1. Call to Order.

2. Safety Briefing.

3. Approval of Minutes from May 27, 2014 meeting.
   (Action)

4. Division Director's report to the committee regarding public transportation matters.

5. Legislative Appropriations Request (LAR) discussion.
   (Action)

6. Presentation and discussion of Texas Regional Coordination Public Transportation Planning.
   (Action)

7. Presentation and discussion of TxDOT’s Texas Transportation Plan 2040 (TTP).
   (Action)

8. Public comment - Public comment will only be accepted in person. The public is invited to attend the meeting in person or listen by phone at a listen-in toll-free number: 1-866-637-1408 (US) with conference code: 897 305 0787. An audio recording of the meeting will be placed on the Internet following the meeting.

9. Confirm date of next meeting.
   (Action)

10. Adjourn.
    (Action)

I certify that I have reviewed this document and that it conforms to all applicable Texas Register filing requirements.

CERTIFYING OFFICIAL: Leonard Reese, Associate General Counsel, (512) 463-8630.
AGENDA ITEM 3
MINUTES FOR ADOPTION
Public Transportation Advisory Committee – Teleconference Meeting
3712 Jackson Avenue, Room 323
May 27, 2014

Committee Members Participating:
Michelle Bloomer, Chair
J.R. Salazar, Vice Chair
Glenn Gadbois
Rob Stephens (via conference call)

TxDOT Participating:
Eric Gleason, Director, Public Transportation Division (PTN)
Bobby Killebrew, Deputy Division Director, PTN
Donna Roberts, Section Manager, PTN
Steve Wright, Coordination Planner, PTN
Kelly Kirkland, Planning Section Manager, PTN
Michelle Conkle, Planner, Transportation Planning and Programming Division (TPP) (via conference call)

AGENDA ITEM 1: Call to Order.
Michelle Bloomer called the meeting to order at approximately 1:05 P.M.

Safety Briefing
Bobby Killebrew provided a safety briefing at 1:06 P.M

AGENDA ITEM 2: Approval of Minutes from February 25, 2014 Meeting.

MOTION Glenn Gadbois moved to approve the November 26, 2013 meeting minutes.

SECOND J.R. Salazar seconded the motion.

The motion passed unanimously at 1:08 P.M.

AGENDA ITEM 3: Division Director’s Report to the committee regarding public transportation matters.
Eric Gleason spoke about TxDOT’s new Executive Director and about Commission Items at 1:14 P.M.

Questions and comments from Glenn Gadbois, J.R. Salazar and Michelle Bloomer.

AGENDA ITEM 4: Presentation and discussion of Texas Regional Coordination Public Transportation Planning.
Steve Wright spoke briefly and addressed questions about regional planning coordination 1:14 P.M.

Questions and comments from Michelle Bloomer and Glenn Gadbois led to a lengthy discussion among Glenn Gadbois, Michelle Bloomer, Steve Wright, Eric Gleason, Donna Roberts, and Rob Stephens. Committee members asked for a presentation defining and clarifying the results of the metrics as well as TxDOT’s suggestion as to how to present this information to the public. No action taken.
AGENDA ITEM 5: Presentation and discussion of TxDOT’s Texas Transportation Plan 2040 (TTP).

Michelle Conkle gave a presentation on the update to the Texas long-range transportation plan via conference call at 2:25 P.M.

Comments from Michelle Bloomer and Glenn Gadbois. Mr. Gadbois requested that the plan be modified to emphasize the relationship between facilities and land use.

No action taken.

AGENDA ITEM 6: Presentation and discussion of Transportation Development Credit Awards for Transit Projects.

Bobby Killebrew gave a presentation on the distribution of Transportation Development Credits to transit providers.

Discussion by Glenn Gadbois, Michelle Bloomer, Eric Gleason and Bobby Killebrew.

Mr. Gadbois requested “making a simpler chart” if providers are not capturing TDCs.

No action taken.

AGENDA ITEM 7: Review and discussion of PTAC Work Plan consistent with committed duties as described in 43 Texas Administrative Code §1.84(b)(3) and update on current activities related to work plan elements.

No presentation, just a discussion among Michelle Bloomer, Glenn Gadbois, J.R. Salazar and Eric Gleason, beginning at 3:07 P.M.

No action taken.

AGENDA ITEM 8: Public Comment

There was no public comment made at this meeting.

AGENDA ITEM 8: Confirm Date of Next Meeting

Committee members discussed the next date and meeting location. No decision was made, pending input from the rest of the committee and TxDOT.

AGENDA ITEM 10: Adjourn

MOTION Michelle Bloomer moved to adjourn the meeting.

SECOND J.R. Salazar

Meeting adjourned at 3:30 P.M.
The Honorable Ted Houghton  
Chair  
Texas Transportation Commission  
125 East 11th Street  
Austin, Texas 78701

Dear Chair Houghton:

On behalf of the Public Transportation Advisory Committee (PTAC), the nine-member committee tasked with advising the Texas Transportation Commission on public transportation issues, I would like to extend our continued appreciation and support of the Commission’s efforts to address the economic and mobility needs of all Texans. While we understand the difficult nature of balancing funding needs with available resources, we respectfully request the Commission’s Legislative Appropriations Request (LAR) for the 2014/2015 biennium for public transportation be held constant at a minimum, while encouraging the Commission to increase public transportation funding in an amount that reflects the important and critical role public transportation plays in helping the State’s meet its economic and mobility goals.

Public transportation provides a strong return on the State’s investment. According to a recent Texas Transportation Institute analysis, “the economic impact of public transportation in Texas is significant. Public transportation contributes $3.8 billion to the State’s economy and creates 27,000 jobs with an average annual salary $39,217. Every dollar spent on public transportation generates $2.11 of economic activity.” In addition to its direct impact, public transportation also has an indirect economic impact as a supporting sector that increases the efficiency of most other sectors in the economy. While the report does not quantify these indirect benefits, it notes that “parts of every sector’s production can be attributed to public transportation. Without it, access to work, to hospitals, and to schools and universities would be difficult and costly.”

Despite the State’s significant return on investment from the direct and indirect impacts of public transportation, State funding levels for public transportation in rural and small urban areas of Texas have not changed notably since 2000. At the same time, costs have continued to rise due to inflation, and demand has continued to grow as the State’s population increases, becomes more urbanized, and ages.

If the gap between public transportation needs and available resources continues to go unaddressed, it will be difficult for the State to respond to the Department’s goals to address congestion, connect Texas communities, and become a best-in-class State agency. Below is a summary of additional funding needed to address these unmet needs:

**Inflation has reduced the buying power of state funding by 57% since 2000.** As mentioned above, State funding levels for public transportation have not changed notably since 2000, while inflation has risen approximately 4% per year over the last decade. Restoring public transportation buying power to 2000 levels would require an additional $24.9 million in State public transportation funding.

---

**THE TEXAS PLAN**

- Reduce congestion
- Enhance safety
- Expand economic opportunity
- Improve air quality
- Increase the value of our transportation assets

An Equal Opportunity Employer
Population growth has reduced per capita expenditures by 11%. Based on the 2010 Census, over 1.3 million new residents have made Texas their home since 2000. This growth is occurring in all areas of the State, including rural and state-funded urban areas. **Restoring per capita expenditure amounts to their 2000 level would require an additional $7.2 million in State public transportation funding.**

**Demand for additional service exceeds available funding by 25%**. While the above funding increases would go a long way in closing the public transportation funding gap, they do not completely close the gap between current service levels and the level of service needed to meet the growing demand. **Work done as part of the Department’s 2010 Report suggests an overall increase of 25% is needed to better meet basic mobility needs, even after adjustment for inflation and growth.**

As you can see, there is a substantial need for additional funding for public transportation that better reflects the important and critical role public transportation plays in meeting the State’s economic and mobility goals. An additional $32.1 million is needed solely to restore public transportation’s buying power, while another $22.4 million biennially (25%) would be needed to expand service to meet the current and growing demand.

While we recognize that statewide revenue is down, and there are many competing needs, we respectfully ask the Commission to consider the State’s public transportation needs on par with other crucial department activities and include these needs in the department’s baseline LAR and fund them from Fund 6.

The Commission’s valuable service to the State of Texas and leadership on transportation issues is greatly appreciated. Please let us know if there is anything the Public Transportation Advisory Committee can do to support your efforts to improve access and mobility for all Texans. Should you have any questions or need additional information, do not hesitate to contact Eric Gleason, Public Transportation Division Director, at (512) 374-5233.

Sincerely,

Michelle Bloomer, Chair
Public Transportation Advisory Committee

cc: Texas Transportation Commission
    Public Transportation Advisory Committee
    Eric Gleason, Public Transportation Division
1. Number of active, formal partnerships

2. Number of individuals engaged by transportation planning and transportation education activities
   a. Number by transportation planning activity
   b. Number by transportation education activity

3. Number of transportation needs identified in the regional services transportation plan, including but not limited to needs of priority population groups

4. Number of projects identified in regional transportation plans that move to an implementation phase

5. Number of transportation needs identified in the regional transportation plans that are being addressed
   a. Partially complete
   b. Fully complete
AGENDA ITEM 7
<table>
<thead>
<tr>
<th></th>
<th>Stakeholder Workshop - Agenda</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TTP 2040 Overview</td>
</tr>
<tr>
<td>2</td>
<td>TTP Schedule</td>
</tr>
<tr>
<td>3</td>
<td>Multimodal Needs Assessment</td>
</tr>
<tr>
<td>4</td>
<td>Investment Approaches</td>
</tr>
<tr>
<td>5</td>
<td>Discussion</td>
</tr>
<tr>
<td>6</td>
<td>TTP 2040 Next Steps</td>
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The Texas Transportation System

- Everything is bigger in Texas:
  - Approximately 200,000 paved lane-miles – most of any state
  - More bridges – approximately 50,000 – more than any other state
  - Approximately 300 commercial and general aviation airports (two among top 10 busiest in U.S.)
  - Largest freight rail network in the U.S. (transports 8% of all rail freight)
  - Approximately 500 million tons of commodities served annually by deep and shallow draft ports along Texas’ 423 miles of Gulf Intracoastal Waterway

- In the future, we will experience significant population and economic growth – and with it more demands on our system.

Our Challenge - Ensure that our future transportation system supports continued growth
## TTP DRAFT Goal Areas – Summary

<table>
<thead>
<tr>
<th>2015-2019 Strategic Plan Goals</th>
<th>Maintain a Safe System</th>
<th>Address Congestion</th>
<th>Connect Texas Communities</th>
<th>Become a Best-in-Class State Agency</th>
</tr>
</thead>
</table>

### DRAFT TTP Goal Areas

<table>
<thead>
<tr>
<th>Safety</th>
<th>Asset Management (All modes)</th>
<th>Mobility and Reliability (People &amp; Freight)</th>
<th>Multimodal Connectivity (People &amp; Freight)</th>
<th>Stewardship</th>
<th>Customer Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Infrastructure Condition (State of good repair)</td>
<td>Congestion Reduction</td>
<td>Congestion Reduction</td>
<td>Environmental Sustainability</td>
<td>Reduced Project Delivery Delays</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Freight Mobility</td>
<td>Access to Service (All modes)</td>
<td></td>
<td>Infrastructure Condition (State of good repair)</td>
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<tr>
<td></td>
<td></td>
<td>System Reliability</td>
<td>Economic Vitality</td>
<td></td>
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</tbody>
</table>

### MAP-21 Goal Areas

- Safety
- Asset Management (All modes)
- Mobility and Reliability (People & Freight)
- Multimodal Connectivity (People & Freight)
- Stewardship
- Customer Service

**2015-2019 Strategic Plan Goals**
- Maintain a Safe System
- Address Congestion
- Connect Texas Communities
- Become a Best-in-Class State Agency

**MAP-21 Goal Areas**
- Safety
- Asset Management (All modes)
- Mobility and Reliability (People & Freight)
- Multimodal Connectivity (People & Freight)
- Stewardship
- Customer Service
## TTP Development Schedule

### Texas Transportation Plan 2040 Planning Schedule

<table>
<thead>
<tr>
<th>Plan Development</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Oct</td>
<td>Nov</td>
</tr>
<tr>
<td>Review existing TxDOT plans and collect modal data</td>
<td></td>
<td></td>
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<tr>
<td>Develop Plan goals and objectives</td>
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<tr>
<td>Analyze current and forecasted multimodal conditions, demand, and needs</td>
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</tr>
<tr>
<td>Develop performance measures and targets (in coordination with ongoing TxDOT initiatives)</td>
<td></td>
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</tr>
<tr>
<td>Develop and evaluate multimodal investment strategies and tradeoffs based on performance measures and current and expected future revenues in coordination with the Technical Advisory Committee, stakeholders (transportation policy-makers and providers), and the public</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review TxDOT project selection and project development processes</td>
<td></td>
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</tr>
</tbody>
</table>

### Stakeholder and Public Outreach

- Ongoing coordination with TxDOT Technical Advisory Committee (TAC)

- Open houses
- Transportation survey

- Ongoing distribution of information to the public via the TxDOT website, social media, E-mail, and other methods

- Draft Plan
- Final Plan

- Public Hearing
Outreach Round 2 – Schedule

Week 1: 6/9-12
- Bryan TxDOT District Office
- SE Texas Regional Planning Commission (Beaumont)
- Houston TxDOT District Office
- Lufkin TxDOT District Office

Week 2: 6/16-18
- San Angelo Visitors Center
- Odessa TxDOT District Office
- El Paso Multi-Purpose Center

Week 3: 6/24-26
- Atlanta TxDOT District Office
- Paris Junior College
- Tyler TxDOT District Office

Week 4: 7/7-10
- DalTrans Transportation Management Center
- Wichita Falls Transit Center
- Fort Worth TxDOT District Office
- Brownwood TxDOT District Office

Week 5: 7/14-17
- Laredo TxDOT District Office
- Pharr TxDOT District Office
- Corpus Christi TxDOT District Office
- City of Victoria

Week 6: 7/22
- Waco Transit Center

Week 7: 7/28-30
- T&P Depot (Abilene)
- Childress City Auditorium
- Amarillo TxDOT District Office
- Lubbock TxDOT District Office

Week 8: 8/4-5
- San Antonio TxDOT District Office
- Austin TxDOT District Office

Week 1: 6/9-12
- Bryan TxDOT District Office
- SE Texas Regional Planning Commission (Beaumont)
- Houston TxDOT District Office
- Lufkin TxDOT District Office
Performance-Based Needs Assessment

- Unconstrained multimodal needs serve as the basis for investment approaches and MetroQuest Tool

- Unconstrained needs by mode were developed to meet condition and performance goals:
  - Presented in 2014 constant dollars for the 25-year horizon
  - Consistent with MAP-21
  - Developed using performance curves - can be reduced when performance goals are reduced (e.g. capacity needs)

- Unconstrained needs are twice that of reasonably expected funds
Pavement:
- $107.7 B ($4.0 B average annual)
- *Includes:* Preservation and maintenance, rehabilitation, and reconstruction costs required to maintain pavements on state system in “good or better” condition (27 years, 2014-2040)

Bridge/ Culvert:
- $41.5 B ($1.5 B average annual)
- *Includes:* Costs to maintain all bridges on system to an NBI rating of 5 or better for all bridge components and to eliminate functional obsolescence (27 years, 2014-2040)

Capacity:
- $297.6 B ($9.2 B average annual, or more)
- Costs to achieve goal of Level-of-Service C (30 years using SAMv3 data, 2010-2040)
Bus and Urban Rail:
- $105.1 B ($3.9 B average annual)
- Includes: Capital and Operating costs for existing transit assets and services to maintain “good or better” level of service, as well as expansion needs by region (major urban, collar, small urban, rural) (27 years, 2014-2040)

Intercity Passenger Rail:
- $22.4 B ($0.8 B average annual)
- Includes: Capital costs for two new High Speed Rail corridors (OK to South Texas/DFW to Houston) ($22 B), as well as costs to expand existing Amtrak services ($400 M) (27 years 2014-2040)
Aviation:
- $21.2 B ($0.8 B average annual)
- **Includes**: Extrapolated needs from TxDOT’s RAMP and TADS systems and other costs identified by Commercial Services and General Aviation airports and reported to TxDOT; does not include expansion projects from large commercial airports or preservation/asset management needs for facilities and runways

Freight:
- Needs in development
- > $250 M (average annual, based on 2035 Commission Report)
Bicycle and Pedestrian:
- $2.3 B ($0.1 B average annual)
- **Includes**: MPO-identified projects ($1.9 B) with additional unconstrained needs ($0.4 B) for rural areas (27 years, 2014-2040)

ITS:
- $13.7 B ($0.5 B average annual)
- **Includes**: Costs to operate/ maintain/ replace existing ITS assets; costs to implement / operate/ maintain future planned assets as identified by TxDOT; does not include any operations strategies identified in the State Freight Plan; technologies required for future changes to revenue collection (26 years 2015-2040)
Total Needs

Highway/ Bridge/ ITS (TxDOT): > $15 billion annually
Freight/ aviation/ transit (non-TxDOT): > $5 billion annually
Total statewide multimodal needs: > $20 billion annually

- Statewide multimodal needs for TxDOT and its transportation partners cannot be achieved under our current revenue forecast
- The TTP explores alternatives using scenario planning and performance-based budgeting
This scenario is focused on investing in the existing State transportation system to achieve state-of-good-repair for highway, bridge, and transit assets. Deficient assets with respect to condition and/or performance (e.g., functional obsolescence) will be prioritized and addressed.
Approach 1 - System Preservation
Ensuring that highway and transit systems are maintained in good condition so they remain safe and able to serve their intended purpose.

Cost of approach through 2040:
$230 billion

System performance of your top priorities:

- Bridge Condition
- Traffic Congestion
- Transit Condition
- Pavement Condition
- Job Creation
- Transit and Rail Options

Please rate this approach:
1 star = least appealing, 5 stars = most appealing

Optional comment
<table>
<thead>
<tr>
<th>Investment Area</th>
<th>Approach 1 - Performance Goals</th>
<th>Cost to Achieve</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement</td>
<td>Achieve and maintain SGR for existing State-owned highways with proactive maintenance and capital reinvestment</td>
<td>$108 B</td>
</tr>
<tr>
<td>Bridge/ Culvert</td>
<td>Achieve and maintain state-of-good-repair for existing State-owned bridges and culverts with proactive maintenance and capital reinvestment</td>
<td>$42 B</td>
</tr>
<tr>
<td>ITS</td>
<td>Maintain SGR for existing assets</td>
<td>$2 B</td>
</tr>
<tr>
<td>Capacity</td>
<td>Allow congestion to worsen</td>
<td>$0</td>
</tr>
<tr>
<td>Transit</td>
<td>Achieve and maintain SGR for existing assets and existing service levels</td>
<td>$73 B</td>
</tr>
<tr>
<td>Safety/ Other</td>
<td>Address any additional safety needs</td>
<td>$5 B</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>Total Estimated Cost of Approach 1 (2014 $)</strong></td>
<td><strong>$230 B</strong></td>
</tr>
</tbody>
</table>
This scenario is focused on addressing congestion in urban and suburban areas through strategic capacity enhancements, operational improvements, and investments in multimodal facilities. Focus will be placed on increasing travel time reliability and on enhancing transit in the fastest-growing areas.
Approach 2 - Metropolitan Mobility

Addressing congestion and providing modal alternatives in highly populated areas of the state to reduce the time that drivers spend stuck in traffic.

Cost of approach through 2040:
$475 Billion

System performance of your top priorities:

- Bridge Condition
- Traffic Congestion
- Transit Condition
- Pavement Condition
- Job Creation
- Transit and Rail Options

Please rate this approach:
1 star = least appealing, 5 stars = most appealing

Optional comment

worse better
<table>
<thead>
<tr>
<th>Investment Area</th>
<th>Approach 2 - Performance Goals</th>
<th>Cost to Achieve</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement</td>
<td>Achieve and maintain SGR for the Interstate system with proactive maintenance and capital reinvestment</td>
<td>$83 B</td>
</tr>
<tr>
<td>Bridge/ Culvert</td>
<td>Achieve and maintain state-of-fair-repair for existing State-owned bridges and culverts with proactive maintenance and capital reinvestment; achieve SGR on Interstate system</td>
<td>$39 B</td>
</tr>
<tr>
<td>ITS</td>
<td>Maintain SGR for existing assets and deploy new ITS in metropolitan areas</td>
<td>$14 B</td>
</tr>
<tr>
<td>Capacity</td>
<td>Ensure LOS D or better in metropolitan areas</td>
<td>$235 B</td>
</tr>
<tr>
<td>Transit</td>
<td>Achieve and maintain SGR for existing and new assets in metro areas; expand beyond existing service levels</td>
<td>$96 B</td>
</tr>
<tr>
<td>Safety/ Other</td>
<td>Address any additional safety needs as well as bike and pedestrian needs statewide</td>
<td>$8</td>
</tr>
<tr>
<td><strong>Total Estimated Cost of Approach 2 (2014 $)</strong></td>
<td></td>
<td><strong>$475 B</strong></td>
</tr>
</tbody>
</table>
This scenario is focused on rural investment to facilitate the movement of goods and services and support Texas industry. Focus will be placed on improving interregional connectivity, specifically along primary freight corridors identified in the TFMP and between economic activity centers, and on providing rural residents with access to goods and services.
Approach 3 - Connectivity and Freight Mobility
Supporting the efficient movement of goods and services to create jobs and sustain a vibrant and growing economy.

Cost of approach through 2040:
$460 Billion

System performance of your top priorities:
- Bridge Condition
- Traffic Congestion
- Transit Condition
- Pavement Condition
- Job Creation
- Transit and Rail Options

Please rate this approach:
1 star = least appealing, 5 stars = most appealing

Optional comment

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<table>
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<tr>
<th>Investment Area</th>
<th>Approach 3 - Performance Goals</th>
<th>Cost to Achieve</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement</td>
<td>Achieve and maintain SGR for the Primary Freight Network with proactive maintenance and capital reinvestment</td>
<td>$93 B</td>
</tr>
<tr>
<td>Bridge/ Culvert</td>
<td>Achieve and maintain state-of-fair-repair for existing State-owned bridges and culverts with proactive maintenance and capital reinvestment; achieve SGR on Primary Freight Network</td>
<td>$36 B</td>
</tr>
<tr>
<td>ITS</td>
<td>Maintain SGR for existing assets</td>
<td>$2 B</td>
</tr>
<tr>
<td>Capacity</td>
<td>Eliminate freight bottlenecks (LOS C or better on Primary Freight Network)</td>
<td>$246 B</td>
</tr>
<tr>
<td>Transit</td>
<td>Achieve and maintain SGR for existing and new assets in rural areas; expand beyond existing service levels and add intercity passenger rail</td>
<td>$74 B</td>
</tr>
<tr>
<td>Safety/ Other</td>
<td>Address any additional safety needs as well as bike and pedestrian needs statewide and Primary Freight Network rumble strips</td>
<td>$9 B</td>
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<tr>
<td><strong>Total Estimated Cost of Approach 3 (2014 $)</strong></td>
<td><strong>$460 B</strong></td>
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TTP 2040 Next Steps

- Stakeholder and Public Meetings-June 9 through August 5
- Summarize Stakeholder and Public Meeting Outcomes-August 5 through August 29
- Draft 2040 TTP and Public Hearing – September
- Final Plan – October
- Adoption – November
THANK YOU!

Michelle Conkle, TTP Project Manager  
Michelle.Conkle@txdot.gov  
512-486-5132

Casey Dusza, Deputy PM  
Casey.Dusza@txdot.gov  
512-486-5149

Laura Perez, Transportation Planner  
Laura.Perez@txdot.gov  
512-486-5035