT; LOCAL CONTRIBUTION PAID BY TERRELL																		
83224	0495-01-066	TERRELL	SP 557 FROM FM 148 TO IH 20	NEW LOCATION TWO LANE FRONTAGE ROAD EASTBOUND ONLY	05/2015	05/2012	01/2016		2015	E	3LC:	\$0	\$0	\$0	\$0	\$0	\$391,474	\$391,474
	0495-01-066				05/2015		10/2015		2015	U	3LC:	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
	0495-01-066								2019	C	3LC:	\$0	\$0	\$0	\$0	\$0	\$2,868,545	\$2,868,545
2015-2018 APPROVED TOTAL BY TIP CODE												\$0	\$0	\$0	\$0	\$0	\$3,360,019	\$3,360,019
COMMENTS: LOCAL CONTRIBUTION PAID BY TERRELL																		
83257	0751-01-046	TERRELL	FM 148 FROM SOUTH OF US 80 TO SP 557	WIDEN EXISTING HIGHWAY FROM TWO LANE RURAL TO FOUR LANE DIVIDED	08/2013	08/2013	08/2014		2013	E	3LC:	\$0	\$0	\$0	\$0	\$0	\$647,248	\$647,248
	0751-01-046				04/2015		04/2016		2015	R	3LC:	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000
	0751-01-046				04/2016		12/2017		2016	C	3LC:	\$0	\$0	\$0	\$0	\$0	\$5,899,604	\$5,899,604
2015-2018 APPROVED TOTAL BY TIP CODE												\$0	\$0	\$0	\$0	\$0	\$6,796,852	\$6,796,852
COMMENTS: AGREEMENT W/TXDOT SECURED; LOCAL CONTRIBUTION PAID FOR BY TERRELL; PASS THRU PROJECT																		

**2015-2018 Transportation Improvement Program
Dallas-Fort Worth Metropolitan Area
Single Entry Report**

TIP Code	CSJ	City	Facility/Limits	Project Description	Est Let Date	Actual Let Date	Est Comp Date	Actual Comp Date	FY	Phase	Category	Obligations	Federal	Regional	State	Local	Local Contribution	Total
54041	2374-03-077	DALLAS	IH 20 FROM WEST OF HAYMARKET RD TO WEST OF US 175	CONSTRUCT 2 LANE EB AND WB FRONTAGE ROADS AND NEW RAMPS	01/2009	01/2009	12/2014		2015	E	3LC:	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
	2374-03-077				12/2014		12/2015		2015	R	S102:	\$0	\$0	\$0	\$218,763	\$0	\$0	\$218,763
	2374-03-077				12/2014		12/2015		2015	C	3LC:	\$0	\$0	\$0	\$0	\$0	\$420,000	\$420,000
	2374-03-077				12/2014		12/2015		2015	C	7:	\$0	\$3,410,000	\$0	\$852,500	\$0	\$0	\$4,262,500
2015-2018 APPROVED TOTAL BY TIP CODE												\$0	\$3,410,000	\$0	\$1,071,263	\$0	\$920,000	\$5,401,263
COMMENTS: LOCAL CONTRIBUTION PAID BY BALCH SPRINGS (FOR PE)																		
53087	2964-10-002	VARIOUS	SL 9 FROM IH 20 TO US 67 (WEST OF MIDLOTHIAN)	CORRIDOR FEASIBILITY STUDY FOR A SIX-LANE URBAN FREEWAY AND TWO SEMI-CONTINUOUS FRONTAGE ROADS	02/2027		02/2028		2035	E	SBPE:	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
	2964-10-002				02/2027		02/2028		2035	R	S102:	\$0	\$0	\$0	\$5,280,000	\$0	\$0	\$5,280,000
2015-2018 APPROVED TOTAL BY TIP CODE												\$0	\$0	\$0	\$7,280,000	\$0	\$0	\$7,280,000
COMMENTS: REVISE SCOPE AND CLARIFY LOOP 9 AS SL 9																		

Attachment 4
Breakout Activity
Responses and
Boards



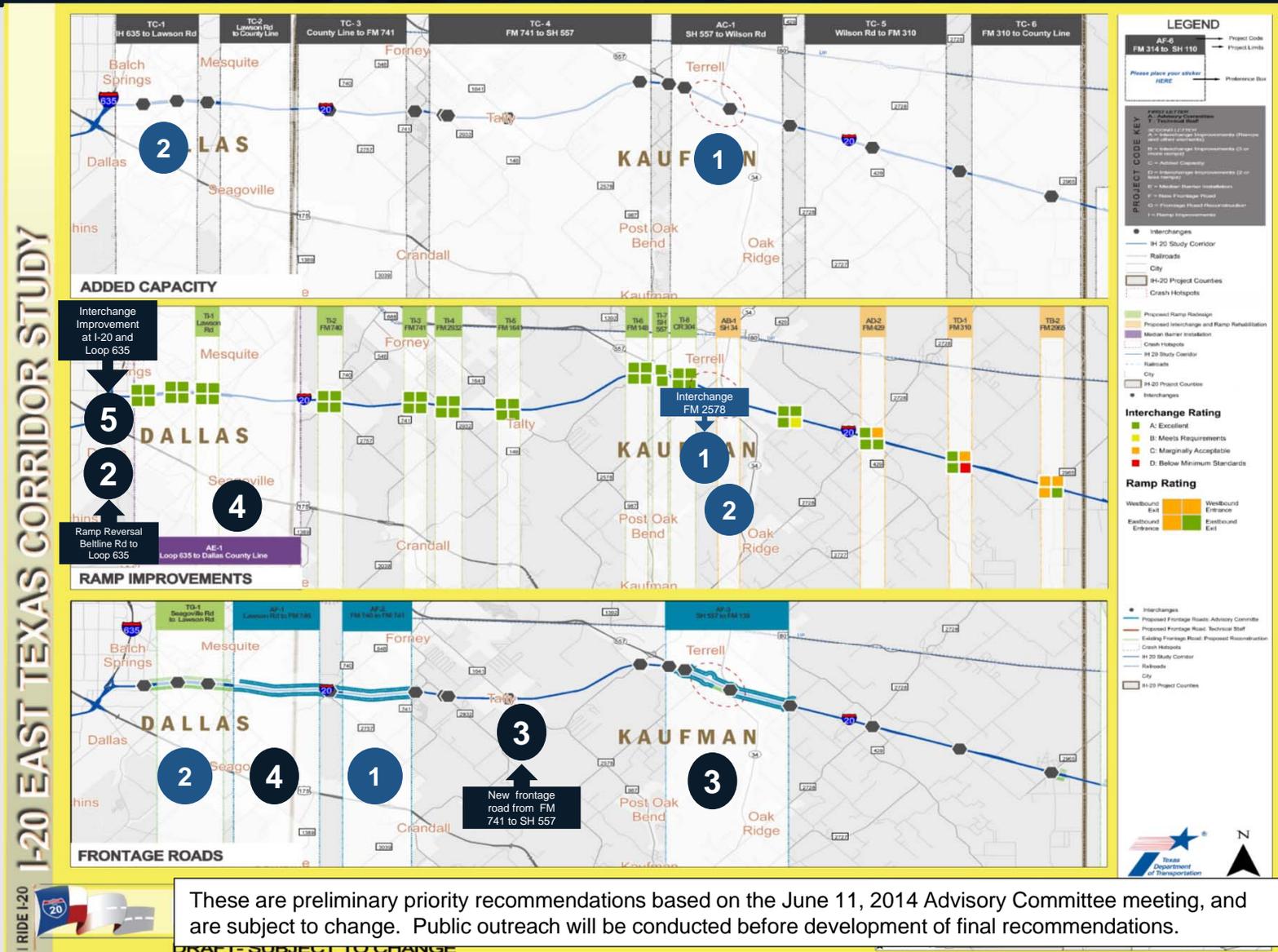
I-20 Advisory Committee Meeting - June 11, 2014

Round 1 - Level 1 Prioritization Summary

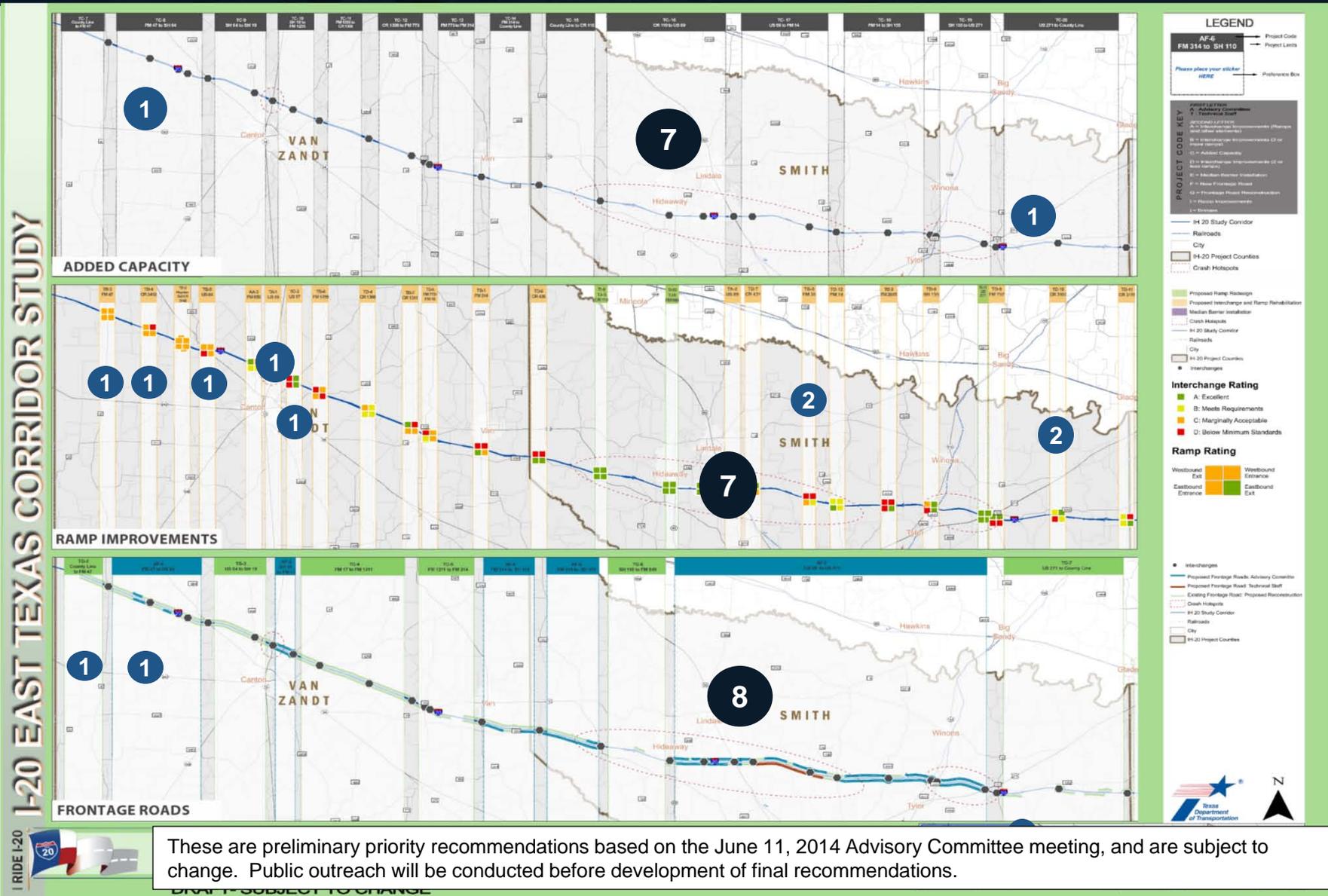
Member	Entity	County	Emerging Trends and Technologies	Ramps and Interchanges	Frontage Roads	Additional I-20 Capacity	Other	Details of Other Priority
1	Dallas County	Dallas	4	1	2	3	2	Barriers in medians
2	NCTCOG	Dallas	5	1	2	4	3	Cross over prevention barriers
3	DART	Dallas	1	4	3	2	5	
4	Dallas County	Dallas	4	1	2	3	5	Lighting and concrete barrier
5	Kaufman County	Kaufman	4	2	1	3	5	
6	Van Zandt County	Van Zandt	4	2	1	3	5	Truck lane.
7	NETRMA	Van Zandt	4	1	2	3	5	Passenger rail.
8	Smith County	Smith	4	2	3	1	5	
9	Tyler MPO	Smith	4	1	2	3	5	
10	Lindale	Smith	4	1	2	3	5	Comment regarding ramps and interchanges: I-20 at US 69
11	Tyler City	Smith	4	1	2	3	5	
12	Gregg County	Gregg	3	2	4	1	5	
13	Longview MPO	Gregg	4	2	3	1	5	
14	Harrison County	Harrison	4	3	1	2	5	
15	NETRMA	Harrison	1	2	3	4	5	Alternate routes posted for traffic tie-ups; through electric signs, or smart phones?
16								
17								
18								
19								
20								
21								
22								
23								
Average Priority			3.60	1.73	2.20	2.60	4.67	
Rank			4	1	2	3	5	

West	Average Priority	3.60	1.80	2.00	3.00	4.00
	Rank	4	1	2	3	5
Central	Average Priority	4.00	1.33	2.00	2.67	5.00
	Rank	4	1	2	3	5
East	Average Priority	3.00	2.25	2.75	2.00	5.00
	Rank	4	2	3	1	5

Prioritization Summary – Initial Round – Level 2 - West



Prioritization Summary – Initial Round – Level 2 - Central



Prioritization Summary – Initial Round – Level 2 - East



These are preliminary priority recommendations based on the June 11, 2014 Advisory Committee meeting, and are subject to change. Public outreach will be conducted before development of final recommendations.