

Date:

October 12, 2018

Case:

TxDoT BAC Quarterly Meeting

1 TEXAS DEPARTMENT OF TRANSPORTATION

2

3 PUBLIC MEETING

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5 TXDOT BICYCLE ADVISORY COMMITTEE (BAC)

6

OCTOBER 12, 2018

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9:31 a.m.

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9 TXDOT Riverside Campus

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200 East Riverside Drive

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Building 200, Classroom D

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Austin, Texas

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A P P E A R A N C E S
BICYCLE ADVISORY COMMITTEE
BILLY HIBBS, CHAIRMAN
ROBERT GONZALES, VICE CHAIRMAN
DAWNELLA RUST
MARGARET O'BRIEN-NELSON
DAVID HAM
CRISTIAN SANDOVAL
JEFF POLLACK
KARLA WEAVER
SHAWN D. TWING, (VIA PHONE)
FRANK ROTNOFSKY

ALSO PRESENT: Bonnie Sherman
Teri Kaplan
Donna Roberts
Eric Gleason
Genevieve Bales
Clarence Rumancik
Brett Huntsman
Lydia Bryan Valdez

1 P R O C E E D I N G S

2 MR. HIBBS: Okay. So I want to welcome
3 everyone. We're glad to see everybody here. We
4 probably got a few more that are going to drift in,
5 but we do have a quorum. I'd like to remind everyone
6 again for the benefit of our court reporter, be sure
7 and state your name any time you are speaking. Please
8 announce yourselves.

9 So we will call this meeting to order and
10 get started. Teri is going to give us our safety
11 briefing today. Teri, please proceed.

12 MS. KAPLAN: Good morning BAC members and
13 visitors. My name is Teri Kaplan and I am the
14 Statewide Bicycle/Pedestrian Coordinator. First I
15 want to talk about medical emergencies. If your have
16 a medical emergency, we have a phone here if you can't
17 reach your cell phone or if it's out of order. Our
18 address here is 200 East Riverside Drive.

19 We have a defibrillator and automated
20 external defibrillator located at the front desk where
21 you checked in behind on the wall there, it's hanging.

22 There are first aid kits marked on each
23 floor. There is one just down the hall here and a
24 fire extinguisher. If you step out this hall, walk
25 down the hall, there is a fire extinguisher hanging on

1 the wall.

2 So in case of fire, if we need to evacuate,
3 we will evacuate through these doors around the corner
4 to the right, out the back doors and up to the front
5 corner. And then we're heading to the Taco Shack.

6 In case of a tornado or inclement weather,
7 we're going to make our way to the auditorium, which
8 is the main conference room that is immediately in
9 front of the entrance doors that you walked through at
10 the front of the building.

11 There are bathrooms located and water
12 fountains down every hall. If you walk out this door,
13 immediately turn left, there is a men's room and a
14 ladies' room and a water fountain on that hall and on
15 the following hall, parallel.

16 In case of an active shooter or bomb
17 threat, we will follow instructions from the public
18 address system. Any questions?

19 MR. HIBBS: For Frank's benefit, Austin has
20 a no cell phone policy while you are in your car.

21 MR. ROTNOFSKY: I'm aware of that.

22 MR. HIBBS: Okay.

23 MS. KAPLAN: Thank you.

24 MR. HIBBS: Thank you very much, Teri, we
25 appreciate that.

1 MS. SHERMAN: I do want to mention that
2 Shawn Twing has joined us on the phone.

3 MR. TWING: Good morning, how is everyone?

4 MR. HIBBS: Everyone is fine. So at this
5 point on the agenda, I'd like to produce Frank. He is
6 our newest board member. His last name is Rotnofsky,
7 is that correct?

8 MR. ROTNOFSKY: Perfect.

9 MR. HIBBS: Good. So he is an architect
10 and co-founder of Frank's Architects. You have a
11 specialty, Frank.

12 MR. ROTNOFSKY: We urban design projects,
13 public works.

14 MR. HIBBS: Awesome. Founding member of
15 Bike Laredo, an advocacy group focusing on diversity
16 and mobility and transportation options in Laredo, an
17 avid road and mountain bike cyclist, an advocate for
18 safe bicycle training. That's awesome.

19 We're glad to have Frank here with us and
20 look forward to your participation.

21 Shawn, thank you for joining us because
22 I've also got a note here that your term has been
23 renewed. For those of you that haven't met Shawn,
24 he's an attorney with Mullin Hoard & Brown, LLP. He
25 is a road and mountain bicyclist and triathlete, and

1 he wants to move his community to a more bike,
2 outdoor, friendly place to live. And out in Amarillo,
3 that's a good project. So welcome, Shawn, we're glad
4 to have you back with us.

5 MR. TWING: Thank you. I'm glad to be
6 back.

7 MR. HIBBS: So at this point it's time for
8 my report. I usually like to start with some news.

9 There were a couple of news items that I
10 thought were interesting. I'm sorry that Carlo is not
11 with us, but the Dallas paper had an excellent
12 editorial Friday, August 31st, it's called "Stop
13 Bucking the Bike Lanes," and it was a really well done
14 article about how City Council needs to, except in
15 Dallas, that we got a real serious public safety issue
16 in Dallas/Fort Worth. I think six or seven people
17 been killed in the last two or three years with
18 cycling accidents. And it was I think a wake-up call
19 for a lot of people in Dallas, that they see an
20 occasional bike lane and they think everything's fine.
21 So I was happy about that.

22 Tyler, Texas actually even made the news.
23 "Tyler's Bike Stripes Project Makes Headway." So even
24 though we have yet to have any paint on the ground,
25 the city continues to put the money in the kitty so

1 that they can do it and they keep telling us in a very
2 public way that they plan to. So that's good.

3 All right. Next part that I wanted to
4 report to you today has to do with our upcoming
5 election. And this is very, very important. Yes?

6 MR. GLEASON: Before you go down that
7 route, let's go back to approve the minutes.

8 MR. HIBBS: Sorry. Okay. Thank you very
9 much, Eric. Overlooked that. We need to approve the
10 minutes from the last meeting. Hopefully everyone has
11 had a chance to look at those. And if there are no
12 corrections, I'll entertain a motion to adopt the
13 minutes.

14 MR. HAM: David Ham, I move to approve the
15 minutes.

16 MR. HIBBS: Thank you, David. Motion made
17 by David. Do we have a second.

18 MR. POLLACK: Second.

19 MR. HIBBS: Second by Jeffrey. So all in
20 favor, say "Aye."

21 (Chorus of ayes.)

22 MR. HIBBS: Opposed. Motion carries.
23 Minutes are done. All right. Thank you, Eric.

24 So we have an election coming up. And just
25 as a kind of a point of clarification, we are on

1 staggered three year terms. And most of us, if we
2 want, after a first three year term we can re-up for
3 another three year term, and some have served on this
4 committee for a very long time.

5 But generally I think two three-year terms
6 is what Eric has told me is most efficient. The end
7 of my second three year term is in June and that will
8 be my last meeting. So what we're going to do is have
9 an election in January where we're going to elect some
10 new leadership for the Bicycle Advisory Committee, and
11 I think this is a really, really, really important
12 election for this committee.

13 There is a lot of things going on behind
14 the scenes and projects that are kind of incomplete
15 right now, that need further promotion, not only
16 within TxDOT, but within the communities, and I think
17 that we need someone that's got a vision for not only
18 continuing the progress that we're making, but
19 bringing to the table kind of a new vision for where
20 they want to see things go.

21 And so I thought a lot about who is the
22 kind of person that would appeal the most to me, maybe
23 if I was a new member like Frank and my first meeting
24 and I'm going, okay, what would I look for.

25 Well, I can tell you this, from my

1 standpoint, the number one thing is attendance. So
2 the attendance piece of it is incredibly important,
3 because you need to know what's going on, not only in
4 all aspects of this committee, but you need to know
5 what's going on in the subcommittees.

6 And as you saw from last year, there were a
7 number of committees that were set up to tackle
8 various projects that we just can't get it all done in
9 four meetings a year for a couple hours.

10 So a commitment to attend the meetings and
11 literally to the point where you kind of make this
12 first, and everything else in your life has to kind of
13 fill in the gaps, because it's important if you want
14 to be the chair you need to be there. That's me, but
15 I think that's important.

16 The next thing is you got to be able to
17 articulate what's going on, because you are going to
18 have to speak some. There has been several times now
19 that I've been able to address the TxDOT Commission.
20 And so if you get nervous in front of cameras and
21 people recording every word you are saying, that kind
22 of thing, this may not be the best job for you because
23 there is some public speaking that goes along with it.

24 Doing some things for Robin for his deal
25 with Bike Texas, big conference, and so you need to be

1 able to, I think effectively articulate -- Welcome,
2 Karla. Good to see you.

3 You got to be able to articulate your
4 vision because people are going to want to hear from
5 you. So it's an important piece of it.

6 And I think probably the most important
7 thing is to be able to articulate what your vision is
8 going to be for this committee going forward. And
9 it's one of the reasons why I think term limits are a
10 good idea, because it allows new ideas to come forward
11 and new people with new energy and different agendas
12 and all these things which would be very helpful not
13 only for the committee but also I think for TxDOT.

14 And so when we have our meeting next time,
15 we're going to, I've got some notes here in terms of
16 how to go about this. I would suggest that between
17 now and then if you decide that you want to run for
18 Chairman or Vice Chairman, and Bobby Gonzales, our
19 vice chairman, he hasn't ever had to stand in, because
20 I've been able to make all the meetings. But if I
21 wasn't there, Bobby was ready. You need to think
22 about that, if you want to nominate yourself or
23 nominate someone else, you are welcome to email that
24 to Bonnie, or you can do it the day of the meeting,
25 and say, hey, I thought about this, I think I want to

1 run.

2 So what we're going to do is give everyone
3 that wants to run for office three minutes to explain
4 why you would like to serve as the Chair.

5 Now, let me just suggest to you that you
6 not take your whole three minutes and talk about how
7 well qualified you are, because all of you are well
8 qualified. You wouldn't be on this committee if you
9 weren't well qualified. You got appointed by the
10 TxDOT Commission. I'm the least qualified person on
11 this committee, so I don't think it's necessarily all
12 about qualifications.

13 I really think it's more about some of the
14 vision things and some of the strategic things that
15 you bring are important. So three minutes goes by
16 quickly, and I've been told I need to keep a clock.
17 So there is going to be a secret ballot. The nominee
18 with the most ballots will serve as Chair. The
19 nominee with the second most ballots will be the Vice
20 Chair. That's the way we did it last time, seemed to
21 work pretty well. So that's it.

22 Has anyone got any questions about the
23 process? We got a lot of things cooking for the
24 committee. We certainly want to keep all of those
25 things moving forward, but at the same time things are

1 evolving and there is all kinds of new directions we
2 can go. So be thinking about how much time you are
3 willing to commit to this and we should have a very
4 exciting election next time.

5 So that concludes my report, and I'm going
6 to pass it over to Eric for his.

7 MR. GLEASON: All right, good morning,
8 everybody. Eric Gleason, Director of Public
9 Transportation Division.

10 Before I get into my report, I want to
11 note for everyone that I will need to step out of the
12 meeting at about 10:20 or 10:25 to talk to colleagues
13 in El Paso about their street car. So I'll be back in
14 about 11 or so. Anyways, so if I walk out, won't be
15 anything anybody said.

16 Couple things, I'll keep it short
17 today. We have a really, really full agenda. The
18 chair introduced Frank our newest member and
19 recognized Shawn for his reappointment. We have one
20 remaining vacancy on the committee to make an
21 appointment to, and we're currently scheduled to bring
22 a recommendation to the Commission for their
23 consideration at their December meeting.

24 So it's our intention to have the committee
25 back up to its full membership in time for the January

1 meeting.

2 We have already forwarded a recommendation
3 to them, and we need to hear back from them on their
4 comfort level for that individual.

5 Quick note in the back of your packet
6 today, I think separate from the stapled agenda
7 packet, you will find a two side, or two-sided page
8 that is titled the "Bicycly Advisory Committee Report
9 to Commission," very last in your notebook there.

10 This is a new item that each Advisory
11 Committee to the Commission is required to produce
12 each year, and it's part of an overall effort on the
13 Commission to get more engaged with its advisory
14 committees, and so this is pretty straight forward.

15 We drew a lot of this from the Strategic
16 Direction Report, or what is in the statute about the
17 purpose of the committee. So it's there for your
18 information. We'll update this every year probably in
19 the August time frame. So that's that on that.

20 I wanted to briefly let you know, so over
21 the last several years, two calls for bicycle and
22 pedestrian infrastructure project construction, total
23 of 91 projects moving ahead. And 41 of those 91 are
24 either complete or have been let for construction and
25 are in some stage of completion. So those are moving

1 along nicely.

2 We have a challenge each year in making
3 sure that we don't lapse funds that we've gotten from
4 the Federal Highway Administration and we are keeping
5 pace with those requirements. So everything we have
6 is being put into construction, we are not lapsing any
7 money for lack of effort. So that's good news.

8 Looking ahead, we do, and I think we have
9 mentioned this before, we do anticipate going out for
10 a call for projects later this calendar year. Well,
11 probably first of 2019. And we are in discussions
12 internally about the scope of that effort.

13 At a minimum it will include some remaining
14 funding we have for rural area projects. We have just
15 over \$10 million of rural area funds that we've not
16 been able to attach to a specific project, or some of
17 that money is being deobligated from projects that
18 have not gone forward. So just over 10 and a half
19 million dollars there.

20 We have about \$8.7 million of Safe Routes
21 to School infrastructure funds that will also be
22 included in that.

23 What we are discussing internally is
24 whether or not at this point we want to press ahead
25 and identify some projects for federal year '21 and

1 '22 funding. That's a new authorization bill at the
2 federal level that would have those funds in it. And
3 so we're discussing internally whether we want to do
4 that.

5 At the same time is these other two efforts
6 and whether we'll put that off one year and do it next
7 year.

8 So by the time we meet in January we will
9 have the details of that. We will be in a position a
10 week or two after the January meeting of putting that
11 call for projects out. And so we will look for an
12 opportunity at that meeting to go over all of that.

13 One of the key things about that call with
14 Safe Routes to School funding in it, per statute, this
15 Committee is involved in an evaluation of those
16 projects. So we will also be talking with you about
17 how we would propose to the Committee that we engage
18 you in that effort. And we will have information on
19 that for you at your meeting in January.

20 There is an item on your agenda today, and
21 I think it's going to be item number 8, which I want
22 to highlight because it's likely to form the substance
23 of the Committee's efforts over the next 12 to 16
24 months. And that's what, we're trying to lead today
25 with that item and Donna and/or Bonnie will remind you

1 when we get there, we got to make sure we have the
2 effort ahead of us well scoped and that we have
3 incorporated your interests under these topics that
4 you want to get into. So just to put a book mark in
5 there for number 9. I may not be in the room when you
6 get going on that one.

7 So that is probably the most critical item
8 on the agenda from my perspective. Number 8, thanks.

9 And then, finally, our web page has been
10 updated with the final 100 page report on the Bicycle
11 Tourism Trail Study. So that final is out and
12 available for everyone to take a look at. And that
13 concludes my report.

14 MR. HIBBS: Thank you very much. Any
15 questions for Eric?

16 MS. GENEVIEVE BALES: Genevieve Bales,
17 Federal Highway Administration, and I just want to say
18 what an outstanding job staff has done getting those
19 projects obligated and make sure no money is lapsing.
20 It's not the case that once they are projects then
21 they automatically get authorized or obligated. I
22 know there is a lot of leg work that Teri and Bonnie
23 do to make that happen. It's not easy. And they are
24 great to work with. So I just wanted to say what a
25 great job they have done this year and all the time

1 getting that money obligated. So thank you guys.

2 MS. KAPLAN: Thank you, Genevieve.

3 MR. HIBBS: So at this time we're going to
4 have the presentation on "Economic Impact Study of
5 Bicycling in Texas" by Brett Huntsman, who I believe
6 is with the Texas A&M Research Institute.

7 MR. HUNTSMAN: Transportation Institute.
8 TPI.

9 MR. HIBBS: Take it away, Brett.

10 MR. HUNTSMAN: My name is Brett Huntsman,
11 I'm with the Texas Transportation Institute. I'm here
12 with my boss and program manager, Briann Weber. We
13 work with the Infrastructure Investment Analysis Group
14 at TPI and what we do is we look at the funding and
15 financing of transportation projects across the state.
16 We do research into questions.

17 We also look at benefit costs analysis and
18 economic impact of various modes, including highway
19 construction, light rail systems, supports. In this
20 case we were looking at the economic impact of
21 bicycling across the state.

22 So I know Briann has talked with you guys
23 before, giving you a little bit of insight into what
24 we were doing. To just kind of summarize what she had
25 mentioned last time was what we set out to do is we

1 were to look at and identify and then estimate the
2 various types of impacts that bicycling has on the
3 state.

4 We wanted to look at all of the different
5 criteria that go into it and then look at it
6 holistically to see what the total impact was. We
7 wanted to do this in terms of direct, indirect and
8 induced jobs. So what does this mean? Direct would
9 be if a dollar is spent either directly bicycling or
10 spent by bicycle tourists, that has a direct impact.

11 But then that impact is going to have
12 ripple effects in the economy, and that will touch
13 different parts of the economy and then create jobs
14 downstream.

15 So we wanted to look at the whole spectrum
16 of direct, indirect and induced.

17 So the first step after identifying these
18 was to do is a statewide impact analysis. That's
19 something that we'll talk about here in just a minute.
20 That's looking at it across the state, all the cities,
21 production as a whole.

22 And then the last task of the project we
23 wanted to look at specific case studies, and we wanted
24 to apply the things that we've done in the statewide
25 analysis at a local level to get the impact of a

1 single facility, a single shared path and what impact
2 has on the community.

3 So for this project we used a variety of
4 data sources. And typical impact analyses, one of the
5 big key data sources is the survey. And the survey
6 goes out to bicyclists across the state and they try
7 to get an idea of how many people are bicycling, how
8 many people are using facilities, what kind of money
9 are they spending in addition to using that trail.
10 Are they buying equipment? Are they paying fees? Are
11 they riding and then say maybe I'm going out to eat
12 which I maybe wouldn't have done otherwise if I wasn't
13 using the facility, and to get a better idea of
14 bicycle specific data.

15 One of those surveys has not been conducted
16 in the state, and we didn't have access to that kind
17 of data. So what we needed to do is relied on
18 secondary data from a variety of sources which
19 included the Office of Economic Development and
20 Tourism, the U.S. Census Bureau, some of our data that
21 we have with TxDOT for the roadway/highway network.
22 And then we used a mix of these data sources, made
23 some assumptions and then produced the numbers that
24 you will see in the report.

25 So we used two primary models for this one,

1 the IMPLAN model, Impacts for PLANning model, it's a
2 widely used economic impact model., Uses inputs such
3 as business revenues, employment, sales and all of
4 that goes in and then produces the impacts.

5 We also used the HEAT tool, the Health
6 Economic Assessment Tool. It's another widely used
7 tool that's focused on the health benefits, the
8 monetized health benefits of cycling.

9 Now, with the use of secondary data, there
10 was definitely some limitations in the analysis and
11 some hurdles that we needed to overcome. And we
12 overcame these through making assumptions based on
13 other literature out there and knowledge of bicycling
14 experts in the state.

15 So like I said, one of them was lack of
16 survey data, so we had to make assumptions based on a
17 number of criteria. Limited bicyclist count data.
18 It's one of those things that, and I'm sure all of you
19 know, that fairly expensive to conduct bicycling
20 counts, especially in the rural areas of the state, so
21 we were a little limited on places that had
22 established programs that we could use as a data
23 source.

24 And then the varying years of data sources.
25 The economic census, retail trade, production,

1 manufacturing of bicycle equipment, it only happens
2 every five years. Just so happens the latest one was
3 2017 and the data was not available at the moment when
4 we were doing the project. So we were relying on 2012
5 numbers for that data.

6 And then an incomplete data set of
7 construction costs across the state. It was not
8 always clear how much a facility actually cost when it
9 was constructed, and if it was wrapped into a larger
10 transportation project. Those numbers become a little
11 muddled. So we had to kind of sift through that to
12 get numbers.

13 There is also some inconsistency across
14 county appraisal districts. Some used property values
15 for the appraisal districts. So all of the appraisal
16 districts have a little bit different method and
17 different data availability, and so looking at
18 individual case studies we had to look at the
19 different appraisal districts and see what data was
20 available.

21 And then, lastly, there is a lot that goes
22 into the impact of a facility. And a lot of those
23 impacts they can kind of vary based on the surrounding
24 factors.

25 So if you have a facility close to a

1 downtown, property values in that area may be drawing
2 on their proximity to downtown rather than the bike
3 facility itself.

4 So looking at those differentiating
5 factors, we had to make some more assumptions, but it
6 was a little difficult to sift through all those
7 different things.

8 At the end of the day, the amounts that
9 were produced, we got these estimates. And what this
10 is saying is that we're saying that bicycling in the
11 State of Texas has produced an estimated 36,000 jobs
12 annually. And this is including the direct, indirect
13 and induced.

14 So you will have a good portion of this
15 directly coming from bicycling, but then also you will
16 have the ripple effects that go out to the economy,
17 and that equaled about 36,000 jobs.

18 It also generated about \$153 million in
19 state and local tax revenues, and also \$1.2 billion in
20 labor income, and that's the wages that people are
21 paid in the industry.

22 And so in addition to these impacts, we
23 also looked at some of the cost savings. And this is
24 where the HEAT tool came in, this is where some of the
25 research that we've been doing comes into play, where

1 we are saying that if one percent of all the
2 bicyclists on the road were then to shift to using --
3 sorry.

4 If one percent of all the automobiles
5 that's on the congested highways let's say switched to
6 bicycles, if only 1 percent of them did that, we would
7 save about \$11 million in travel cost savings every
8 year. This is from congestion reduction,
9 environmental benefits, benefits.

10 And then we also are estimating about \$352
11 million a year in monetized health benefits. So these
12 are the benefits that just come from cycling and
13 having an active lifestyle.

14 So to take a little deeper dive into where
15 these employment impacts are, these are the direct,
16 indirect and induced impacts that we are talking
17 about. We broke it out into four different
18 categories. We were looking at tourism, sales,
19 manufacturing and construction.

20 And so as part of this, we also wanted to
21 look at, wanted to throw in where we thought our
22 confidence level on this was. Specifically this had
23 to do and questioned the available data that we had.

24 So, for example, the tourism, which is one
25 of the biggest impacts of bicycling in the state, this

1 is people coming in, paying for lodging, paying for
2 food, paying for anything that they are doing as part
3 of that trip, we gave that a medium level because we
4 had really good data from the Economic Development and
5 Tourism Office, but it wasn't bicycle specific. We
6 had to make assumptions on the numbers that they had
7 and try to convert those to what would that mean for
8 bicycling in the state, and then these are the impacts
9 that we had.

10 And so then on the flip side, we also had
11 sales. And sales are something that came directly
12 from the Economic Census Bureau. And so we feel
13 really confident in those numbers.

14 MS. O'BRIEN-NELSON: So you are talking
15 literally about people coming into the state, not
16 people going from one city to other within the state
17 for an event?

18 MR. HUNTSMAN: We also included that, the
19 tourism office report had in-state travel as well.

20 So we also, in the same vein, we also
21 wanted to look at the labor income. And so in this
22 you can see that just from tourism, the activity
23 generating about \$652 million in labor income, and
24 over a billion dollars including the induced and
25 indirect as well.

1 So we took what we did in this section of
2 the report and we wanted to apply it to some local
3 projects and case study projects. So the four things
4 that we ended up looking at for the case studies,
5 because not all things are easily transferable between
6 a statewide approach and a local approach.

7 So the four categories that we looked at
8 with the case study analysis, we looked at
9 construction, property values, potential travel cost
10 savings, if those people were on the trail using that
11 as a primary mode of transportation instead of a
12 vehicle, and we also looked at the public health
13 benefit, the monetized health benefits of these users
14 riding on the facilities.

15 So the first project that we looked at was
16 the A-Train Rail Trail, it's a combination of shared
17 use paths in the Denton/Lewisville area. And so that
18 project cost about a little over \$16 million to
19 construct over the course of seven or eight years,
20 about 12 miles long, and the estimates about 20 to
21 30,000 riders a year.

22 So based on all those numbers, we estimated
23 that the construction alone created about 62
24 construction jobs, generated income, which generated
25 the ripple effect, and that's where you have your 3.8

1 direct labor income, economic output from
2 construction.

3 But then you also look at those as
4 potentially replaced automobiles and those benefits
5 coming from that. There was an estimated 20,000 car
6 trips replaced, which equals about \$47,000 a year in
7 transportation cost savings. And the ridership also
8 has about a million dollars of annual health benefits.

9 So we did a similar approach to the Lamar
10 Street Cycle Track, which is a cycle track in downtown
11 Houston. The construction costs for this are a little
12 bit smaller because they didn't have to build a new
13 facility. They just re-striped an existing lane in
14 downtown Houston and put in protective barriers for
15 cyclists.

16 So the construction costs are a bit lower,
17 which means that there is fewer construction related
18 jobs associated with that. But there is also a high
19 ridership. So we're getting a similar benefit from
20 these kinds of facilities at a much lower cost.

21 And so we're looking at this one, the two
22 construction related jobs, \$550,000 in total economic
23 impact from construction, but also about \$120,000 a
24 year estimated health benefits.

25 And the last project that we looked at was

1 the White Oak Trail Extension. This project is also
2 in Houston. It's a shared use path that connects a
3 much larger bicycling network. And that was
4 constructed at a cost of about \$4 million over two to
5 three years and has a ridership based on what HEAC,
6 county program has provided, over 100,000 people a
7 year using that facility. And that is strictly
8 bicycling. They account for both bicycling and
9 pedestrian, and about 100,000 a year.

10 And for the construction of the facility,
11 it's about 20 construction related jobs, \$6.8 million
12 in total economic output. And then the travel cost
13 savings and the environmental savings for this are
14 \$39,000 a year and then \$1.1 million annual health
15 benefit.

16 So to summarize, our report showed that
17 bicycling in the state contributed over 36,000 jobs on
18 an annual basis, and generated over \$1 billion in
19 labor income annually.

20 And so some of our key findings of this was
21 the production, the tourism, the retail sales, that's
22 generating over \$153 million in tax revenues on an
23 annual basis. And the investment in these facilities
24 of what we looked at is about \$26 million, and that's
25 just including the federal and TxDOT funds. That's

1 not including maybe local dollars if they are not
2 reporting as well as the state and the feds are.

3 That generated over 300 jobs and \$41
4 million in total economic outcome.

5 And then lastly, the shifting of 1 percent
6 of automobiles to bicycling every year has the
7 potential to save over \$11 million annually.

8 At this time I'll take questions.

9 MR. POLLACK: Jeff Pollack. I'm obviously
10 a proponent. This is great. But make an observation.
11 We're simultaneously accounting for dollars that
12 people are spending to recreate by cycling which
13 presumably means those folks are not taking commuter
14 trips, but we're assuming a one-to-one offset between
15 cyclists we're counting and vehicular trips. So -- or
16 am I missing something?

17 MR. HUNTSMAN: I probably should have
18 explained this a little bit better. At the statewide
19 level, we looked at tourism and we looked at the sales
20 associated with tourism and moving within the state
21 and coming from out of state.

22 At the local level we didn't assume that
23 these people are spending any money around, because
24 this may just be a day-to-day thing. We have to
25 assume that if there are locals riding those trails,

1 they may be spending that money anyways. so we
2 specifically at the local level, we really just
3 focused on some hard numbers with transportation cost
4 savings, construction, things like that.

5 MR. POLLACK: But there is still an
6 assumption that the rides you're counting are
7 offsetting vehicular trips at the local level. So
8 just to point out again I think that that, you need to
9 take that assumption because it's probably a flawed
10 assumption. You know a lot of those folks, especially
11 on most of these trails are recreating, not offsetting
12 commuter trip. Secondly, and again I'm not trying
13 to be -- I think you need to be aware, when you talk
14 about the potential for \$11 million in savings for
15 offset transportation costs, again, the assumption is
16 that there are available bike facilities that are
17 analogous to the most congested parts of the highways,
18 which is not the case. Most cases you can't supplant
19 those car trips with a bike trip in a one-to-one
20 sense.

21 So I think the numbers are compelling no
22 matter what. But I think it's very important to be
23 aware of what the data are actually saying so that
24 when somebody in like Tyler were to ask that question,
25 we can speak to that.

1 MR. HUNTSMAN: Just to follow up a little
2 bit, the mobility aspect of it was a hypothetical. In
3 the report we clearly stated the assumptions that we
4 made, this may be unlikely, but if that were to
5 happen --

6 MR. POLLACK: They are great numbers.

7 MR. SANDOVAL: Cristian Sandoval, from San
8 Antonio. I didn't see any information regarding the
9 value on bike trail systems.

10 MR. HUNTSMAN: The bike trial system is
11 something that when we started looking at this project
12 we are still very much developing in the sense of
13 being a big story. And another issue that we looked
14 at was the amount of data available to look at that.
15 There were all kind of companies that were looking at,
16 and specifically we were looking at the bike share
17 program up in Dallas, the dock/bike share program,
18 looking at the data there and just knowing that it
19 wasn't publicly available data. And even for the ones
20 that have the docks wasn't data that we would be able
21 to find. So that was a little bit out of the scope of
22 what we were looking at for this report, but it was
23 something that we had thought about at the beginning
24 of this process. Didn't look at it in this report.

25 MR. HIBBS: This is Billy. Thank you very

1 much. I probably should have set the stage for you a
2 little bit better, particularly some of the new
3 committee members.

4 The reason this is important is because as
5 we talk about things like Texas tourism trails and all
6 the things that are going on that this Committee is
7 working on, the ability to make an economic argument
8 to decision makers and help explain to them why this
9 is good for the economy and the State of Texas and
10 it's not just to, you know, help just a handful of
11 hard core roadies that want to go out there and train
12 is important.

13 And I think you got a much more compelling
14 argument when you are armed with the data and the
15 statistics to be able to make that argument to
16 decision makers and help them understand why this is
17 good for the State of Texas. Because I found that
18 it's very difficult to get them to spend money on
19 things unless it is something that they feel like is
20 going to generate more economic activity than what
21 they are putting into it.

22 Now, having said that, Brett, and listen,
23 far be it from this old UT alum to question anything
24 that comes out of Texas A&M, but can you go back one
25 slide to number 13, please, and look at that last key

1 finding down there.

2 When I was reading this the first time, I
3 was struck by how, and almost like you are missing a
4 zero on the 11 million down there at the bottom.
5 Because I was just kind of doing the math here in my
6 head and I was thinking I don't know how many cars
7 there are, but if there is 10 million cars, let's say,
8 and 1 percent of them is 100,000 cars and you take
9 those off the road, it seems like it would be 11
10 million a day, not annually. Can you help me get over
11 this hurdle here of it just doesn't seem to jive with
12 reality.

13 MR. HUNTSMAN: This is something that we
14 looked at with our mobility division. I'm certainly
15 not the expert in this, I'm going to talk in
16 generalities. I'm not the most qualified person to
17 answer, but the way that we looked at it was there are
18 a lot of cars on the road. And so by reducing
19 congestion or reducing traffic on that by just 1
20 percent has a very negligible impact on the overall
21 performance of that road.

22 That being said, you are still going to
23 have high levels of congestion. You are still going
24 to have high levels of environmental impacts going on
25 with that. But you will have a slight reduction just

1 by moving it over.

2 So we seem to think that 11 million is a
3 pretty big number for this. But at the same time,
4 it's also very negligible. So it's something that,
5 like I said, I'm not the most qualified person to
6 answer this one, but in the report we're simply
7 putting out there that it wouldn't have a huge impact,
8 but it would definitely have a significant impact.

9 MR. HIBBS: And that savings is what?

10 MR. HUNTSMAN: So the savings is going to
11 be the time, the travel time cost that you have. So
12 it would be maintenance or the environmental impact or
13 just time in general, the value of time. So by
14 reducing congestion by taking 1 percent of the cars
15 off the road, there is a cumulative savings of
16 everybody who is still using their automobiles of what
17 they would be paying versus what they are paying now.

18 MR. HIBBS: So you didn't factor in
19 gasoline, costs --

20 MR. HUNTSMAN: Yes, that's part of the
21 maintenance and operation of the vehicles.

22 MS. O'BRIEN-NELSON: This is Margaret
23 O'Brien-Nelson. I'm from Houston, and I'd just like
24 to comment a couple of these, I'm really gratified to
25 see this, because I know when we started on White Oak,

1 the trail there, that has enormous impact to so many
2 people, such a small piece of trail, but it connects
3 real lives people from an area of town that
4 traditionally was cut off, to be able to go through
5 downtown, right at university, go to all kinds of jobs
6 like the medical center, that weren't available
7 before.

8 I mean, it really is an amazing piece of
9 connectivity. And that had to be done with so many
10 different entities. If you go through and look at
11 what they had to do to get all that stuff approved and
12 done it was amazing.

13 But it was a great collaboration. I mean
14 truly, and I know TPI was instrumental in doing a lot
15 of pieces, studies on. Also, the striping downtown.
16 I mean, I use it different times, but talk about
17 something that was worthless for a very, very long
18 time, because it connected to nothing. And you had
19 turns on it that were a huge problem for cyclists in a
20 downtown area. It's very much working now, okay, and
21 I'm so glad to see it there.

22 But it's two different pieces, you know,
23 that when you look at it that are small, but very,
24 very good. And the visibility also for people to
25 start considering being able to see traffic moving and

1 including when you are talking about like the bike
2 share pieces, that has introduced so many people to an
3 activity that otherwise they would never have
4 considered.

5 So even just the value in that I see, you
6 know. Just increasing your profile and allowing
7 people to get to things more easily where they
8 wouldn't be doing it, say, outside the Woodlands, or
9 Sugarland or wherever your little community is, like
10 along the bayous and stuff, that's a completely
11 different animal.

12 These two are really good, urban type
13 things that do allow people to connect with work or
14 whatever it is, and especially schools. Based
15 downtown, that's big, big impact for them. So, yay.

16 I'm really glad to see this, and I'm just
17 hoping that this information has been circulated out
18 there, because it's important to all those different
19 planning groups, too.

20 MR. HIBBS: Karla?

21 MS. WEAVER: So Brett, this is Karla with
22 Dallas/Fort Worth area. You gave us six pages of
23 caveats of limitations which makes me as a data person
24 a teeny bit nervous. What can we, as regions in the
25 state and communities, do to help with the daily needs

1 of what's not there to make this a more robust
2 analysis or something that we can say a little bit
3 more affirmatively for some of these categories what
4 some of the correlations might be?

5 MR. HUNTSMAN: I think two of the largest
6 data limitations for this report, one being the
7 survey. We looked at 10 to 12 other economic impact
8 surveys done by the states, and they have all been
9 done within the last 10 years, and every single one of
10 them had this earlier study, how many cyclists do we
11 have, where are they going, what kind of money are
12 they spending directly related to this trail, and they
13 are using that data to pull out very hard numbers
14 through their modeling process.

15 I think the second data limitation, one of
16 the bigger ones that we ran into, was the lack of
17 complete construction data set for the state. When we
18 were trying to look for case studies, we'd find a
19 project, but we wouldn't be able to find any
20 construction costs. We didn't know how long it took,
21 we didn't know how many people were involved, we
22 didn't know the final cost.

23 And all of those things are very critical
24 to conducting an analysis of this type.

25 So I would say that we need to think

1 statewide about conducting these kind of surveys,
2 whether that be with the economic development
3 authority board, or independently, to try to get some
4 hard numbers down on the cyclists, at the same time
5 communication of new bicycle projects and the costs
6 associated with these projects.

7 That way these kinds of analysis can be run
8 concurrently so we can see the impacts over time.

9 MS. WEAVER: Thank you.

10 MR. SANDOVAL: Cristian Sandoval, San
11 Antonio. I'm being a little bit of a skeptic with
12 your 51 percent. Amazing. But if we were to use the
13 argument, shouldn't we also be considering the loss of
14 jobs and revenue from selling vehicles or building
15 infrastructure for vehicles? I mean, you're
16 accounting jobs for building infrastructure for the
17 bicycles and you're bringing that case that we're
18 going to reduce vehicles on the road. Shouldn't there
19 be also the loss of the sales of vehicles and less
20 cars and less infrastructure for vehicles? I know
21 that's not popular.

22 If you have it here, and I'm being very
23 objective about it, oh, I'm going to take this here,
24 perfect, but you are going to lose this here. Where
25 is that balance? If we want to use that third

1 argument, it needs to be also compensated with the
2 loss over here. I'm just saying, being very objective
3 about that information. I think it's lacking that
4 argument.

5 MR. HUNTSMAN: Sure. I think to answer
6 your question, one, I'm not the expert on this
7 specific key finding. But in looking at that, maybe
8 we can't assume that everybody would give up their
9 car. We can't assume that sales would really take
10 that big of a hit. And if they did, I'm not sure we
11 could attribute that directly. That would be a little
12 bit outside of what we look at.

13 But in relation to the infrastructure
14 costs, the investments in infrastructure, all these
15 roads are already congested. One percent doesn't make
16 them not congested any more. So we are still going to
17 have to be building roads, still investing in the
18 infrastructure. But if we did have more people
19 switching to bikes, there may be more investment into
20 bicycling infrastructure. So that maybe can offset
21 the cost of having to add an extra lane, and there is
22 construction jobs there as well. So maybe they
23 offset, but it's a very complicated question to
24 answer.

25 MR. SANDOVAL: I understand. I was just

1 trying to think if we were to position this
2 information as an added value and not a competing
3 value, we might have a better conversation. The
4 minute that you bring, oh, yes, but, we are going to
5 take vehicles off --

6 MR. HUNTSMAN: Like I said in the report,
7 we approached this in a hypothetical way. Say if you
8 were to, even though we can't realistically say that
9 this would occur, but if it were to occur and
10 everything stays as the status quo, this is the kind
11 of savings we would see.

12 But you are right, there are a lot of other
13 things to take into account when addressing this.
14 It's simply just saying if this hypothetical situation
15 were to take place, this is the kind of savings that
16 we could get.

17 MS. O'BRIEN-NELSON: This is Margaret from
18 Houston again. I do have one comment about that. I
19 think goes to now there are actual studies, like, HGAC
20 and so many others are actually going in and getting
21 hard data because they actually do surveys. Starting
22 to poll people and get those numbers that weren't out
23 there before. Because I know even with Metra, the
24 information simply was not available in any pocket you
25 could go to that I've seen before. So I think that

1 that probably will get better as time goes on.

2 MR. HIBBS: Okay. Are there any other
3 questions for Brett? Thank you very much. We
4 appreciate your presentation and what you guys are
5 doing to help us be in a better position to make
6 convincing arguments to people that control the purse
7 strings. We appreciate that very much.

8 Bonnie Sherman who is going to talk to us
9 about the discussion on the "Strategic Direction Next
10 Step-Bikeway Design Effort."

11 MS. SHERMAN: All right. So most of you
12 can recall that we had a detailed discussion in April
13 and again in July, and we also convened a working
14 group to identify the next major effort that the BAC
15 would take on. And the consensus was to provide
16 recommendations to TxDOT on bikeway design.

17 So we took all of the input over that
18 period of several months, and we tried to put together
19 a scope of effort that reflected your interests and
20 concerns collectively and we are providing that today.

21 MS. ROBERTS: Can I interrupt and say one
22 thing, Donna Roberts for TxDOT. For new members, this
23 committee worked together with our folks to develop
24 what we call a Strategic Directions Report that was
25 conducted in 2017 and laid out some roles and efforts

1 that as the program within TxDOT, with the assistance
2 of the committee, want to start to achieve in
3 progressing the whole bicycle program within the
4 state.

5 And this is one of the strategic goals that
6 came out of that report that the committee has been
7 working towards putting some tasks together. So just
8 wanted a little bit of background for those of you who
9 are new to the committee. Thanks, Bonnie.

10 MS. SHERMAN: You're welcome. So we'll
11 discuss the goal of the effort as well as how it
12 aligns with TxDOT's goals. And then look at the four
13 items within the scope. And discuss the project
14 schedule as well as introduce the working group.

15 So taking all of that input over the last
16 few months, we've developed this goal of the work
17 effort, which is to effectively institutionalize the
18 inclusion of safe, reliable and integrated bicycle and
19 pedestrian infrastructure into traditional TXDOT
20 transportation planning and project development
21 processes.

22 So the ultimate goal is to increase safe,
23 reliable and integrated bicycle and pedestrian
24 infrastructure, and how we will get there is by
25 institutionalizing bicycle and pedestrian needs into

1 traditional TxDOT project development processes.

2 So I want to get your feedback on our
3 initial goal statement and see if there is anything
4 that, see how well this covers y'all's interests and
5 see if there is any feedback before we move on.

6 MR. HIBBS: If you don't mind, this is
7 Billy. And for the benefit of the new members that
8 are on this Committee, one of the single most
9 important things that we have struggled with over the
10 years is the fact that when roads are designed at
11 TxDOT, cycling is always the afterthought. And after
12 everything is all designed and put together, then
13 someone says oh, yeah, what about the bicyclists. And
14 at that point it's already been drawn up.

15 And what this is a fundamental shift, and
16 this is why this is on the agenda today and why this
17 is so very, very important, this is a fundamental
18 shift in the way that all of the new construction, and
19 presumably re-dos, whatever those are called, are
20 handled for the future of TxDOT.

21 So cycling will be considered on all of
22 these new projects at the beginning of the project
23 instead of after it's already been designed. And that
24 at least is my very elementary understanding of what
25 we're talking about today.

1 MS. SHERMAN: Yes.

2 MR. HIBBS: And so if you think about this
3 long term, and you think about all of the things that
4 you're going to do over the next six years on this
5 Committee, this may be the most important. Because it
6 will forever change the way Texas looks, so that Texas
7 looks more like these other states that are cycling
8 friendly than a state that's been built out for pickup
9 trucks and SUVs.

10 And I think that's important. And I think
11 it's really important that you think about what Bonnie
12 has said up here, because this is an action item
13 today. We are going to take a vote on this. We want
14 to continue to try to push this live-thinking through
15 TxDOT because it is critically important that cycling
16 be considered on the front end instead of at the rear
17 end of these projects, which is where it is now.

18 MS. SHERMAN: And as a reminder, this is an
19 effort to develop recommendations that the Bicycle
20 Advisory Committee comes together on to TxDOT.

21 MS. O'BRIEN-NELSON: Can we comment on it?

22 MS. SHERMAN: Yes.

23 MS. O'BRIEN-NELSON: I mean, on the
24 statement there?

25 MS. SHERMAN: Do you have some feedback?

1 MS. O'BRIEN-NELSON: I'm just wondering why
2 we have to say "the inclusion of." I think we could
3 say "effectively institutionalize safe, reliable and
4 integrated bicycle transportation and pedestrian
5 infrastructure into traditional TxDOT transportation."
6 To me it's a more direct -- I'm sorry. I'm just
7 like -- and I would just say that that's more direct
8 and still says what you want to say, I think.

9 MS. SHERMAN: Any other thoughts? I saw a
10 head nod.

11 MR. HIBBS: I have no problem with it. I
12 think she's right.

13 MR. ROTNOFSKY: Can we also mention "and
14 work with existing TxDOT projects"? Is that in there?

15 MS. SHERMAN: So we want to look at TxDOT's
16 process, so both design and TxDOT's processes.
17 Individual projects, given that this is going to be
18 one and a half to two year effort, that might have to
19 be outside of this. Since this is a statewide
20 committee, we need to kind of stay focused at a policy
21 level.

22 MR. POLLACK: Jeff Pollack, I'm trying to
23 get a handle on "traditional." As opposed to what?
24 Aren't we just saying into all TxDOT? I mean, do we
25 need the qualifier there?

1 MS. SHERMAN: Okay. We want to strike
2 "inclusion" and "traditional"?

3 MR. SANDOVAL: Cristian Sandoval, San
4 Antonio. This might have to deal with a little bit of
5 going back to the vision of the Committee, but because
6 we have seen an advent of different type of
7 non-vehicular vehicles out there competing for this
8 space, I'm trying to be a visionary of what's going
9 on, are we at the time where we really need to think
10 where do scooters fit in this with this
11 infrastructure, hover cars, hover boards, whatever
12 that is, because we're now having to look at
13 infrastructure to accommodate those other vehicles.

14 Now, I appreciate that document that you
15 gave us about the vision. It's about bicycles, and I
16 know this committee is about bicycles, but I don't see
17 a scooter organization or someone is thinking about
18 it. Should we also expand our vision when looking at
19 this infrastructure?

20 MR. HIBBS: This is Billy again. You make
21 a great point, and here is the way that I've had to
22 reconcile this, because I've stressed over this as
23 well.

24 Different municipalities right now are
25 dealing with this in different ways. And I forget who

1 it was, Karla it wasn't you, but the other fella from
2 the Dallas area when we first started having all the
3 bicycles, the electric bike problems and they were
4 stacking up everywhere, and he said this will sort
5 itself out, people will figure that part of it out.

6 And he was right, and as a matter of fact,
7 one of the sorting out things that happened was the
8 electric scooters, which are now getting used a lot.
9 And I think from the standpoint of just in my own
10 family and kind of seeing how quickly this has been
11 adopted, more so even than those electric bikes, that
12 all of this stuff is evolving.

13 And while it's not necessarily our job on
14 this Committee to pick the winners and the losers or
15 even how it's going to be used or where, because that
16 should be probably left up to the different entities,
17 governmental entities, Houston, for example, or
18 Dallas/Fort Worth, because different size cities may
19 have different types of needs, I think that it is
20 important that this Committee worry about what do our
21 bike paths look like and how is this infrastructure
22 organized at the TxDOT level, so that whatever it is
23 that's coming out in the future can be adapted to what
24 we do.

25 And so I think it's easy to get hung up on

1 that, and I did. And I still worried, you know, like
2 last night while I was being served dinner. I asked
3 the waiter, I said do you cycle, and he said yeah, I
4 do and all these electric scooters, they are bugging
5 me, they are whizzing around and everything, and I
6 don't know if they should be allowed in the bike lanes
7 or not.

8 And you know, he is looking at me like it's
9 my decision. Well, you know, you bring up a good
10 point, and I'll bring it up tomorrow.

11 So I still think that we got to have the
12 infrastructure whether people are riding bikes or
13 scooters or whatever, that that's our job. And so I
14 think that at the municipal level in these different
15 communities, they will figure it out and they will get
16 it sorted out and if they wind up in some communities
17 allowing scooters in bike lanes, then that's a local
18 decision that they make. And if some other
19 communities they say no, then that's a local decision.
20 We still have to have the bike lanes to even have the
21 conversation. Jeffrey?

22 MR. POLLACK: If we want to broaden this is
23 just the term active mobility, which of course, we
24 have to define does active include scooter, or
25 non-vehicular.

1 I thought we were honing in on bikes. I
2 was surprised to see pedestrian there frankly. I
3 thought we were looking at bikes on purpose,
4 recognizing the complication of the landscape. Maybe
5 we make a decision to talk about just vehicular
6 alternatives, I think that makes our lives harder
7 honestly. But there are ways to correct the language
8 if we chose to do that.

9 MS. SHERMAN: The scope of this Committee
10 is the Bicycle Advisory Committee. There is some
11 potential that it could be broadened in the future to
12 incorporate pedestrian, motorized. We try to be as
13 inclusive as possible when referring to bicycle and
14 pedestrian, and so we would like to see where we could
15 incorporate pedestrian needs into this process as
16 well. But the ultimate priority is the bicycle.

17 MR. POLLACK: Add one more thought there, I
18 personally, if I would rather see either just bicycle
19 or something broader that refers to all vehicular. I
20 have a problem with couple bike and pedestrian because
21 that's the traditional way of doing it, and I think
22 for the non-rider the assumption is that as long as
23 you are accommodating space for one, you are
24 accommodating for them and we know that that's
25 actually not the case at all, and well done bike

1 construction is really not well suited for
2 pedestrians. Those modes need to be separated. The
3 best biking structure is that which is separate from
4 the pedestrians. You know, part of it, like separate
5 from the sidewalks, so I think that we actually might
6 be perpetuating sort of a misperception by including
7 those two things together.

8 MS. WEAVER: I think that if you don't
9 study bike and ped together, this is the one time,
10 because bikes have to look for the corridor as a
11 system of the sidewalk and the on-street and the bike
12 path, and whatever you are getting within the curb and
13 on the right-of-way, it's a catch-all.

14 So if you get a bike tag only, peds are,
15 they are on their own. So peds are trying to walk in
16 bike lanes and sidewalk accommodations aren't there, I
17 think you have to look within the right-of-way where
18 TxDOT will be building a project, and I think the
19 curb, the right-of-way, all of that, personally I get
20 your point, scooters are coming and skateboards are
21 there, but I think if we focus on bike and ped and
22 then the project themselves.

23 Because how do you look at buses? There is
24 all kinds of these modes that are sharing space. So I
25 think that will come naturally out of the project, but

1 I do think it's important to keep the bike and the ped
2 in the corridor system coupled together.

3 MR. SANDOVAL: We're not working for
4 bicycles. We're working for people. And I think that
5 my concern is that if we're working for bicycles,
6 that's all we're going to see. And I remember sitting
7 on a meeting a year ago where they started talking
8 about scooters, and I told Katie, you either change or
9 you are going to be taken over. And we're here seeing
10 how the scooters are taking over.

11 I'm sitting here at the same time looking
12 at the same future. If we don't start looking at it,
13 we're going to be obsolete, because we're focusing on
14 bicycles. We're looking at how people move,
15 especially in the cities. Cycling in the U.S. is
16 still a recreational activity.

17 And if we're looking at commuting, except
18 in cities like New York where they are using bicycles
19 to commute. Here in Texas, it is a recreation. And
20 now the cities, especially the urban people, are using
21 the scooters and other modes to commute. Those are
22 you really the people that are there working.

23 Our cyclists are taking the farm roads to
24 go 30, 50 miles. Most of the commuters, city people,
25 are who I think we're focusing. So I'm just throwing

1 it out there. I know it goes out of the scope of the
2 vision. I'm just encouraging us to consider that we
3 really need to start broadening our vision because we
4 work for people not for bicycles.

5 MS. RUST: This is DawnElla from
6 Nacogdoches. From the health perspective, I don't see
7 a scooter being for the people's health. It can and
8 it cannot. From a health standpoint, inclusion of
9 those types of modes of transportation is not the
10 intent of this committee.

11 MR. SANDOVAL: May I encourage you to also
12 consider that getting people to open spaces is a
13 health benefit, and we're trying to take kids away
14 from the TV screen and video games and go to the parks
15 and rivers. So last week in San Antonio, and I saw
16 kids that would have never got out, riding the
17 scooters. So just consider that getting out is also
18 part of that.

19 MS. O'BRIEN-NELSON: This is Margaret from
20 Houston. I just have a comment. I was brought on the
21 Committee to do bicycle. Bicycle Advisory Committee.
22 And I feel very strongly that I would not be in a
23 position to advise people or feel like I could comment
24 if that was okay on scooters or anything. So that's
25 why I would limit my preference to stick with the

1 bicycle piece and also pedestrian, because I
2 understand how that interfaces with it.

3 But I somewhat disagree with what Cristian
4 says, because what I see in the cities like Houston,
5 Galveston areas, is very important different. I see
6 it with my own son, he commutes by bicycle and he
7 gets, I mean, he uses it as a way to commute. I
8 don't. I use it recreationally. I do. I'll do
9 little errands or stuff like that where I need to.
10 But those are the areas that I personally feel
11 comfortable with.

12 MR. HIBBS: Thank you. So Bonnie, tell us
13 what it is that you would like for us to vote on
14 today?

15 MS. SHERMAN: So we have discussed a few
16 modifications to the scope and, I mean -- sorry.

17 MR. HIBBS: Sorry to take you out of order
18 here, but there's a reason why I'm asking this
19 question. If it's important that we vote on that,
20 then I think we're prepared to do that, because we
21 have had a lot of discussion about it.

22 If what we're going to vote on is something
23 else, let's move on from that and then let's let you
24 get to your presentation and then we'll vote on that.

25 MS. SHERMAN: It's the first scope of work

1 and the goal is kind of the basis of it. Because
2 that's the ultimate goal. That's the place we want to
3 end up.

4 MS. ROBERTS: It maybe a good idea to vote
5 on that and let the Committee that worked on some of
6 the more detailed aspects that the Committee, as a
7 whole, take action on this statement.

8 MR. HIBBS: What I'd like, Bonnie, for you
9 to do is to get through your presentation. There may
10 be some additional important points that we need to
11 know. And then at the end of that presentation, we'll
12 go back to this and then we'll vote on that.

13 MS. SHERMAN: Okay.

14 MR. HIBBS: So please proceed.

15 MS. SHERMAN: That's the modifications that
16 y'all have sent in. Okay. So the way we see this
17 proceeding is through an iterative process, focused on
18 information about process, policies and procedures and
19 design. And then discussing best practices. And then
20 facilitating recommendations on each of the four
21 elements of the scope of work.

22 We also want to have a flexible schedule,
23 because as I've mentioned to some of y'all before
24 TxDOT has adopted the American Association of State
25 Highway Transportation Official Guide for the

1 Development of Bicycle Facilities as TxDOT's official
2 design guidance for bicycle design.

3 This guide is currently being updated and
4 we anticipate that to be approved in the next year.
5 The past guides have been very flexibly written, so
6 any state across the country could basically move
7 their agenda down, whether they were high incidences
8 of bicycling accommodation or on the other end of the
9 spectrum.

10 We do anticipate that this new guide is
11 going to provide clearer direction on what types of
12 facilities are appropriate for different roadway
13 characteristics. We anticipate that there will be
14 more bicycle design options available. So we do want
15 to be able to get information from this new guide and
16 present that to you. And so we want to be flexible in
17 our timing to be able to incorporate this information.

18 And there might be an opportunity to
19 provide recommendations on things that might be
20 flexibly written, maybe provide some recommendation
21 and help TxDOT decide, you know, which way to go.

22 MS. WEAVER: Bonnie, does TxDOT have any
23 adopted design manual?

24 MS. SHERMAN: The TxDOT design manual
25 states under Chapter 4, I believe, bicycle facilities.

1 MS. WEAVER: Okay.

2 MS. SHERMAN: So the goal does align well
3 with several of TxDOT goals. In particular,
4 optimizing system performance with emphasis on
5 increasing economic competitiveness, following on our
6 previous presentation, and enhancing connectivity and
7 mobility for those who choose nonmotorized
8 transportation.

9 It also supports TxDOT's goal of promoting
10 safety by providing infrastructure that separates
11 bicyclists and pedestrians from motor vehicles to
12 reduce crashes and fatalities, making the roads safer
13 for all users.

14 And it also supports TxDOT's goal of
15 delivering the right projects. Following on Jeff's
16 presentation at the July meeting where he talked about
17 picking the right facility type for the right price,
18 this effort will help TxDOT do just that.

19 MS. O'BRIEN-NELSON: This is Margaret.
20 Quick comment, if I were doing the presentation, I
21 would want to put promote safety at the top and then
22 come in with optimize performance and then deliver the
23 right projects. That's just from a point of view that
24 if I had very limited time to make a presentation, I'd
25 want to make sure that I made that as my very top

1 priority.

2 MS. SHERMAN: So the scope of effort is
3 focused on four primary areas: Incorporating bikeways
4 into TxDOT's project development process; updating
5 design guidance; disseminating information through
6 training, policies, procedures and guidance; and
7 coordination with local governments.

8 So the first step in the effort would be to
9 incorporate bikeways into TxDOT project development
10 processes by looking at the best practices both within
11 the state as well as across the nation, and looking at
12 current research and guidance.

13 We need to understand TxDOT's current
14 project development process and then we want to
15 facilitate recommendation with the BAC members.

16 The second step will be looking at TxDOT
17 bikeway design guidance, and this is I think the most
18 important and meatiest part of this effort.

19 Again, we want to focus on best practices
20 within the state, whether it's within a TxDOT district
21 and then across the nation.

22 We want to look at current research and
23 other guidance documents like the National Association
24 of City Transportation Officials.

25 We also want to look at the bikeway

1 facility selection tools similar to what Corpus
2 Christi put in their bikeway plan.

3 And then, of course, tracking the current
4 update of AASHTO's guide for the Development of
5 Bicycle Facilities, and then facilitating
6 recommendations with the BAC group.

7 Disseminating information. This part is
8 going to look at trending sources as well as our
9 procedures and the guidance that TxDOT, the visions
10 made to the districts, and then focus the
11 recommendations within the Committee.

12 And the fourth piece is coordinating with
13 local governments. We have heard a lot of input from
14 you guys on lack of coordination. So we want to be
15 able to get local entities' needs as well as TxDOT's
16 needs better bridged for looking at coordination
17 practices within the state.

18 So overall project schedule, we will be
19 working internally with our TxDOT project team doing a
20 lot of the background research and development on our
21 side. We will have working group meetings every month
22 by WebEx, with in-person meetings when we meet in
23 person and with staff.

24 So this afternoon we will have our kick-off
25 meeting for our working groups. And we'll get a

1 little bit more in detail in those meetings. And we
2 might try to formulate some preliminary
3 recommendations that can be brought to the full BAC.

4 So full BAC meetings every quarter, we'll
5 review progress and confirm or develop
6 recommendations.

7 Overall project schedule, we're looking at
8 one and a half to two year process. It's a bit an
9 ambitious scope of effort I believe. It's a lot to
10 look at. We think that the local government
11 coordination and part of the disseminating information
12 focus on our procedures might fit well with number
13 one, step one, project development process.

14 So those things we are going to look at
15 providing information to y'all on and discussing those
16 parts in the early to mid part of 2019.

17 And then the bulk of the time is going to
18 be looking at design. And so we're looking at
19 developing recommendations on the design in mid to
20 late 2020, with the final recommendation on training,
21 the training, the training aspect of disseminating
22 information and some of the policies at the end of
23 2020.

24 So we had a lot of interest on
25 participating in the working group, and we really

1 appreciate that y'all are all very highly motivated
2 and interested in this process. We are, too. We
3 think it's very valuable.

4 So we have five members who are will serve
5 as the working group, Bobby, Cristian, Jeff, Karla and
6 Margaret are meeting today in this room at 1:00.
7 Others, feel free to sit in on that as well.

8 And then I want to introduce, we have one
9 representative here from the Design Division, Kenneth
10 Mora, in the Longhorn shirt. Go Horns.

11 MS. KAPLAN: Can you tell us who he is?

12 MR. MORA: I'm Ken Mora, I'm the Section
13 Director for the Roadway Design and Hydraulics Design
14 Section, Design Division. So primarily, among many
15 responsibilities, one of them is maintaining the
16 Roadway Design Manual and access management manual,
17 things like that, roadway design standards, et cetera.

18 MS. SHERMAN: Thank you.

19 MR. HIBBS: Welcome.

20 MS. SHERMAN: We also have Sharlotte
21 Teague, she is not with us this morning.

22 MR. MORA: She will be here this afternoon.

23 MS. SHERMAN: Also with the Design
24 Division. She oversees the procedural --

25 MR. MORA: The project development process.

1 She would be involved in the process you were talking
2 earlier about, actual project development, early on.

3 MS. SHERMAN: Okay. Thank you. And Billy,
4 did you have a question?

5 MR. HIBBS: No, I'm grateful that you are
6 here. And I would actually encourage for the future
7 Bicycle Advisory Committee members that you or one of
8 your representatives is here for the meeting. I think
9 it's very, very helpful to be able to get a sense of
10 what's going on here so that you can take it back to
11 your colleagues and say, okay, this is the way the
12 direction changed, what do you think, and give us good
13 feedback.

14 MR. MORA: Yes, it's very informative.

15 MS. SHERMAN: We also have Mark Johnson
16 here from Traffic Operations Division. Mark, do you
17 have anything to say?

18 MR. JOHNSON: Yes, so this is Mark Johnson
19 and we are now the Traffic Safety Division as of maybe
20 a month ago, but I work in the policy and standards
21 group. So we are the engineers that do the TMUTCD,
22 Texas Manual on Uniform Traffic Control Devices. We
23 also manage all of our traffic engineering standard
24 sheets and several other manuals relating to signing
25 and striping on the roadways.

1 So this is really good for us to get
2 involved, and we are somewhat familiar with that
3 AASHTO bike, design for development of bicycle
4 facilities.

5 For myself, in the role I'm in, I also have
6 the privilege of looking at crash data. And
7 particularly, I've been looking at fatal crash reports
8 involving bicycles. Certainly your comment, Margaret,
9 about the safety, I appreciate that, and that's
10 something I'm passionate about. I don't ride a lot
11 recreationally, but when I do, and this is my general
12 comment, in Austin, having the bike lanes on the
13 faster arterials at 45, 50 miles an hour, I just won't
14 do it. I just don't think that they are inn
15 inherently safe.

16 I understand that they are designed
17 probably in accordance with that guideline, but to do
18 that on a facility like that for me, I've seen too
19 many crash reports of driving under the influence,
20 distracted driving, I think these are very serious
21 problems.

22 Looking forward to working with you all and
23 appreciate the opportunity to be here.

24 MR. HIBBS: Thank you.

25 MS. SHERMAN: Thank you. Also have, of

1 course, Teri and I from Public Transportation Division
2 and Carl Seifert, who is our in-house consultant, and
3 he's done a lot of the leg work.

4 So with that, we do want the BAC to take
5 action on the scope of work. So is there any further
6 discussion on the goals for the scope? We do have in
7 your packet that was emailed out and in front of you
8 the full scope of the effort. I don't know if anyone
9 had the opportunity to read it in advance. Billy,
10 would you like to go over anything?

11 MR. HIBBS: Why don't we just go back to
12 this goal that you marked up for us here and we'll
13 just call for a vote on that.

14 As it reads now "Effectively
15 institutionalize reliable and integrated bicycle and
16 pedestrian infrastructure into TxDOT transportation
17 planning and project development processes."

18 I know that there is a variety of different
19 ways that we can go here, but because we need to get
20 moving with our meeting, still have some important
21 topics to cover, is there any further discussion on
22 this?

23 MS. WEAVER: As part of this scope, however
24 you can get it in there, if there could be some added
25 to this sort of TxDOT process review, that

1 coordination point between TxDOT and federal highway
2 administration and local governments and the review of
3 plans, I think that's an important part that sometimes
4 people assume it will all match up, but that can get
5 disconnected. And if that can be what you have to do
6 versus what we usually do, all those things that can
7 be useful to the process.

8 MR. HIBBS: Okay. So noted. Anything
9 else? All right. Well, then we'll enter at a a
10 motion to adopt the revision as written on the Board
11 up there. Do we have a motion?

12 MS. O'BRIEN-NELSON: I make a motion.

13 MR. HIBBS: Second?

14 MR. POLLACK: Second.

15 MR. HIBBS: Seconded by Jeff. Any further
16 discussion? All in favor say "aye."

17 (Chorus of ayes).

18 MR. HIBBS: Any "nays?" Motion carries.

19 So thank you all very where much. We will
20 move right along now to the update on the "TxDOT's
21 Safe Routes to Schools" given by Lydia Brian Valdez
22 and Bonnie.

23 MS. BRYAN VALDEZ: I'm Lydia Valdez with
24 the Traffic Safety Division, formerly Traffic
25 Operations. I have to remind myself I work for a new

1 division. I am thrilled to be here to make this
2 announcement today. This has been a long time -- Yes,
3 Director Gleason. We have an announcement, an update
4 for you.

5 This has been a long time in the works.
6 We've been going through legal criteria and working
7 through updates and things like that. But I'm happy
8 to provide an update today.

9 And notwithstanding, notwithstanding, we
10 will have wonderful news in November. The Safe Routes
11 to School program, the non-infrastructure program, is
12 one of my assigned program areas. I've been with the
13 Department for seven years.

14 And Bonnie and I will present, we have the
15 agenda for you. The presentation agenda, we'll do the
16 introduction and history of Safe Routes to School, the
17 eligible projects and funding details, upcoming Safe
18 Routes to School funding opportunities. Long awaited.

19 The purpose of Safe Routes to School
20 funding is to enable and encourage children to walk
21 and bicycle to school, and obviously like the good old
22 days when we were growing up; to make bicycling and
23 walking to school a safer and more appealing
24 transportation alternative from an early age; to
25 facilitate the planning, development and

1 implementation of projects and activities that will
2 improve safety and reduce motorized traffic in the
3 vicinity of schools.

4 Definitely our goal.

5 From 2005 to 2012 Congress funded a
6 stand-alone federal Safe Routes to School program.
7 Over \$1 billion was allocated to state DOTs over 7
8 years. TxDOT awarded funds to 1077 infrastructure and
9 268 non-infrastructure Safe Routes to School projects,
10 totaling \$78.8 million.

11 MS. SHERMAN: So in 2012 with the MAP-21
12 legislation, federal transportation legislation and
13 then FAST Act in 2016, I believe, Safe Routes to
14 School ceased as an independent stand-alone, federal
15 funding stream, and it was combined with another
16 program called Transportation Enhancements and a
17 couple of other programs to create the Transportation
18 Alternatives Funding Program.

19 Through our Transportation Enhancements,
20 I'm sorry, Transportation Alternatives Program, TA,
21 Safe Routes to School remains an eligible project
22 type. And we have funded 29 Safe Routes to School
23 projects through our TA program totaling \$19 million.

24 So there are two types of projects that can
25 be funded with Safe Routes to School funds. And I'm

1 mentioning this because we do have a carryover of some
2 of those Safe Routes to School funds that are
3 dedicated to Safe Routes to School only. So this is
4 separate from our Transportation Alternatives funding.

5 Right now we're only talking about the Safe
6 Routes to School funds.

7 So with Safe Routes to School funding,
8 there are two types of projects that can be funded;
9 infrastructure and non-infrastructure. And the
10 infrastructure projects funds can be used for the
11 planning, design and construction of projects that
12 would substantially improve the ability of students to
13 walk or bike to school, sidewalks, bike lanes, shared
14 use paths, traffic calming or signalization, these are
15 the types of infrastructure projects that could be
16 funded with the Safe Routes funding.

17 MS. BRYAN VALDEZ: Our program area with
18 non-infrastructure funds may be used to encourage
19 walking and bicycling to school, including public
20 awareness campaigns, outreach to press and community
21 leaders, traffic education and enforcement in the
22 vicinity of schools, student sessions on bicycle and
23 pedestrian safety, health and environment as well as
24 funding for training, training of volunteers and
25 managers of Safe Routes to School programs.

1 MS. SHERMAN: So the good news is that we
2 do have a carryover of \$2.8 million of
3 non-infrastructure funds, and \$8.7 of infrastructure
4 dollars in the Safe Routes to School funds. With
5 these funds, there is no local match required. And
6 there is a competitive selection process required for
7 the projects.

8 There are specific selection criteria
9 identified in Texas Administrative Code, and there is
10 also the identification of two TxDOT evaluation
11 committees for the Safe Routes to School funds.

12 The first is TxDOT's subject matter
13 experts, that's Ken and Mark's group, as well as
14 bicycle and pedestrian programs staff. And then the
15 Bicycle Advisory Committee is also identified as an
16 evaluation committee.

17 So we will be looking to have a call for a
18 working group to participate in this processes, those
19 evaluation processes, but we are going to come back
20 and discuss that with you at a future day.

21 So projects all end up being authorized by
22 Texas Transportation Commission.

23 MS. BRYAN VALDEZ: The remaining
24 non-infrastructure Safe Routes to School funds which
25 were the projects under those funds we had remaining

1 for the 2005 to 2012 program, will be used for
2 non-infrastructure projects, and those activities are
3 designed to encourage walking and bicycling to school.

4 Our eligible projects include providing
5 student education on bicycle and ped safety, or
6 pedestrian safety, and other projects that promote
7 pedestrian and bicycle safety of children in and
8 around their schools.

9 Our non-infrastructure Safe Routes to
10 School request for proposals, and here is the
11 wonderful news, is scheduled to coincide with our
12 Section 402 State and Community Highway Safety Grant
13 Program, Selective Traffic Enforcement Program, and
14 then we will have Safe Routes, this year, for the
15 first time ever we are going to be able to publish
16 this on our eGrant system, we are going to post it to
17 that. We'll have three categories, the 402, the STEP
18 and then our Safe Routes for the first time ever in
19 traffic safety.

20 We're going to post November 2018,
21 notwithstanding any delays or surprises.

22 Our proposal deadline will be, they will
23 all coincide. Everything will post on the same day
24 and they will all be due on the same day, in January
25 of 2019. And it will be done through the eGrants

1 system.

2 The way we did it previously it was all
3 paper claim process and it was a lot of work. People
4 would submit 20, 50, 100 page proposal request for
5 reimbursement. Their proposals were stacks, their
6 requests for reimbursement were stacks, the
7 performance reports were stacks of documents that we
8 could receive every 30 days and we'd have to go
9 through.

10 And now we can do it all electronically
11 through the eGrant system. So working on the coding,
12 meeting this afternoon in our division and we're very
13 excited to have that.

14 Our non-infrastructure funds, it will be a
15 statewide project. Zero required match. Match may be
16 contributed, it's a bonus to the project. It's for
17 education only and it's \$2.8 million.

18 MS. SHERMAN: On the infrastructure side,
19 our eligible project sponsors are state agencies and
20 local governments. And projects for Safe Routes to
21 School must be located within two miles of a school
22 campus, kindergarten through 8th grade, and have a
23 direct tie to the school and associated with some sort
24 of education plan or opportunity.

25 We are combining our Safe Routes to School

1 infrastructure funding opportunity with our
2 Transportation Alternatives call for projects. This
3 doesn't identify future funding that we anticipate
4 that may also be incorporated in our call for
5 projects, but the funds that we do have left over for
6 Transportation Alternatives are only in the nonurban,
7 less than 5,000 population areas. And Transportation
8 Alternative funding has 20 percent local match
9 required.

10 Safe Routes, we have 8.7 million for
11 infrastructure. And Transportation Alternative, we
12 have 10.6 million.

13 Again, the Bicycle Advisory Committee will
14 be involved in evaluating the project. And we look
15 forward to opportunities to serve in this capacity in
16 2019.

17 MS. BRYAN VALDEZ: Just a quick note. Our
18 posting will be for 2020 fiscal school year. It will
19 be post in November, coming back in January. We
20 expect our projects to start mid 2019, but will be a
21 2020 fiscal year project.

22 MS. SHERMAN: So their call for projects
23 will open this November, but spending will be in 2020.

24 MS. BRYAN VALDEZ: Right. Correct.

25 MR. POLLACK: My experience is that given

1 that this spans the holidays, a lot of communities are
2 scrambling. Is there any idea of when in January?
3 Early in January?

4 MS. BRYAN VALDEZ: Most likely be first
5 week of November and second week of January.

6 MR. POLLACK: Is there a reason why that
7 time frame is so aggressive? Some of this funding,
8 particularly on the Safe Routes to School side, it's
9 been a few years since folks have a chance to identify
10 projects, it's going to take some time. It's
11 fantastic news, but is there any chance of being more
12 generous with time?

13 MS. BRYAN VALDEZ: Relaxing the dates? I
14 can check with our Director, but thus far all three of
15 our postings will coincide in both posting and
16 proposal deadline.

17 MR. POLLACK: On behalf of, and I'll just
18 let you know, those time frames over the holidays for
19 municipalities can be extremely challenging. So just
20 so you don't underestimate how hard that is for a
21 community.

22 MS. BRYAN VALDEZ: Thank you.

23 MR. HIBBS: So Bonnie, this is Billy. For
24 the benefit of the Committee members, if they wanted
25 to participate in this through their communities or

1 the region where they are, how would they go about
2 doing that? What should we do as the next step with
3 this information now when we go back to our
4 communities?

5 MS. SHERMAN: When the project calls are
6 posted for, when we post information or open the calls
7 for projects, we can distribute that information to
8 you and you are encouraged to bring it to your local
9 entities to apply for the project. We will probably
10 have controls in place for the evaluation that you
11 wouldn't be --

12 MR. HIBBS: So you are going to reach out
13 to us with an email that we can then forward to the
14 appropriate people in our regions, great.

15 MR. GLEASON: That's true for your's?

16 MS. BRYAN VALDEZ: Our's will post through
17 the eGrant system.

18 MR. GLEASON: So how will the community --

19 MS. BRYAN VALDEZ: We will reach out to all
20 the Board members. Of course, Mr. Hibbs will send out
21 notice and we'll provide all of the details because
22 we'll be calling upon you to help us score the
23 projects. Our's are statewide projects only. We will
24 not do local at this point.

25 MR. HIBBS: Okay.

1 MR. SANDOVAL: I don't want to beat a dead
2 horse. I'm in San Antonio. I would take out San
3 Antonio or also New Braunfels.

4 MR. MORA: Are you doing it by districts?

5 MS. SHERMAN: So for the infrastructure
6 funds for our call for projects we will be doing
7 workshops across the states. Any way we can help get
8 the word out, we would appreciate your assistance.
9 You don't have any obligation to get the word out for
10 us. We do reach out to the cause to distribute that
11 to their members. We do reach out to the districts to
12 get the word out to their local communities and then
13 we have a mailing list that we are distributing
14 information from.

15 MS. BRYAN VALDEZ: We have 24 districts
16 traffic safety specialists throughout the State of
17 Texas, they will also be reaching out to all the
18 subjectees or anyone providing information, updates,
19 have any phone calls with inquiries as well.

20 MS. WEAVER: I have a few quick questions.
21 Bonnie, is your schedule the same as Lydia's? Or
22 will it be later?

23 MS. SHERMAN: Our's is still being
24 finalized. It will be later. It will probably start
25 shortly after the new year.

1 MS. ROBERTS: We will have something
2 available for you at the January BAC.

3 MS. WEAVER: Lydia, is your eligible groups
4 the same as Bonnie's?

5 MS. BRYAN VALDEZ: Our's is nonprofit.
6 Only nonprofit.

7 MS. WEAVER: Did I hear you, your funds
8 have to be awarded to statewide projects only,
9 correct?

10 MS. BRYAN VALDEZ: Yes.

11 MS. WEAVER: So the City of X can't come in
12 and say I want to do this in my community. City of X
13 would have to submit a program that works for
14 statewide?

15 MS. BRYAN VALDEZ: Statewide, yes.

16 MS. WEAVER: That's a pretty small niche
17 market of who would have resources from their
18 operating --

19 MS. BRYAN VALDEZ: Not necessarily.

20 MS. WEAVER: Well, for the people that
21 represent cities.

22 MS. BRYAN VALDEZ: Right.

23 MS. WEAVER: I wanted to make sure I
24 understood that.

25 And then the three grant programs on the

1 eGrants, will they have training workshops as well?

2 MS. BRYAN VALDEZ: Yes.

3 MS. WEAVER: Okay, awesome.

4 MS. BRYAN VALDEZ: We are providing dates
5 for questions. We provide, we post all of the
6 questions, all of the answers. We are happy to
7 provide WebEx as well, support. And we have other
8 members to reach out.

9 MS. WEAVER: Got you.

10 MR. HIBBS: Thank you, ladies. Excellent
11 job. Appreciate it. All right. It's time for item
12 number 10 on the agenda where we go around the table
13 and everywhere has a chance to report on what's going
14 on in their particular region. Shawn, are you still
15 there?

16 MR. TWING: Yes, sir.

17 MR. HIBBS: Would you mind breaking the ice
18 for us and tell us what is going on out in Amarillo?

19 MR. TWING: As you can tell, my enthusiasm
20 is very high, and we have some new things, although I
21 need to start our report with, you know, on a more
22 solemn note. We had one bike fatality and one near
23 fatality. In both circumstances, it's a reminder that
24 part of our mission, and what we always need to
25 include on the safety issue, is reminding cyclists

1 that they have responsibility. In both cases they
2 weren't wearing helmets, no reflective gear. One man
3 was, the fatality, the gentleman was literally riding
4 in the middle of the road at night in dark clothes
5 with no helmet. And it was just a sad thing.

6 So in addition, part of pushing forward to
7 have the infrastructure, bike lanes, all those things
8 are very, very important, I think we always should
9 balance that message with responsibility of people
10 using those facilities have to care for their own
11 safety.

12 So on a good note, I can tell you the
13 bicycles up here, we're seeing more and more in the
14 downtown area, people using them to get to work.
15 Mountain bikes has become, is absolutely exploding.
16 It started slowly, but more and more. The enthusiasm
17 of getting out on a bike, being a kid again, I'm a
18 firm believer of that, that the young folks, you get
19 them back on a bike and they get excited about it,
20 maybe they will take that bike to college and use that
21 to get around and save money. And then that just
22 helps promote the environment where alternative
23 transportation is not only viable but something they
24 can actually enjoy.

25 The one thing that I did want to bring up,

1 very excited about, I don't know how many of y'all are
2 familiar with Cal Farley's Boys' Ranch which is up
3 here in the Amarillo area. It's one of the oldest
4 boys, started out of as a boys' home. It does take
5 care of both boys and girls. They have a huge ranch
6 facility, own school. It's really impressive.

7 If you have never heard of them, look them
8 up and take a look. The work they do is really
9 outstanding. About three weeks ago, I met with Dave
10 Adams, CEO, and we are putting together a mountain
11 bike race and trail run out at the ranch, which is
12 very exciting because nobody has ever ridden out
13 there, so that's the sort of event that gets a lot of
14 excitement.

15 We are going to link in with cancer
16 fundraisers here. And what's most exciting to me
17 about this is we are going to have the opportunity to
18 work with kids from five years old all the way through
19 high school and get them excited about being on bikes,
20 use the opportunity to show them how to maintain your
21 bike, how to ride safely. And anything else, just get
22 them excited about it. We're hoping to have that
23 firmed up for next spring as part of Cal Farley's 80
24 year anniversary. That's the end of my report.

25 MR. HIBBS: Thank you, Shawn. Great

1 report. Thank you very much.

2 DawnElla, you want to tell us what's going
3 on in Nacogdoches?

4 MS. RUST: The scooter boards, different
5 devices that promote -- AFSA, issues just brought,
6 commit million dollar gym center, bike rack in front
7 of it. Little things at the university level.

8 MR. HIBBS: Okay. Thank you Dawn. Karla?

9 MS. WEAVER: Yesterday was a really great
10 day for bikes in DFW. I went to my board and had
11 approved \$37 million for two big trails. It's the
12 last piece of the Fort Worth to Dallas trail, which
13 will be 53 miles.

14 MR. HIBBS: Congratulations.

15 MS. WEAVER: And then we have a southwest
16 to northeast trail that's parallel to the cotton belt
17 rail corridor. So the southern part from the airport
18 going south to Dallas/Fort Worth, from the airport
19 going south towards Fort Worth, that part has been
20 building really well over the years, and that rail
21 will open by the end of the year, early next year.

22 The action for this item was to get full
23 design to be part of the big build for the rail from
24 the airport up to Plano. So the trans agency will
25 design the trail as part of the train project and then

1 we put money towards critical parts like bridges and
2 crossings that you can't get back in and do later once
3 you have active rail. So that was really exciting for
4 us. My team worked a lot of months cranking out
5 numbers and data and getting seven cities and two
6 counties and tons of agencies to agree to all of those
7 moving parts. So we're excited about that.

8 MR. HIBBS: Thank you, Karla. \$37 million
9 for your trails is probably more than the entire
10 budget for the City of Tyler, so good job on that.
11 Cristian, tell us what is going on in San Antonio?

12 MR. SANDOVAL: Thank you. San Antonio is
13 starting to get organized. So we're very happy that
14 an advocacy group, Bike San Antonio, which was
15 overdue, is now there and they are starting to get a
16 little more engaged with the process.

17 We still need a lot of support from the
18 community to start getting things approved with the
19 city. So we are very disappointed that we keep on
20 bringing projects to the city and the public throws
21 them down. They don't want bike lanes.

22 The advent of this organization growing,
23 establishing the 50123 and getting more involved with
24 advocacy, for us it's a huge win. For everyone, San
25 Antonio didn't have an advocacy, so this is a good win

1 for us.

2 And right now, yesterday they voted in the
3 ordinances that are going to be regulating the
4 scooters, and San Antonio seems to have been doing a
5 really good job with that. We were able to negotiate
6 that they are not going to be funding any bikes, it's
7 only scooters. It's only for the scooters and they
8 are staying away, allowing us, give us an opportunity
9 to kind of catch up and do a good job in what they do.
10 So those are the news from San Antonio.

11 MR. HIBBS: Thank you. David, how are
12 things in Midland?

13 MR. HAM: Midland is booming with the oil
14 industry, so we have a lot of traffic and so we have
15 to work around that. We are in the process of,
16 through our MPO, study of a trail between Midland and
17 Odessa. We have let out the contract. Got that
18 going.

19 We have also contacted City Council and
20 working with them on a three foot passing ordinance
21 which looks like we are pretty close to, we are going
22 to start with a publicity campaign, activity somewhere
23 around the end of this month, get cyclists all out to
24 visit about why we need such a project and sounds like
25 we have a complete council support.

1 MS. WEAVER: That's awesome.

2 MS. SHERMAN: Which project is that?

3 MR. HAM: The three foot passing.

4 MS. SHERMAN: Oh, safe passing.

5 MR. HIBBS: Margaret, tell us about
6 Houston.

7 MS. O'BRIEN-NELSON: Houston and the city
8 is working really, really well in informing the public
9 about the three foot rule and actually been working
10 with the City Police there and doing demonstrations.

11 They also started a build 50 campaign, and
12 that's to put in another 50 miles of trails, bikeways
13 by May of next year. So that's a big undertaking.

14 Also, Bike Houston is now working with the
15 City planning and development folks very, very
16 consistently on bike to work day. This year, brought
17 the city together to ID and approve 10 intersections
18 that it considered dangerous in the Houston area. And
19 they started doing a classification process and they
20 are going to come out with the findings later on.

21 I know also I'm really glad to see Jenny, I
22 believe, Genevieve, I'm sorry, with FHA here because
23 we are working together with FHA to start looking at
24 bad intersections in the area. I know a number of us
25 have worked together for a long time and it's not just

1 bad infrastructure. So that was great.

2 Also in the Galveston area, I'm hearing an
3 awful lot. There they are starting to look at and
4 they had a huge report before City Council to talk
5 about the three foot rule and whether they wanted to
6 implement it. They have had a number of fatalities
7 within that area recently with cyclists, so they are
8 starting to look at their infrastructure, what they
9 can do and we'll see how that turns out. Feelings on
10 both sides of that. It's just a consistency that we
11 are hoping we can get more places.

12 MR. HIBBS: Thank you. Jeff, Corpus
13 Christi?

14 MR. POLLACK: Corpus continues to make
15 steady progress in building out the bike plan. Last
16 time we were together that there are bond funded
17 somewhere on the order of 5 to 7 miles that are
18 nearing completion at this point. Some have been
19 completed.

20 The city has gotten itself on a regular two
21 year cycle for bond funded roadway construction and
22 with each of those cycles there is a certain subset of
23 the cycle tracks that will get done something. So in
24 theory something on the order of four to seven miles
25 of protected bikeways built every couple years with

1 supplemental multi trails fund from grants and other
2 sources like MTO tap fund. Slow progress towards a
3 critical mass of bike and structures, primarily
4 off-street and gets us entirely away from unbuffered
5 bike lanes of any type. Despite some political best
6 efforts.

7 MS. WEAVER: Thanks to Jeff's presentation
8 last July, next month we're actually going to do a
9 Workgroup, onstreet best practices and sort of design
10 things we learn. So we got six cities, three or four
11 consultants coming together to kind of create a little
12 Workgroup, see if we can do something similar.
13 Working together is working.

14 MR. POLLACK: I can tell you the design
15 standards that were developed by consensus from the
16 design community.

17 MS. WEAVER: Huge.

18 MR. HIBBS: Thank you. I'd like to reflect
19 that the Bicycle Advisory Committee has the only
20 Advisory Committee Vice Chairman that has a 29 inch
21 waist. So with that, Mr. Gonzales.

22 MR. GONZALES: That was a hell of an intro.
23 Actually, you know, implementing projects that are
24 identified in their cities bikeway's master plan and
25 then they also incorporate bicycle facilities through

1 their capital improvement projects that come out.

2 So every time you see IP projects come out,
3 there's bicycle facilities in those projects.

4 University of Texas El Paso is also making progress
5 with all the pedestrian and bicycle enhancements that
6 they are working on campus. Every street project or
7 every corridor they are making great progress there.

8 And we just, my firm was actually just
9 awarded a mountain to river project that we're going
10 to start here really soon. And since we have Franklin
11 Mountains and Rio Grande, we're looking at trail
12 system, again, this is for pedestrians and bicycle
13 facilities, to get from the mountains to the river.
14 So we're excited about starting that project here
15 really soon. That's going to be a really good project
16 for us. So that's the biggest thing right now.

17 MR. HIBBS: That sounds like that project
18 might be a very interesting presentation to this
19 Committee at some point. Just to kind of follow up on
20 what Karla said earlier, because truly I think some of
21 the best ideas and information comes from us sharing.

22 MR. GONZALES: I might have some pretty
23 pictures come January.

24 MR. HIBBS: That would be great. Frank, I
25 intentionally made you last because I wanted to give

1 you a little heads up here and didn't want to
2 necessarily put you on the spot. You kind of
3 understand what we do.

4 MR. ROTNOFSKY: I got it.

5 MR. HIBBS: So I'll turn it over to you and
6 you are welcome to make any comments you want.

7 MR. ROTNOFSKY: Okay. Well, in a lot of
8 ways listening to what's happening around here, we're
9 just getting started and we have a long way to go.
10 But our city, City of Laredo we're a border town, very
11 high poverty level, largest land port, so a lot of
12 interesting things that are happening, lots of trucks.

13 Our City of Laredo council adopted our
14 first Comprehensive Plan about a year ago. It was the
15 first plan done for the city in 25 years. And with
16 that there was a really strong emphasis on smart road
17 strategy cities in terms of how we see them growing,
18 and of course with that came a lot of sole searching
19 for our city, sprawling, suburban sprawl. The way we
20 are growing, the plan really addressed a lot of these
21 issues and it spurred a lot of young people in our
22 community that said they wanted to stay in Laredo.

23 We're losing a lot of our young, our
24 millennials to the cities, because of the quality of
25 life, and it basically got a lot of people really

1 excited about the future of our border town.

2 A lot of different organizations kind of
3 evolved out of that, and one that I'd like to talk
4 about is Bike Laredo. We're a little over a year old.
5 We were founded in the City of Laredo Health
6 Department. We meet monthly, and it's made up, of
7 course, of cycling advocates, but what's really
8 critically important and exciting about our group is
9 that we have City of Laredo officials that come to our
10 meetings. We have TxDOT, our pedestrian coordinator
11 from TxDOT Laredo office is there as well.

12 We have the school districts. And people
13 really come there ready to roll up their sleeves and
14 get to work. And we've been working with a lot of
15 help, by the way, from Bike Texas has been critically
16 important to us in terms of just learning what we need
17 to do.

18 We have, like I said, a lot of poverty and
19 we have a lot of cyclists that have to ride a bicycle,
20 not because they choose to, but because it's their
21 only method of transportation. So we're out there for
22 those guys, we are out there for the active cyclists
23 as well, recreational, and we're really building a lot
24 of excitement.

25 Within a year we've gotten our safe passage

1 ordinance passed, unanimously with our City Council.
2 Working with Laredo Police Department on enforcement
3 and we're working with the community in terms of
4 education for both motorists and the cyclists, both
5 sides.

6 We just got our City of Laredo Traffic
7 Department to hire our first bike protection
8 coordinator, which was really, really huge. We got
9 them to adopt the Urban Bikeway Design Guidelines and
10 we're about to embark, we had a draft bikeway plan in
11 our comprehensive plan, but now the City of Laredo
12 Traffic Department is about to call out for a bikeway
13 system for the City itself.

14 And on a negative note, about three weeks
15 ago, we had a 67 year old cyclist killed on the road.
16 It was dark. It was at night. We looked into this
17 gentleman. He worked at the local Burger King. He
18 wasn't able to afford a car any more to get to work.
19 So for the past three years he was commuting, and he
20 was killed.

21 And we talk about the spandex kings and
22 queens, and that's kind of what we fight with in our
23 local community. It's not about them. We see it more
24 about the people that really want to have a choice
25 that want to ride a bike, but really we're also out

1 there fighting for the people like this poor gentleman
2 that was killed on his bicycle.

3 So I'm really excited to be part of this
4 group as well. I'm here to learn a lot that I can
5 take back to where we are and looking forward to
6 serving. Thank you.

7 MR. HIBBS: Thank you. We're glad to hear.
8 I know you haven't seen one of these presentations
9 yet, but typically we try to find people that have
10 some kind of unique bicycle plan or something going on
11 in their community and they will make a presentation
12 to the Committee.

13 Whoever the future chair is, I would
14 encourage you to think about what Frank talked about
15 in terms of the bike plan and kind of his whole
16 uniqueness as a border community and what's going on
17 with the millennials and trying to pull all of those
18 things together, and that would be a fascinating topic
19 I think for the rest of the Committee members here.

20 MR. ROTNOFSKY: I do want to mention one
21 thing we are very excited about. Obviously being a
22 border town with international bridges, we work very
23 closely with the federal government. There was a
24 renovation of our pedestrian bridge, we refer to it as
25 Bridge No. 1. We worked with GSA and U.S. Customs and

1 we actually were able to get the first designated bike
2 lane on the bridge with it's own designated inspection
3 station with U.S. Customs. We get a huge influx of
4 cyclists from Laredo that come in daily on their
5 bikes. So that was pretty cool.

6 MR. HIBBS: Yes.

7 MS. RUST: Looking at your website is
8 pretty impressive.

9 MR. HIBBS: Margaret?

10 MS. O'BRIEN-NELSON: I just wanted to say
11 thank you so much to Bonnie, everybody that worked
12 together on the presentation on the new bicycle
13 committee presentation. That was so helpful. And I
14 think just to be able to have that, any time somebody
15 asks you about what you do, you can just pretty much
16 send them that presentation. So thank you so much
17 for going out and doing that.

18 MR. ROTNOFSKY: Thank you as well.
19 Appreciated that.

20 MR. HIBBS: And I believe Cristian, you are
21 going to be making a presentation at the next meeting
22 on San Antonio, correct?

23 MR. SANDOVAL: Yes, sir.

24 MR. HIBBS: And Cristian was originally
25 supposed to be today and we had such an aggressive

1 agenda, we already had to add 30 minutes to it and we
2 wanted to give you get plenty of time, and you will
3 get plenty of time at the next meeting.

4 At this time it's appropriate for us to go
5 to item number 11, which is the public comment forum.
6 There has been one form submitted. It is from. Robin
7 Stallings of Bike Texas and Robin would like to
8 comment on Agenda Item Nos. 7, 8 and 9. So Robin, if
9 you want to take it away.

10 MR. STALLINGS: Thanks very much,
11 Mr. Chairman. We have on behalf of Bike Texas about 4
12 million Texans ride a bike at least once a year, so
13 thank you very much for all the work y'all are doing.

14 But I wanted to give some specific
15 shout-outs. First, Teri Kaplan, you have done such a
16 great job as TxDOT bicycle coordinator. We have seen
17 that you kind of shifted your spot to now assisting
18 the new bicycle coordinator. So first before we say
19 that, I want to just say Bike Texas awarded Teri
20 Kaplan an award for her work that she's done, and it's
21 a lot of stuff that we've been hearing about that
22 she's helped initiate. And we're so appreciate of
23 everything you have done and the great career you have
24 had at TxDOT. Thank you.

25 (Applause.)

1 MR. STALLINGS: So with that, we want to
2 welcome Bonnie Sherman, who is very experienced, she
3 was bike coordinator in the Austin District before she
4 has been assisting Teri for the last few years. And
5 so extremely well qualified. We're very happy that
6 there was no vacancy, very well-planned within the
7 division that there was such a smooth handoff.

8 As the outside agitators, we're so happy
9 that now we got somebody else to aggravate and we know
10 that Bonnie has pretty thick skin and she can take it.
11 So we're appreciative of that.

12 So thank you very much, Mr. Billy Hibbs,
13 you have been a great chair of the TxDOT Bicycle
14 Advisory Committee. As the previous chair of the
15 TxDOT Bicycle Advisory Committee, I can tell you you
16 set a whole new bar, much, much higher than it's been
17 before, and it's going to be very difficult shoes to
18 follow. But such a strong foundation that I believe
19 that whoever from this Committee becomes the chair is
20 up to it, but it won't be a cake walk. It's going to
21 be very difficult. Thank you very much, Bill.

22 So I wanted to make a point about the,
23 something that's been very important to Bike Texas for
24 a very long time is that we understand the economic
25 impacts of bicycling in Texas. And we've talked about

1 other studies, we've talked about other places, but we
2 are so appreciative of the very well economic impact
3 study that TPI did.

4 And we hope that that kind of becomes a
5 living document, so that as we're able to think about
6 how we can add to it and improve on it and tighten it
7 up, but it's just fantastic and we really appreciate
8 it. Thank you.

9 Thank you to this Committee for initiating
10 that and handing off that work.

11 Number 8, the strategic direction and
12 planning. We sometimes talk about Bike Texas to
13 people that don't know us as it were really Bike Walk
14 Texas. It's part of our strategic plan, it's in our
15 mission statement, to include pedestrians. We realize
16 even though we all come to this because of our passion
17 for bicycling, most of our members, said it's really
18 hard to talk about bicycling without considering
19 pedestrians.

20 And so we realize that we just really
21 needed to think about both. While we wish we could do
22 more and be more effective for both bicyclists and
23 pedestrians than we are, but it's really important to
24 include them both in the conversation even though as
25 somebody point out they are not always on the same

1 facility, but they really need to be included in the
2 corridor life as Karla was saying.

3 A big surprise to us, and shocking to us
4 also, I think I can speak on behalf of the board and
5 staff of Bike Texas, that the launch of scooters has
6 taken us by surprise. We kind of followed it, but we
7 had no idea that it was going to take off like it has.
8 We even heard of a new term called micro
9 transportation that's including these.

10 We don't even know two years from now
11 what's going to survive, who the vendors are going to
12 be out there, that dockless bike share would come up
13 so big and leave almost as fast because of the advent
14 of scooters.

15 And I think that this Committee is the
16 natural home to consider these issues within the Texas
17 Department of Transportation in your advisory role.
18 It's going to be up to local governments largely and
19 also at some level, state, whether it's the
20 legislature or whether it's TxDOT, but I think that
21 please keep an open mind to including the idea of
22 scooters as these evolved so quickly within this
23 Committee.

24 We plan to do that at Bike Texas to try to
25 stay on top of the scooter policies, to try to stay

1 ahead of it as best we can. Santa Monica is a little
2 bit ahead of some other places. San Antonio is
3 getting a jump ahead. Austin has gotten some
4 regulations. We're trying to pay attention to it so
5 we can be good partners in advising and take those
6 best practices so that -- You know, there is going to
7 be some bad ideas out there, too, for regulation and
8 we want to see them, the best ideas keep moving
9 forward and bad ideas improve into good ideas.

10 And those scooters irritate us, too. Those
11 skinny millennials, by golly, but at the same time if
12 they weren't filling a niche, they would not have
13 taken off like they have. And so we do think that
14 they are part of active transportation and we plan to
15 keep them within our portfolio of things to talk
16 about. And then so that's on strategic plan.

17 We also want to mention that the tourism
18 trails study that grew out of this Committee, and 2005
19 legislation called Texas Bicycles Tourism for trails
20 and the fantastic work that Carl did, Carl Seifert, on
21 that program is so big it's a generational project
22 that I would hope that you would leave that in your
23 strategic planning from here out.

24 That it's always, you know, what's the next
25 step, how can it be incorporated, how is this being

1 included? It has become part and parcel and part of
2 the DNA of TxDOT's work to consider the bicycle
3 tourism trails that it go from a plan to a study to a
4 reality. And that's going to need this Committee to
5 not forget. As Committee members turn over and people
6 forget about the days before that, please hand it off
7 to your colleagues, please bring it up all the time
8 and see what are the creative ways that it can be
9 funded from so many different sources, but it's a lot
10 of that is going to come out of this Committee.

11 So it's the generational change that can
12 make a huge difference and take that billion dollars a
13 year of impact that we kind of identified for
14 bicycling in Texas. England has a billion dollars a
15 year of bicycle tourism impact. And as I said before,
16 whether it's true or not, in true Texas fashion, we
17 got ranches bigger than that island. We need to do at
18 least \$10 million a year of economic impact. And that
19 Bicycle Tourism Trail study that you all birthed is
20 the key to that. But we can't forget it. It's got to
21 keep coming up.

22 So instead of five generations, let's make
23 that a one generation plan.

24 And then, finally, with Safe Routes to
25 School, Safe Routes to School was born in Texas and in

1 2001 the second Safe Routes to School legislation was
2 passed right here in Texas. Governor at the time Rick
3 Perry signed it into law. It went to Washington, they
4 built a national bill around it. It became a national
5 program.

6 So the latest that they mention that
7 billion dollars from 2005 was, it was 600 million
8 before that, so it's been over, almost \$2 billion
9 nationally for Safe Routes to School. It is so
10 important, and even though the term has disappeared,
11 that it's been an important part of the work of this
12 Committee, and I hope that y'all keep thinking about
13 it from that two mile radius, K through 8 kids, how
14 can we make it safe for them to bike and walk.

15 And it's going to impact things over time
16 that we haven't even thought of yet, things like where
17 do you place schools in the first place? There is a
18 risk if we shut down our neighborhood schools, and we
19 build them around arterials, kids can't bike and walk
20 to school because we made it structurally impossible
21 and we made it dangerous to get to school.

22 And so I think that this Committee should
23 really keep Safe Routes to School on your radar not
24 just for this \$2.8 million of non-infrastructure, 10
25 point some million of infrastructure, but that Safe

1 Routes to School is an idea that needs to live on and
2 on and on.

3 People who bike as adults are people who
4 biked as children. Few people pick it up as adults
5 apparently, and although I don't know the source for
6 that, I've heard it enough that I believe it to be
7 true. And so we need to, if we're going to, huge
8 climate impacts, we don't talk about that in Texas,
9 but there is a study came out, we got 10 years, 10 or
10 12 years to fix this problem.

11 What this Committee does is central.
12 Biking and shifting trips from car to bikes and
13 electric bikes is central to the survival of our
14 planet. It's one piece, but it's an important piece.
15 I hope that we keep that in mind.

16 With that, I just want to thank you all for
17 your service.

18 MR. HIBBS: Thank you, Mr. Stallings, we
19 appreciate that very passionate presentation. And
20 while I was listening to Robin, I was thinking about
21 the elections next meeting which, again, are so very
22 important to the continuity of what we have been
23 doing. And I think that when you get ready to make
24 your presentations instead of sitting here talking
25 like we did before, I think you need to stand up here

1 in front of everybody, state your case. That will
2 give us a better chance to get to know you and
3 understand your presenting style than kind of sitting
4 there having a discussion with everyone.

5 With that, we will now move to the final
6 agenda item which I believe, before we adjourn, is to
7 discuss other agenda items for the next meeting.

8 MS. KAPLAN: You have done a terrific job
9 by indicating that Cristian will do his presentation
10 at the January meeting. I just wanted to give a shout
11 out to Carl. Any presentation that comes to you all
12 is a group effort and involves the whole team, and
13 Carl has had a big influence on developing the
14 orientation presentation.

15 I also wanted to say thank you to Genevieve
16 Bales for being here and being a regular attendee,
17 regularly attending on behalf of FHWA.

18 But we have a new guest with us today, I
19 want to introduce to you Clarence -- how do you
20 pronounce your last name correctly?

21 MR. RUMANCIK: Rumancik.

22 MS. KAPLAN: Clarence is a regional
23 engineer for FHWA and I want you to introduce yourself
24 to our Committee.

25 MR. RUMANCIK: Good morning, everybody, my

1 name is Clarence Rumancik, as Teri has already said.
2 I work in the Beaumont and Fort Worth area right now.
3 And I have worked throughout the entire state for the
4 most part for many years. Worked closely with Bonnie
5 over quite a few years in the environmental
6 department, and I'm looking forward to working with
7 you again in the future.

8 Mark, I'm looking forward to working with
9 you on bicycles and safety. You made a comment
10 concerning bicycles being next to high speed traffic.
11 I've got a really nice carbon fiber bicycle, and I
12 will not ride on public roads. It's a dangerous place
13 to be. I appreciate everything everybody is doing
14 here, and I just want to thank you for all of your
15 efforts.

16 MR. HIBBS: Thank you very much.

17 MS. KAPLAN: Thank you, Clarence. And I
18 also wanted to thank Clarence for his efforts in
19 making sure that our transportational alternative
20 projects were approved by FHWA in a timely manner.
21 That goes to Karla's discussion about cities and
22 counties, agencies working together, and I think we
23 are doing a terrific job. Thank you all.

24 MR. HIBBS: Thank you, Teri.

25 Is there any other business that needs to

1 come before the Committee today? If not, we will
2 stand adjourned and see you in January. Thank you all
3 very much.

4 (Off the record at 11:49 a.m.)
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I, Deborah Endler, RPR and Notary Public in and for the State of Texas, do hereby certify that the facts stated by me in the foregoing caption hereto are true, and later transcribed from stenograph into typewriting.

I further certify that the above and foregoing transcript as set forth in typewriting, is a full, true, and a correct transcription of the statements made at the time of the taking of said hearing.

WITNESS MY HAND, this the 19th day of October, 2018.



DEBORAH L. ENDLER, RPR
Expiration Date:
Registration No. 631
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