

Date:

April 15, 2019

Case:

TxDOT BAC Meeting

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TRANSCRIPTION OF
TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE (BAC)
MONDAY, APRIL 15, 2019
9:30 A.M.
200 E. RIVERSIDE DRIVE, CLASSROOM D
AUSTIN, TEXAS 78704

REPORTED BY: PAIGE S. WATTS, TEXAS CSR NO. 8311

1 APPEARANCES

2 COMMITTEE MEMBERS PRESENT AND PARTICIPATING:

3 Billy Hibbs, Chair

4 Robert Gonzales, Vice-Chair

5 DawnElla Rust

6 David Ham

7 Jeff Pollack

8 Karla Weaver

9 Frank Rotnofsky

10
11 COMMITTEE MEMBERS PARTICIPATING TELEPHONICALLY:

12 Margaret O'Brien-Nelson

13 Shawn D. Twing

14
15 TXDOT PRESENT AND PARTICIPATING:

16 Eric Gleason, PTN Director

17 Bonnie Sherman, AICP

18 Noah Heath, AICP

19 Marty Boyd, El Paso District

20
21 OTHER SPEAKERS:

22 Jim Carrillo, Halff Associates

23 Carl Seifert, Jacobs Engineering Group

24 Andrew Dupuy, Rails to Trails Conservancy

25 Eva Garcia, Rails to Trails Conservancy

MEETING AGENDA

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ITEM

- 1 Call to Order.
- 2 Safety Briefing.
- 3 Approval of Minutes from January 25, 2019, BAC Meeting.
- 4 Report from BAC Chair.
- 5 Report from TxDOT's Public Transportation Division Director regarding statewide bicycle/pedestrian matters.
- 6 Chair/Vice-Chair Elections. (Action)
- 7 Presentation on TxDOT El Paso District's Bicycle Program Strategic Plan.
- 8 Presentation on Bikeway Design Effort. (Action)
- 9 Presentation on Advancing Active Transportation Networks and Trails in Texas.
- 10 Update from committee members on local and statewide issues.
- 11 (Not listed on agenda)
- 12 Public comment - public comments will only be accepted in person.
- 13 Discussion of agenda items for future BAC meetings. (Action)
- 14 Adjourn. (Action)

1 CHAIRMAN HIBBS: All right, everyone.
2 It's 9:30. Welcome to the meeting of the Bicycle
3 Advisory Committee for TxDOT. We're pleased to have you
4 here today. We're pleased to have our guests with us.
5 In particular, I'm pleased to have my son, Stratton
6 Hibbs, with us here today.

7 Just wave your hand there, son.

8 He's home from college right now learning
9 a little bit about how government operates.

10 And, son, it's a little like sausage
11 making. So just remember that.

12 But we've got some important business
13 here today to go through, not the least of which are the
14 elections, reports, all kinds of things that are
15 happening. So we are going to keep the agenda brisk, as
16 we might say.

17 And moving right along to Bonnie Sherman.
18 Bonnie, would you please give us our safety briefing?

19 MS. SHERMAN: Yes. For medical
20 emergencies, call 9-1-1. The AED unit is located in the
21 main lobby at the security booth. First aid kits are
22 marked and located on each floor. In case of a fire or
23 other need to evacuate the building, fire extinguishers
24 are marked and located on each floor and we will
25 evacuate and exit the front door of this building, turn

1 left, and gather near the sidewalks and fence line of
2 the parking lot facing Riverside. In case of tornado or
3 inclement weather, stay inside, move away from exterior
4 walls and windows and proceed to the large auditorium by
5 the guard desk. In case of an active shooter or bomb
6 threat, follow instructions from the PA address system
7 and on-site security personnel.

8 Thank you for your time and have a safe
9 and productive meeting.

10 CHAIRMAN HIBBS: Thank you, Bonnie.

11 At this time, we'd like to approve the
12 minutes from the last meeting. All of you should have
13 had a chance to see and review those. At this time, are
14 there any recommendations for changes or questions about
15 the minutes or anything?

16 If not, we'll entertain a motion to
17 approve the minutes.

18 MR. GONZALES: Move to approve.

19 CHAIRMAN HIBBS: Motion by Bobby. Do we
20 have a second?

21 MR. POLLACK: Second.

22 CHAIRMAN HIBBS: Second by Jeffrey. All
23 in favor say aye.

24 (Chorus of ayes)

25 CHAIRMAN HIBBS: Motion has carried, and

1 the minutes are approved.

2 All right. So the next item on the
3 agenda is the report from the Chair. It has been very
4 busy since I've seen you guys last and wanted to touch
5 on three things that I think -- well, at least a couple
6 of things that I think are very, very important to this
7 committee.

8 First of all, the Legislature is in
9 session right now and that's one of the reasons I had to
10 get a little dressed up today is I'm heading back over
11 there with my son after we get finished.

12 And it's, Eric, to deal with educational
13 matters, not TxDOT matters. So you can exhale there.

14 But last -- I think last week, I believe
15 it was, Robin Stallings contacted me. Talked to me
16 about HCR 64, which was a House Continuing Resolution
17 that has to do with our Tourism Trail study and wanted
18 to know if I would come down and testify in front of the
19 House Transportation Committee and I did and I feel
20 compelled to tell you my two minutes' worth of remarks
21 so that everyone here is brought up to speed and why,
22 you know, I made the trip down here to do this.

23 I said, "Chairman Canales and Committee
24 Members, thank you for the opportunity to speak to you
25 today. My name is Billy Hibbs and I'm the Chairman and

1 CEO of Heartland Security Insurance Group based in Tyler
2 and I'm here in support of HCR 64. Bicycle tourism is
3 big business around the world. Areas across North
4 America have capitalized on the health and economic
5 benefits of bicycle tourism with new trails under
6 construction like the East Coast Greenway that will run
7 from Maine to Key West, Florida; the Canadian Province
8 of Quebec, where there is a new 3,300-mile network of
9 trails; and then there's Iowa. For the past 47 years,
10 people from all over the world have flocked to Iowa for
11 the chance to ride across Iowa. It's so popular, that
12 it's now limited to 10,000 riders each year and these
13 cyclists have pumped millions and millions of dollars
14 into small and large towns across that state. If
15 bicycle tourism is a big deal in Iowa, just wait until
16 the world gets a chance to ride across Texas."

17 "In 2014, I was confirmed to a position
18 on TxDOT's Bicycle Advisory Committee and elected
19 Chairman. This committee is very active, with 11
20 members serving the needs of urban and rural cyclists
21 all across the state. We've created a cost-effective
22 way for communities to stripe existing roadways called
23 Bike Stripe, developed a Strategic Director Report that
24 takes cycling into consideration during TxDOT's highway
25 planning, and we've just completed work on a two-year

1 comprehensive Tourism Trails study, which is referenced
2 in the concurrent resolution before you today."

3 "The Bicycle Advisory Committee was very
4 involved in the study of bike routes both east/west and
5 north/south that include our beautiful state and
6 national parks, geographic and cultural places of
7 interest, as well as bringing new life to 540 rural
8 communities with populations of less than 5,000. Unlike
9 motor tourists, most cyclists are good for only about 30
10 to 90 miles per day -- excluding Bobby Gonzales, of
11 course -- before needing and wanting food, lodging,
12 bicycle gear, provisions, entertainment, and a multitude
13 of other services."

14 "The committee was unanimous in
15 communicating its strong interest and support of
16 investment in priority segments of this tourism trails
17 network to the Transportation Commission earlier this
18 year. HCR 64 will encourage TxDOT to consider federal
19 and state funding alternatives to allow us to build out
20 this network in segments over time. I believe that
21 passing this concurrent resolution will be a very
22 important step towards growing tourism in our unique
23 state. Thank you for your consideration."

24 At that point, I sat down. The next
25 speaker got up. He said -- and I believe these are his

1 exact words -- "Well, I was going to be against this;
2 but after hearing all that, now count me as a neutral."
3 And I leaned over to Robert Stallings and I said, "I
4 think we flipped him."

5 So anyway, as of this moment, I believe,
6 Robin, they still have not had a vote on this; is that
7 correct?

8 MR. ROBIN STALLINGS: Correct. But
9 probably this week.

10 CHAIRMAN HIBBS: Probably this week. All
11 right. So if any of you have any of your State House
12 members who are on this committee and you know these
13 people, please reach out to them and encourage them to
14 vote for HCR 64.

15 Any questions?

16 All right. Next --

17 MS. RUST: Say it again. HCR?

18 CHAIRMAN HIBBS: Sixty-four. It stands
19 for House Continuing Resolution.

20 MR. GLEASON: Concurrent.

21 CHAIRMAN HIBBS: Concurrent, I'm sorry.
22 House Concurrent Resolution 64. Thank you, Eric.

23 MR. HAM: I did call the Vice-Chair's
24 office, Brooks Landgraf; and talked to his staff quite a
25 bit about it.

1 CHAIRMAN HIBBS: Great, wonderful.

2 MR. HAM: They expressed interest, but
3 we'll see if it goes to Mr. Landgraf.

4 CHAIRMAN HIBBS: Good, good, awesome.

5 For the sake of the stenographer, do you
6 need us to identify ourselves before we speak?

7 THE REPORTER: It would help.

8 CHAIRMAN HIBBS: Okay, yeah.

9 MR. HAM: David Ham.

10 CHAIRMAN HIBBS: Before anyone says
11 anything, please identify yourself.

12 All right. So the next thing that has
13 some bearing on this committee, has to do with our
14 vacancies and our upcoming retirements. We have had
15 notice from Margaret that she is going to be rolling off
16 prematurely.

17 Oh, is Margaret on the phone?

18 Can the people on the phone join us
19 please? Tell us who you are?

20 MR. TWING: This is Shawn -- oh, sorry.

21 MS. O'BRIEN-NELSON: Yeah, and this is
22 Margaret. I'm sorry. My phone was muted. I was trying
23 to figure out how to un-mute it.

24 CHAIRMAN HIBBS: Okay. Well, thank you,
25 Margaret. So you plan to continue to be on the

1 committee how many more meetings? Is this your final
2 one or are you going to serve out the rest of this year
3 or what's the situation?

4 MS. O'BRIEN-NELSON: I'm sorry to say I
5 have to go off. This is for a number of personal and
6 medical things that I have to take charge of. So I'm
7 sorry, this is my last meeting.

8 CHAIRMAN HIBBS: Okay, all right. Well
9 thank you for clarifying that for us. And let me say on
10 behalf of all of us: Thank you for your service to the
11 committee and we really, really loved working with you
12 and we wish you only the best.

13 MS. O'BRIEN-NELSON: Thank you so much.
14 I've enjoyed this very, very much and think it's
15 extremely important and that's why I'm hopeful that
16 someone who can come in and jump in with both feet will
17 be available.

18 CHAIRMAN HIBBS: Great, great. So --

19 MS. SHERMAN: I just want to --

20 CHAIRMAN HIBBS: -- with the two open
21 vacancies that we have now -- with Margaret's vacancy
22 and with my vacancy -- that's four positions that we
23 need to fill on this committee pretty quickly. I've
24 been able to identify a couple of people in East Texas
25 that I think are going to respond positively for the

1 chance to put their name in front of TxDOT and I'm
2 working on that; but I would encourage the rest of you,
3 too, to be seeking out and finding some people that you
4 think would be good replacements for some of these
5 vacancies that we have.

6 So that pretty much concludes my report.
7 The main thing that I wanted to communicate today more
8 than anything else is thank you, Bobby, and thank you,
9 Karla, for stepping up and wanting to run for Chairman
10 because that is very, very important that we get us some
11 good leadership and good experienced leadership rolling
12 because my time is running out. I've got one more
13 meeting left, and that's it. So I'm thankful for that.

14 All right, Eric, it's your show. Take it
15 away.

16 MR. GLEASON: Wow, okay. Thank you, sir.

17 Good morning. I'm Eric Gleason, Division
18 Director for Public Transportation TxDOT. And for our
19 stenographer, I don't know if you caught it, but Shawn
20 Twing is on the phone, as well.

21 THE REPORTER: I got it. Thank you.

22 MR. GLEASON: Okay, thank you.

23 So Billy covered the vacancies. So with
24 Margaret stepping down, that creates three now and then
25 we have three more in August. So between now and the

1 end of August, we actually have six. Now, I do want to
2 make it known to folks though that under the committee
3 structure, that you may continue to serve until you are
4 actually replaced. So even though your appointment has
5 ended, if the commission has not appointed a replacement
6 individual, you may continue to serve on the committee
7 if you are able to do that.

8 Now, we will try and we are -- we've
9 gotten some additional direction recently from my boss
10 through the Governor's Office about what they're looking
11 for in terms of committee appointments, some diversity
12 on the committee, looking to bring in some areas of
13 expertise making sure we have balance that way. So
14 we're encouraged by that feedback we've gotten. We will
15 be soliciting some additional names over the next four
16 to six weeks and I would hope that by the time you meet
17 in July -- and if not then, certainly by August -- we'll
18 have a full committee again. So that's our game plan
19 with this and as always in this kind of a timeframe, we
20 do very much appreciate any recommendations that any of
21 you may have for people to serve on the committee.

22 If you have names, I encourage you to let
23 Bonnie know who they are. We can get an application to
24 them and they can fill that out and they will certainly
25 be considered as a part of this process. So anything

1 y'all might be -- any names y'all might be able to help
2 bring to the surface would be great.

3 So last Friday was the deadline for
4 preliminary applications on the current call for
5 projects we have. For those of you who may not be
6 familiar, we have -- we published a call for projects in
7 February, I believe; and that is for a combination. We
8 have some "Safe Routes to School" funding available and
9 we also have some remaining balances in our
10 Transportational Tourism Rural Area Program and then we
11 also identified and anticipated amounts through federal
12 year '22, I believe, for both programs.

13 So having said that, we took an approach
14 this year where we asked folks to fill out what we
15 called a preliminary application and to have that --
16 those back to us by Friday. We got almost 400
17 applications. So if we're looking a little bit like
18 deer in the headlights at this point, that's a lot of
19 applications to go through. It's good news. About
20 90 percent of those appear to be "Safe Routes to School"
21 applications. So we're going to have to -- we're going
22 to have our work cut out for us for that.

23 We only have \$8.7 million statewide for
24 "Safe Routes to School." So we've not yet gotten a
25 total asked number that I'm aware of. That's a little

1 more difficult to get to, but we're going to have our
2 work cut out for us going through those applications.

3 Now, obviously any "Safe Routes to
4 School" application is going to be eligible for
5 transportation alternative funding. The issue is
6 going to be that the match requirements are different
7 and so, you know, whether or not as a community you
8 proposed a "Safe Route to School" project and we are
9 asking if you can go the transportation alternative
10 route, is going to depend on your capacity to address
11 the match issue.

12 So at this point, all we're trying to do
13 with what we have, is make sure that the project is an
14 eligible project, make sure that the application is
15 complete, make sure that the project sponsor is an
16 eligible applicant. It's a very high level sorting
17 we're going through at this point, and then we will try
18 and sort projects into which program we think they can
19 compete most effectively for funding from. And then
20 based on that, we're going to ask everyone who's still
21 in the game at that point, to fill out what we call a
22 detailed application, which is what we will use for a
23 basis for evaluating and scoring and ranking those
24 projects.

25 So with 400 or so to go through, I think

1 I'm going to sit down this week or early next week.
2 We're going to re-evaluate our schedule and see whether
3 or not we think we can get this all done in the
4 timeframe we'd anticipated; but no lack of demand,
5 that's for sure. So we are going to need -- to help us
6 with this process in the August and September timeframe,
7 we're going to need two or three volunteers from this
8 committee to help us look at the "Safe Routes to School"
9 detailed applications.

10 So I think we just wanted to get that out
11 there for people to think about today. We'll be
12 soliciting interest on a more formal basis, probably an
13 e-mail or something from Bonnie, to try and firm up who
14 those two to three people will be. But just know that's
15 out there. And if you're one of those folks whose term
16 is coming up to expire, I think given our committee
17 schedule -- well, we'll just have to see how that works.
18 I think, you know, we typically would have a July and
19 then an October meeting and so it will depend on when
20 the commission actually takes action and makes an
21 appointment effective date. So anyway, express your
22 interest and we'll figure that one out later.

23 In the interest of time, I am going to
24 skip down to -- there is also at this point in time, our
25 Traffic Section has a call for projects out for "Safe

1 Routes to School" non-infrastructure funds and these are
2 basically -- what they're looking for, these funds are
3 for statewide "Safe Routes to School" education
4 projects, such as a school-age children's educational
5 toolkit, an in-school bicycle and pedestrian safety and
6 presentation program. So that opened up on March 22nd.
7 It closes on April 22nd. And we are going to need a
8 volunteer from this committee to help evaluate those
9 proposals, as well.

10 So two volunteer opportunities to help
11 look at "Safe Routes to School" and we'll, again, send
12 something out, an e-mail out to each of you to confirm
13 your interest.

14 And then there is a workshop scheduled on
15 the Tourism Trail Prioritization Workshop scheduled for
16 May 2nd, where our long-range plan consultant, High
17 Street Consulting, is prioritizing the bike tourism
18 trail route segments and we need one to two volunteers
19 to participate to help us identify criteria and the
20 weighting for those criteria. And, again, we'll be
21 sending something out on that, as well. So this is just
22 sort of a just to let you know you're going to be
23 getting a handful of e-mails from Bonnie and Noah
24 looking for your -- you know, soliciting your interests
25 and there are some opportunities coming up to help us

1 out and move the program forward.

2 On the bicycle and pedestrian count
3 exchange, I think it used to call the clearinghouse.
4 We're calling it an exchange. There's a webinar on that
5 on May 22nd. And then that's what I have for my report,
6 Mr. Chair, and we move into Item 6.

7 CHAIRMAN HIBBS: So this is Billy. I
8 would like a point of clarification on something you
9 said about diversification. Are you talking about
10 diversification as it applies to new members based on
11 geography, diversification based on ethnicity,
12 diversification based on job and professional
13 experience?

14 MR. GLEASON: Yes.

15 CHAIRMAN HIBBS: All of the above?

16 MR. GLEASON: All of the above.

17 CHAIRMAN HIBBS: All right. Thank you
18 for that clarification. It sounds like we need to get
19 to work unless everybody is going to work on all these
20 committees all the time. So we've got to --

21 MR. GLEASON: Lots of opportunities to
22 move the program forward.

23 CHAIRMAN HIBBS: That's right. That is
24 it.

25 All right. So as we segue into our a

1 Chair and Vice-Chair elections, Karla, we were stalling
2 so that you could get here. We're so thankful that the
3 --

4 MS. WEAVER: Thank you.

5 CHAIRMAN HIBBS: -- traffic didn't keep
6 you away. As I said before, I'm delighted that you and
7 Bobby were willing to take the plunge and step up. I
8 couldn't think of two better people.

9 You can't make a bad decision here,
10 folks. I've worked a long time with both of them and
11 they have brought tremendous resources and intellect and
12 understanding and everything to this committee and
13 candidly, they've been a great help to me. So I want to
14 tell the both of you thank you for that very much.

15 And at that, Eric, how do you propose to
16 do these elections?

17 MR. GLEASON: So it looks like we have a
18 fairly high-tech balloting procedure here if that
19 cardboard box tells you anything. I think one of the
20 things, though, we will make this decision today and
21 then the thought is that these -- that the appointments
22 would be effective for the first time at the next
23 meeting. So Billy will finish out the agenda today in
24 his current capacity as Chair and Bobby as Vice-Chair
25 and then in July, we would make the transition.

1 So with that, Bonnie, Noah, how are we
2 proceeding with this exercise?

3 MS. SHERMAN: So we have -- we have
4 little ballots with the two names on them for folks to
5 circle; but I would like to give both Karla and Bobby an
6 opportunity just to say a couple of sentences about why
7 you are interested in being the BAC Chair and/or
8 Vice-Chair.

9 CHAIRMAN HIBBS: Well, and I would
10 suggest so that everybody can see you, why don't y'all
11 stand up there by the phone and that way you can kind of
12 make a short presentation and it will feel a little more
13 official than trying to talk sideways back and forth to
14 everybody.

15 MS. WEAVER: So my name is Karla Weaver.
16 I work at the Dallas-Fort Worth MPO doing
17 bicycle/pedestrian planning and I've been doing that for
18 about 13 years. I've been on this committee for many
19 years. I don't know what my current tenure is. Four,
20 five? We started at the same time.

21 CHAIRMAN HIBBS: I think, yeah. '06, I
22 think maybe.

23 MS. WEAVER: It's been a while. So I've
24 seen this committee do amazing things. When I first
25 joined, there was a lot of energy and enthusiasm and a

1 lot of products that came out of that. I was there for
2 the development of the State Strategic Plan. I was
3 there as the Account Program developed. I was on the
4 committee for the tourism trail efforts. I'm really
5 enthusiastic and passionate about this.

6 I come from maybe a different perspective
7 of sort of like government partnership with TxDOT,
8 knowing the importance of education and engineering and
9 all of those things and I would be very enthusiastic to
10 serve as the Chair of the committee. So that is my
11 speech.

12 CHAIRMAN HIBBS: Thank you, Karla.

13 MR. GONZALES: I have no problem losing
14 to her. But I've been on this committee for a long
15 time. As well as Karla, I came in, I think, when Billy
16 came in. First of all, I want to thank you for your
17 service and an outstanding job as Chairman. You're
18 going to be a hard act to follow, Billy.

19 But I am a professional engineer. I'm a
20 civil engineer and I've got -- I've had 35 years of
21 experience working in the design/the planning of bicycle
22 facilities and transportation projects. I have to leave
23 early today, as a matter of fact, because I have a
24 public hearing this afternoon or later on this evening
25 for a project that I'm working on in El Paso. So,

1 again, I understand the policies.

2 I want to continue the momentum that this
3 board or this committee has already established and take
4 it through to the next level. I want to thank each and
5 every one of you for a job well done, and I'm hoping to
6 work closely with you as we move on into the next couple
7 years. So that's all I have to say. Again, if I lose
8 to Karla, she's a great person. So I'm hoping -- either
9 way you can't go wrong. We'll still do you proud, and
10 I'm ready to lead to committee. Thank you.

11 CHAIRMAN HIBBS: Thank you, Bobby.

12 For those of you that are new on the
13 committee, Bobby and his engineering firm donated the
14 software for bike stripe. So when we were putting all
15 this together to help these small communities come up
16 with a way to not to have to spend \$800,000 on an
17 engineering study, he was able to provide that to us and
18 so we're really appreciative of his efforts and his work
19 on this committee, as well.

20 So like I said before, it will be a great
21 team either way. So are we ready to vote?

22 Anybody else? You got any questions or
23 anything?

24 I guess circle your choices and we'll
25 pass the ballot box around and make quick work of this.

1 MS. SHERMAN: Just select one name and
2 the one with the top votes will be Chair and the one
3 with the second will be Vice-Chair.

4 (Ballot box passed around)

5 MS. SHERMAN: Shawn, I just e-mailed you
6 a ballot. So please respond by e-mail.

7 CHAIRMAN HIBBS: All right. So at this
8 point in time, I would like to ask Jim Carrillo to come
9 forward and do the presentation on TxDOT's El Paso
10 District's Bicycle Program Strategic Plan and we're glad
11 you guys made the trip out here.

12 So my understanding is you guys are with
13 TxDOT; but you're with TxDOT in the El Paso District,
14 correct.

15 MS. MARTY BOYD: Thank you. I just
16 wanted to introduce Jim Carrillo and our team that came
17 from El Paso and thank you, Chair and members of the
18 board. So nice to be among friendly faces and talking
19 about the things that we enjoy the most and that need to
20 be incorporated into our transportation system. Our
21 team -- I have a Bicycle Coordinator in the El Paso
22 District. I am the Director of Planning at the District
23 for Advanced Transportation Planning and I am so glad
24 we're here to tell you about our adventure.

25 I call it an adventure because all the

1 stars aligned for El Paso back in about 2014. There was
2 some funding available and the City of El Paso, the MPO,
3 and we jumped in because all three of us started to work
4 on the planning of the bicycle facilities in El Paso.
5 The City of El Paso needed to update their plan, which
6 was written by Bobby back in...

7 MR. GONZALES: 1997.

8 MS. MARTY BOYD: '97.

9 MR. GONZALES: The original one.

10 MS. MARTY BOYD: The original one. And
11 then the MPO was in the process of doing their next plan
12 and they needed to form a transportation system for all
13 the alternative modes of transportation. So they came
14 up with one and we're all working together and this made
15 it a lot easier for us.

16 We had our challenges. Our main concern
17 was safety with our State infrastructure where it joins
18 with the City infrastructure -- and not just on the
19 urban area, but also on the rural area -- and safety
20 connectivity. So this worked out great as we all worked
21 together through this process.

22 Now, what also happened, it also -- the
23 other local governments, the small communities, they --
24 for lack of a better word, they got -- they woke up.
25 They wanted to be involved and then with the TASA

1 projects that you-all were putting out. I am so happy
2 to see them get involved, complete their plans, and now
3 it's the MPO's responsibility to put everything together
4 as one plan united.

5 And we're also excited to have a new
6 director of the MPO. So there's exciting times coming
7 to El Paso. And like I tell everybody, we are the
8 western -- the most westerly town of Texas. It's not
9 Odessa.

10 MR. GLEASON: Far west.

11 MS. MARTY BOYD: Far west. Far, far
12 west. And what makes our area very unique is not only
13 the terrain, but we also share it with Ciudad Juárez,
14 Mexico, which is very multimodal. Everybody uses
15 bicycles, public transportation. They walk to work.
16 And Jim is going to get into our rankings and El Paso,
17 even though with we have 360 days of sunshine -- and I'm
18 not kidding you. Right, Bobby?

19 MR. GONZALES: If you say so.

20 MS. MARTY BOYD: We lack infrastructure.
21 And our terrain, we have a mountain, we have a river;
22 but we lend it -- the town lends itself for so much and
23 we need to educate our folks to use of the modes of
24 transportation.

25 And also I can't leave out New Mexico.

1 We are partners with New Mexico DOT. Most of our better
2 routes and commuter routes are towards our north,
3 towards Las Cruces, New Mexico, and the little towns
4 that unite us like Anthony, Berino, and Mequite. And
5 it's such beautiful scenery and we need to take
6 advantage of that and also help with tourism. But
7 without further ado, I will give it up to Jim and I'm
8 excited. Thank you very much for having us.

9 MR. JIM CARRILLO: So my name is Jim
10 Carrillo. Marty was correct. When I'm sort of south of
11 San Antonio, I say "Carrillo." When I'm north of
12 Austin, it's probably "Carrillo" and when I'm north of
13 the DFW area, it goes even worse than that; but I do
14 work for Halff Associates, not for TxDOT. But we are
15 very honored to work with Marty and other staff of TxDOT
16 in El Paso to work on this plan.

17 One of the things that did start to drive
18 it is that from 2016, Alliance for Walking and Bicycling
19 study, El Paso ranked 50th and there were many different
20 measures of that. It was, you know, kind of a bad
21 situation in the city. Now since then, there have been
22 many, many great things that have happened with that and
23 I want to emphasize more than anything else that this
24 was a very unique circumstance in which we had three
25 plans dealing with bicycling in the region happening at

1 one time. Which I don't know if that's ever happened
2 anywhere in the state. But you've got the City, TxDOT,
3 and the MPO all doing plans at the same time.

4 And, Eric and Bonnie, I forgot to mention
5 I'm keeping a stopwatch here. So I'm going to talk fast
6 and keep this going along.

7 But anyway, a very unique circumstance
8 with all three of these studies going on at one time and
9 then each of them having different roles. For example,
10 the City focusing on that network and the density of
11 that network in connecting everything together; TxDOT on
12 the major arterials; and then the MPO really looking
13 beyond the limits of just the city and even the TxDOT
14 region there, but looking much broader and even getting
15 into portions of New Mexico nearby.

16 So the scales are very different, but the
17 great point here is the cohesiveness of being able to
18 development a plan simultaneously with all of these
19 different entities working together. And more so -- and
20 I'll repeat this multiple times in this presentation --
21 TxDOT was an active partner in helping in their
22 component of this effort rather than in many, many
23 communities throughout the state, you know, TxDOT is
24 kind of looked upon as not a willing participant in
25 working with bicycling and advocating bicycling and

1 improving bicycling in their communities. And this not
2 by TxDOT's standpoint, but this is from those
3 communities and the perception that those communities
4 may have of TxDOT.

5 Many other partners working with this
6 process as it moved forward. So the study from TxDOT's
7 standpoint, looks at the system roadways throughout the
8 El Paso area. It's a broad network of those and this is
9 the map that shows the ultimate results of that.

10 A couple of key other points with this.
11 One of those is the establishment of partnerships and
12 working with everyone to help bring everyone to the
13 table and that includes many of those partners, it
14 includes many of the designers and engineers that might
15 work in facilities, and conducting processes with
16 training and other things to understand TxDOT's
17 perspective on bicycle facilities and bicycle
18 infrastructure and then how -- what kinds of
19 collaboration and cooperation could happen. And also
20 with these three plans going on at one time, also a lot
21 of collaboration in terms of meetings and working
22 together and partnering on many aspects of the plan
23 itself.

24 The system, TxDOT system roadways in El
25 Paso cover a wide variety of different conditions. So

1 this is downtown El Paso. And if you've never been to a
2 game with the Chihuahuas playing there, it's an absolute
3 fantastic experience in the downtown area of El Paso
4 right there in the middle of everything happening. So
5 the Transmountain roadway across the Franklin Mountains
6 and a wonderful ride for those of you who are
7 experienced and can do that. And then to many
8 arterials, major arterials throughout the city and this
9 is one we'll talk about a little bit later, which is
10 North Loop and Yarbrough. So a City and a TxDOT system
11 roadway intersecting together with some unique
12 challenges at that point in time. And then many other
13 places where there are facilities and those facilities
14 end, such as this condition along a frontage road or
15 another one here with the attempt to sort of stop it and
16 kind of transition that bicycle rider to a pedestrian
17 standpoint and cross the roadway.

18 So many, many challenges that all of us
19 face in our communities throughout the state. So we
20 focused on all of the corridors that are TxDOT system
21 roadways in the El Paso area and looked at many of those
22 and looked and evaluated each one of those. The plan
23 does develop a toolkit, as many of us who work in
24 bicycle planning and looking at bicycle infrastructure
25 are familiar with the idea of a toolkit and different

1 kinds of roadway conditions and roadway improvements
2 that you can make ranging all the way from shared lanes
3 to separated lanes to shared-use paths, all of these
4 different kinds of infrastructure improvements.

5 One key point to make is that from a city
6 standpoint, cities may look at many of these items in
7 the toolkit a little bit differently than TxDOT does.
8 TxDOT has safety conditions, significant volume,
9 significant velocities, other conditions that are not
10 the same as many city roadways. And so their
11 consideration for how to use these different types of
12 facility types within the toolkit is different from what
13 a city might do.

14 The plan itself goes into a selected ten
15 major roadways throughout the area, TxDOT facilities,
16 and evaluated each of those. And remember, many of
17 these roadways go for miles and miles from one side of
18 the city to the other. So we looked at each of those
19 and evaluated those in terms of segments for each of
20 them. So some of those roadways may have one or two
21 segments. Some of them may have multiple segments as
22 those conditions change from let's say an urban
23 condition to a suburban condition to, in some cases,
24 even a rural condition. So they change and each of
25 those is evaluated on its own basis in terms of the

1 types of improvements and ideas that could be brought to
2 bear in each of those.

3 So real quickly, I won't go into this in
4 detail; but each of you have a handout that you can look
5 at later on. But two key points with that: Each of the
6 segments were looked at in terms of existing conditions,
7 what types of alternatives might fit into those
8 different areas, and then most importantly, they looked
9 at an interim solution and an ultimate solution. And
10 this is really interesting because many of us, you know,
11 when we look at a roadway you're trying to put a new
12 facility, we obviously want to go for the very best and
13 the safest condition that we can put in place.

14 Because TxDOT is looking at many years
15 and different levels of funding for evaluations or
16 different roadways, it's important to look at that from
17 an interim standpoint, a solution that begins to address
18 a gap within that broader system of the street system
19 there in El Paso; but then looks forward to when perhaps
20 there's major reconstruction or significant funding that
21 might then lead to the ultimate solution for that
22 roadway. So this idea of that interim and the ultimate
23 is an important part of allowing flexibility in terms of
24 how those roadways might be implemented.

25 The plan looks at intersections and looks

1 at ideas and strategies for intersections. And so this
2 a minor street crossing a major street, one of those
3 being a TxDOT facility. Here's a great example, though,
4 of this whole idea of cooperation and need for
5 coordination and this happens in every city throughout
6 the state on a frequent basis where we have different
7 ideas and all of us have great things that we're trying
8 to do; but we don't necessarily bring the two together
9 at the same time. So this is the interjection of
10 Yarbrough, which is a city facility, and North Loop,
11 which is a system roadway in the El Paso area in the
12 lower valley of El Paso.

13 And as you can see from the existing
14 image here, these improvements. Some of the
15 improvements in this area are fairly recent within the
16 last 10 to 15 years. And you have bicycle facilities on
17 both roadways, but those end at the intersection where
18 you have improvements that have been made that kind of
19 go into the area where the bicycle lanes would be and
20 that results in intersections that are interfering with
21 that.

22 And here's an example of that. You have
23 a bicycle lane that's coming towards us as we're looking
24 ahead and then this island has been built that
25 interferes with that bicycle lane, forcing that bicycle

1 rider to go into a shared-lane condition going through
2 the intersection. These are fairly high volume
3 intersections that we're talking about here.

4 So the plan looks at an interim solution
5 and then an ultimate solution for this and actually
6 looks at then going back to these islands and working
7 with those islands and cutting them back a little bit to
8 allow for a connection all the way through the
9 intersection. And this plan actually was taken to a
10 further degree of a schematic design for it so that as
11 funding became available, those improvements could be
12 implemented.

13 Another condition that we face everywhere
14 throughout the state is highways create these areas
15 where you have a lot of traffic funneled to gaps from
16 one side of the city to the other side. And so going
17 underneath those becomes very important or over them
18 becomes very important and it leads to the result of the
19 need for conditions where we actually improve that
20 connection through the intersection itself.

21 Doniphan was one of the roadways that was
22 looked at on the west side of El Paso. It's a major
23 north/south route. It goes through other communities,
24 as well as El Paso and a very, very busy roadway; but a
25 very, very attractive corridor from the standpoint of

1 bicycling. And so putting in images like this, it just
2 kind of gives an idea of what that shared-use path could
3 look like on the side of Doniphan. It begins to inspire
4 those and look at it and helps perhaps move ahead with
5 funding of that at some point in time.

6 Like in many plans, this plan has a
7 prioritization, which involves a lot of different
8 criteria for it and a scoring matrix to help come up
9 with a system of evaluating different segments. And
10 going back to what I said about this being both by
11 corridor and by segment, this is an analysis by corridor
12 on Doniphan, the one I just showed. It becomes one that
13 is number one in terms of priority. Zaragoza on the far
14 east side of El Paso is number 2, and Paisano in the
15 valley area is the third one; but this is as a corridor
16 as a whole.

17 Also in terms of segments, if you look at
18 them in different corridors and different segments of
19 different corridors, they become the highest ranking
20 corridors within each of those. So that allows the
21 Department and the District to begin to look at
22 different segments and evaluate those and determine
23 which segments are the ones that perhaps, as funding
24 becomes available, should be implemented. So it
25 gives -- again, gives the Department great flexibility

1 in terms of which ones to take on as funding is
2 available.

3 Implementation has to be realistic. So
4 this is a guiding plan for the District. I think right
5 now there are three Districts that have a plan like
6 this: El Paso, Austin, and San Antonio as we talked
7 about earlier in the meeting. So this is one that helps
8 again integrate that sort of thinking as you're moving
9 forward and working with the city and other partners.

10 Implementation has to be opportunistic.
11 So as roadways and improvements are put in place and as
12 there is funding available, that gives you the
13 opportunity because you have the ideas in place and the
14 guidelines in place to begin to look at implementation
15 of those. There are conditions that will change at the
16 time of implementation. So, again, all of that
17 flexibility -- that key idea of flexibility -- needs to
18 be one that's maintained and it's emphasized throughout
19 this strategic plan.

20 Here's an example of that schematic, an
21 interim schematic for North Loop and Yarbrough. So it
22 begins to address, at least from the system -- the
23 TxDOT's perspective and the system roadway perspective.
24 Rural roadways, if you look at rural roadways and maybe
25 this one in particular -- this is another state, but it

1 gives you the example of one that improvements are not
2 going to made in the volumes on this roadway. This
3 roadway will never change in terms of its section; but
4 there are improvements that could be made in terms of
5 widening shoulders or putting in climbing lanes, other
6 signage improvements. So from a schematic standpoint,
7 that becomes something that can be addressed in many
8 other places.

9 Key takeaways from a plan like this.
10 Again, that idea of coordination and working together
11 with other partners and, again, with TxDOT as a leader
12 in terms of looking at this and working with cities and
13 the MPOs to make these ideas happen and make them much
14 more likely to happen. The function of TxDOT and its
15 roadways is different and it may be different in terms
16 of the characteristics of those roadways; but the idea
17 that there can be where there are key gaps, that TxDOT's
18 roadways can be important components of that urban plan
19 or that citywide plan are certainly important.

20 A couple of other points. That idea of
21 flexibility is one that came up a lot during this
22 process and that idea that there's an interim solution
23 and then an ultimate solution. So the two of those need
24 to be thought about and a lot of that relates to
25 funding. And, again, I'll emphasize that very often we

1 want to go to that ultimate solution; but very often
2 that's not possible. So we need to make determinations.
3 And, again, this is a guide. As you get into the
4 detailed schematics of it and the engineering of it, all
5 that has to be evaluated; but it helps put a place
6 marker there, get a gap -- beginnings of closing that
7 gap. Then that becomes something that's important as
8 long as it's a good solution that can work on an interim
9 basis.

10 As we said earlier, TxDOT is a partner in
11 all of this and absolutely critical. In all of the
12 Districts, the District engineer, of course, has the
13 ultimate say and the responsibility for the safety and
14 implementation of infrastructure that's put into that
15 particular engineer's district. And so the engineer --
16 the District engineer, obviously, has the final say on
17 what goes in and the final determinations on that.

18 So this plan is intended, again, as a
19 guide and it becomes something that the District and
20 District staff, as well as other partners in the area,
21 can work together and begin to -- more than anything
22 else -- begin this process of coordination and working
23 together to make things happen. So it's, again, a very
24 unusual circumstance with all of these different plans
25 happening in El Paso at the same time; but it is

1 something that I think is a great prototype for other
2 Districts and many other places throughout the state.

3 So with that, Marty will be glad to take
4 any questions.

5 CHAIRMAN HIBBS: Great job, Jim. Thank
6 you. That was very --

7 MS. MARTY BOYD: I want to mention to
8 y'all real quick, this has become a great guide for our
9 young engineers. We have such a gap in our design team.
10 My generation and then the generation that's coming in,
11 there's a big gap. And I think a lot of the other
12 Districts are experiencing that. So this educates the
13 in letting them know that they have some options and
14 there's other things to think about than just the main
15 lanes out there, so other modes of transportation, and
16 the challenges also that they face with some of the
17 leadership or other senior leaders or supervisors that
18 may not think otherwise. They do have options, like
19 federal standards we have to go with here. We have to
20 look at all four modes of transportation.

21 CHAIRMAN HIBBS: Good. So any questions?

22 MR. POLLACK: So I think the decision to
23 include interim and ultimate implementation is great and
24 that's the approach we took in Corpus, as well. So I
25 was curious about the decision about not to be

1 prescriptive about what treatment made sense. I
2 understand on the State system, you don't really have
3 the option to do that. It's at the State's discretion.
4 But for the local roadways, why not prescribe the
5 interim and ultimate, rather than giving them any
6 options and -- because my experience, if the expertise
7 existed at the local level to make that determination
8 from a menu of options, it probably would have
9 already -- that selection would have already been made.

10 MS. MARTY BOYD: And I think the City of
11 El Paso's plan does that for them. Of course, we can't
12 dictate what goes on their roadways; but we do give them
13 options at the intersections on what -- or we want to
14 tie into what they're bringing into our intersection
15 when it goes to, like, combination work. But as far
16 as -- I mean, we can only do what's on our State
17 right-of-way and not --

18 MR. POLLACK: Sorry. I was under the
19 impression they were a partner to the work and that
20 there were non-State facilities --

21 MR. JIM CARRILLO: Parallel.

22 MR. POLLACK: -- included or was that --

23 MS. MARTY BOYD: We did coordinate. We
24 were working together and the places where we emphasized
25 were where we cross each other: How can we make this

1 area safer and the connectivity, connect those gaps.

2 MR. POLLACK: Okay.

3 MS. WEAVER: I have a couple of
4 questions. On your priority corridors, did you take
5 into consideration things like utility relocation,
6 right-of-way availability, access management, and look
7 at how much you really got to do it or are those like
8 future steps once we head toward implementation?

9 MR. JIM CARRILLO: That's why there's
10 interim solutions. All of those. I mean, every roadway
11 has its challenges.

12 MS. WEAVER: They're very specific, yes.

13 MR. JIM CARRILLO: And I think that's one
14 of the sort of great lessons learned from this process
15 is that very frequently when we're looking at a
16 corridor, we're looking at the entire corridor and sort
17 of the scientific solution to it and in many cases,
18 roadways -- some of those roadways in El Paso will go a
19 quarter mile and then change and the section will change
20 and it will go from two lanes to four lanes or different
21 conditions throughout it. So you have to be able to
22 adapt to that to begin to look at it and understand it
23 as you're moving forward.

24 MS. WEAVER: So more study is needed for
25 that once you wanted to implement this?

1 MR. JIM CARRILLO: Absolutely.

2 MS. WEAVER: Okay. My other question is
3 so when the State recommends an option such as a
4 shared-use path, is the idea that the State would build
5 and maintain or you would enter into some sort of
6 agreement with local jurisdictions or counties for them
7 to maintain or have you crossed that bridge yet?

8 MS. MARTY BOYD: I'm glad you asked that
9 question because that's very critical for us. Our
10 maintenance budget is way low. So that's one of the
11 things our District engineer has made sure of. We'll
12 provide it if the space is there; but local government,
13 whoever it is, will need to come in and maintain where
14 we have some type of agreement and that needs to happen
15 and for them to take ownership of it, too.

16 MS. WEAVER: Okay.

17 MR. JIM CARRILLO: And I'll just note
18 that the District has some fantastic examples that it's
19 building now. Especially I'm thinking --

20 MS. MARTY BOYD: Transmountain.

21 MR. JIM CARRILLO: -- Transmountain and
22 along the community college on 54 where there is great
23 side paths going in place.

24 MS. WEAVER: Are most of them -- any
25 municipalities or do you go into county land? Counties

1 are a little more hesitant to take on trails in our
2 experience.

3 MS. MARTY BOYD: We're lucky. We have a
4 good partnership with the County of El Paso and some of
5 these -- like on I-10 on our frontage roads, we did
6 install pedestrian/bicycle paths and they are
7 maintaining their portion of it. And let's see, the
8 rest of them do fall on the City of El Paso. We are
9 working closely with Presidio and Marfa in helping
10 develop their plans and we'll do what we can for them to
11 implement them.

12 MS. WEAVER: And my final question: Can
13 I ask about your cost assumptions? So I'm assuming
14 these don't look like costs for federal funds and I'm
15 sure these are all on system, so they go through the
16 federal process of TxDOT administration and oversight.
17 We say a million a mile for a shared-use path and you're
18 closer to 300,000.

19 MR. JIM CARRILLO: And these assume other
20 conditions that are going on during construction.

21 MS. WEAVER: Okay. But they're being
22 absorbed into larger roadway projects, for the most
23 part?

24 MS. MARTY BOYD: That's what we hope.

25 MS. WEAVER: Okay.

1 MS. MARTY BOYD: And we're trying to
2 coordinate also with our maintenance, our traffic
3 sections: Where can they stripe? Where can we
4 incorporate some of these ideas? And even with the
5 other partners: Where can we incorporate those into our
6 projects that we already have?

7 MS. WEAVER: Okay.

8 MR. JIM CARRILLO: Yeah, they're not rule
9 of thumb.

10 MS. WEAVER: So they're not standalone
11 projects necessarily. Okay.

12 MR. ROTNOFSKY: So now that you've
13 completed the guidelines and prioritized the roadways,
14 where are you toward implementation and funding and is
15 there a strategy to obtain those funds to get some of
16 these projects started?

17 MS. MARTY BOYD: Well, like we were
18 mentioning, we are prioritizing right now. We're
19 working on our four-year plan for payment and see how we
20 can incorporate some of those segments in. We're doing
21 some corridor studies on our main corridors: I-10, 54,
22 most of these like you saw. We are still prioritizing
23 those, but at least we have some guidelines that will
24 help us squeeze what we can in there.

25 And back to your question on the

1 partnerships. I'm hoping with the new direction the MPO
2 has, that they bring everybody together and dictate what
3 goes on those and complete the system. That's our goal,
4 and we'll do what we can in our facilities.

5 CHAIRMAN HIBBS: Well, thank you very
6 much. That was an excellent presentation. And I
7 actually have a question for Eric.

8 If there's only a couple of these plans
9 in these TxDOT Districts, why not in all of them?

10 MR. GLEASON: I don't have an exact
11 answer for you on that. I think each of these Districts
12 have taken the initiative, and I think that oftentimes
13 that's how progress is made. You get Districts taking
14 initiative and that those become best practice examples
15 for other Districts to do.

16 I do know and I think perhaps some of the
17 momentum coming out of our next effort and our next
18 presentation, will build on these three examples and I
19 think that the working group and presentation will
20 identify where expanded planning like this feeds into a
21 redesign project development process.

22 CHAIRMAN HIBBS: Good. Well, my
23 challenge would be to the next leadership group and this
24 committee, that if you like what you heard, let's carry
25 it beyond El Paso and make sure that all of these TxDOT

1 Districts are putting together some type of strategic
2 plan like this and that that be, you know, some of the
3 important work going forward that I think needs to be
4 done in order for us to be hitting on all eight
5 cylinders, to use a car analogy, in terms of cycling and
6 our future.

7 MR. GONZALES: And I just want to make a
8 comment. I want to applaud the El Paso District not
9 because I'm from El Paso, but you-all did a great job.
10 Since I did the study in 1997, you-all filled in the
11 gaps very well and your efforts in collaborating and
12 working with the other stakeholders was key and y'all
13 did a great job. So thank y'all very much.

14 CHAIRMAN HIBBS: Yes, and thank you for
15 providing a great example for the rest of the state,
16 too.

17 MR. HAM: What where the three Districts
18 that have done it?

19 MR. GLEASON: So we have Austin, San
20 Antonio, and El Paso.

21 MR. HAM: Okay.

22 MR. GLEASON: Did I get that right?
23 Okay.

24 CHAIRMAN HIBBS: Okay, very good. All
25 right, moving right along. We're now going to get to

1 hear from Carl Seifert, presentation on bikeway design
2 effort.

3 This is an ongoing process, Carl, and we
4 look forward to hearing what you have to say. Take it
5 away.

6 MR. GLEASON: Carl, before you start. I
7 mean, I want to remind the committee. I think this is
8 our centerpiece effort with the committee for the
9 foreseeable future. You know, our last centerpiece
10 issue was the Tourism Trail Study. This bikeway design
11 effort is hugely significant in terms of laying the
12 groundwork for, you know, major change within the
13 Department on planning and developing projects
14 incorporating bicycle and pedestrian facilities from the
15 beginning, as opposed to feeling as though we've got to
16 come back in after the fact and make the investment. So
17 this a hugely significant area of effort for the
18 committee over the next year, so I would say.

19 So, Carl.

20 MR. CARL SEIFERT: Thank y'all so much.
21 I was going to give a little background to lead in. I
22 know we have some visitors here today that aren't always
23 here. So, yeah, this started back in 2018. We hope
24 that it continues probably on into 2020. There's some
25 nationwide efforts that are ongoing that we hope to

1 integrate in here, but the intent of this presentation
2 is just to give an update to the committee members that
3 aren't a part of the working group of what's going on
4 and to keep the energy alive. Right?

5 So my presentation will be short. I'm
6 going to kind of talk -- we've spent probably three or
7 four working group meetings -- so that's four or five
8 months -- talking about the various efforts that TxDOT
9 goes through in the project development process and the
10 planning process and we've kind of -- some cream has
11 risen to the top. Some opportunity points that we think
12 bikeways can get included that have come to light. So
13 I'm going to talk about some key takeaways, and I'm also
14 going to talk about a graphic that we're using to kind
15 of tell the story of these takeaways.

16 And after that, we have just a news item
17 that I think is very related to this effort and I'm
18 going to give some slides and an update about that.
19 FHWA has come out with a Bikeway Selection Guidance tool
20 which is going to be pretty impactful in the future
21 stages of this work. And then what we're going to do
22 next meeting -- because next meeting, this is a
23 foretelling -- that next meeting, we're going to have
24 some recommendations that we would like to discuss. The
25 working group is going to be working on that in the next

1 few months.

2 So as we talk about TxDOT's project
3 development process, this is a very high level simple
4 graphic that just gives you an idea of start to finish
5 what we're talking about. And not to get too simple,
6 but basically you need to get in earlier. It's easier
7 to incorporate those accommodations earlier in the
8 process when those key decisions are made.

9 We've had representatives from other
10 Divisions come and educate the working group and talk
11 about these various elements of the project development
12 process and there's a point of no return, as it was, and
13 getting in earlier is definitely the way to go. So at a
14 high level, what have we learned so far?

15 There's kind of two themes that I'm going
16 to just go over in the next two slides. One is this
17 idea of how you identify bicycle needs. So the question
18 is there may be folks on the ground who understand where
19 bicycle and pedestrian facilities need to go; but that
20 message doesn't always get communicated up to TxDOT
21 designers, the planners and engineers who are working
22 this process forward. How do we make that happen? How
23 do we integrate the results of local and regional
24 planning efforts? Make sure those tools and that energy
25 is not lost when the roadways are actually being

1 designed?

2 And there's a couple of general
3 opportunities that I would like to bring about, which is
4 are perhaps there are existing tools that we can capture
5 those needs at a project level. Perhaps this El Paso
6 plan or the San Antonio plan that our working group
7 learned about or examples of how Districts themselves,
8 those that are actually responsible for pulling together
9 the roadways and prioritizing and investing in those
10 infrastructures, maybe they need to create a plan that's
11 at the District level. Maybe that's a way forward that
12 we can keep that energy local. Maybe an effort to
13 collect more bike and ped data at the District or local
14 level or integrate that up is going to help make that
15 argument for us.

16 And then we have just the idea of
17 performance criteria. You know, Texas is in -- or TxDOT
18 is an enormous agency with an even bigger budget and
19 programming all of those funds from Texas residents and
20 getting the facilities out there that we want, involves
21 performance criteria, it involves ranking, and projects
22 need to be this good versus that good. How do we make
23 bike/ped projects compete better?

24 And then lastly, maybe there's some need
25 for a repository for local bike/ped plans that helps

1 communicate and helps those local efforts not get lost.

2 So the second big them is this idea of
3 bicyclist stakeholder engagement. You know, we have the
4 needs of a community; but then we have a chance for
5 people to actually speak up and get in that
6 conversation. So we have MPO staff, we have local
7 bicyclists, we have folks that have this knowledge; but
8 are they being asked? Are they being asked at the right
9 time to speak up? When they speak up, is that heard?

10 These are the kinds of things that we're
11 not sure of. Are there specific communication processes
12 or stakeholder identification efforts that need to be
13 formalized? Do they need to be improved upon somehow at
14 the statewide level? Should we make recommendations to
15 each District on how to execute their stakeholder
16 engagement processes when it comes to bike/ped plans?

17 So, in general, some of the
18 opportunities -- or we identified some points in which
19 stakeholder involvement is critical. We have identified
20 some required elements at a statewide level that may be
21 good to leverage these opportunities to get bicyclists
22 included in the conversation. Also, maybe there's more
23 opportunities at a District level to keep a record of
24 who the bicyclists and stakeholders are that need to
25 come to these meetings. How do we not lose that

1 information? How do we make sure that that is executed
2 consistently during every project?

3 And then lastly here -- what in the --
4 well, that was odd. Improve transparency of bike/ped --
5 yeah. And then there's the idea of not everyone
6 understands TxDOT's development process. It's certainly
7 not local governments, maybe MPOs, maybe they just
8 missed their opportunity because they don't know how it
9 works. Right? So maybe there's an educational piece
10 there to local governments, to MPOs, that TxDOT can take
11 a more active role in saying, "This is how we work.
12 Here's your opportunity to input. It's not too late.
13 Now is the time." Those kinds of things need to be
14 communicated.

15 And I apologize. It says, "See handout,"
16 and it's not a part of your handouts. But for those --
17 this is the general graphic that we are trying to
18 communicate this message to. For the working group
19 members, we have -- this afternoon, we're going to have
20 some opportunity points listed in your handouts and in
21 our discussions. We have some boards, as well. But the
22 idea is that this is that same broad timeline and we
23 have identified some key points, whether it's needs
24 identification right at the beginning, compliance with
25 planning documents, an inclusion in the UTP or various

1 public involvement efforts. We are trying to set the
2 stage and the bones to build upon those recommendations
3 so that that working group can help evolve those and
4 work those and understand how we can fit new tools in.
5 So by next BAC meeting, we are going to have a chance to
6 vote on some possible recommendations that the BAC may
7 have to TxDOT.

8 So that's that kind of summary. And I
9 mentioned before that FHWA as released an important
10 guidance document and I think it's going to impact the
11 next stage of this effort and I mentioned that we
12 started in 2018. We're going all the way to 2020.
13 Well, the next big effort is: How can we maybe update
14 TxDOT's design guidance? What does TxDOT approve and
15 what do they recommend as far as what a bikeway
16 facility looks like?

17 Well, FHWA has already started down this
18 path for us. A much needed and interesting document,
19 the Bicycle Selection Guide. It is a resource for those
20 decision-makers to make informed decisions and
21 understand the trade-offs. You can create a shared-use
22 path, but what does that mean for the pedestrians that
23 use it if you have a like lot of bicycle traffic? You
24 may want to have -- so there's always a trade-off. It's
25 very informative in the way that it explains to

1 designers that it's not always a one-size-fits-all
2 solution.

3 It builds on the idea that you have an
4 assessment and refinement approach to project
5 development. You may have one idea; but you need to
6 kind of maybe try it and see if it works, gather some
7 data, and then refine it or maybe that's an effort
8 ongoing as different projects get built. And the other
9 thing to note, it is not a replacement for AASHTO's
10 Guide to the Development of Bicycle Facilities. We've
11 talked about this before. This is the -- viable as it
12 were -- at the federal level for how bikeways are built
13 and it is in the process of being updated. So
14 currently, we're using the 2012. I think at this point,
15 we can all assume it's not until 2020 that the update
16 will be done; but this does not replace it.

17 So I just have a few more slides to talk
18 about some details of what's in this Bikeway Selection
19 Guide, and then I'll get out of your hair. But it is --
20 it is pretty neat in that it does provide a lot of
21 graphics and a fairly straightforward way of
22 understanding some of the issues that bikeway selection
23 does -- or a bikeway engineer might come across. It is
24 cognizant of context and helps designers understand that
25 there's a lot of opportunities, but it needs to be built

1 on a process and a policy.

2 It is a little confusing. This is like
3 the takeaway graphic and, man, does it not make sense.
4 It doesn't make sense to me, and you can keep looking at
5 it. It doesn't make sense. But what it does, is it
6 builds on this idea that if you have a policy,
7 everything builds off of that and maybe that's a message
8 to TxDOT and other local communities that you can't just
9 take someone's design document at a bigger level, the
10 national stage or the regional stage, and just, "Oh,
11 I'll just adopt it."

12 No. You need to build on a policy and an
13 approach and a coordinated effort at your local level or
14 your statewide level to build on that. But, again, I --
15 we all -- when we heard about this guide, we all
16 expected this, which is specific guidance, per se. A
17 shortened idea. Okay, I have a roadway that has this
18 much volume and this much speed. Okay. Well, then that
19 means I need to have a shared lane or a bike boulevard.

20 That' good, but the nice thing about this
21 document is it has a little more than that. It kind of
22 builds upon that and kind of helps designers understand
23 what is the opportunity cost of making this decision
24 versus another one. But it does -- you'll notice here
25 with the speeds across the bottom and the volumes, TxDOT

1 roadways are pretty much always going to be up here.
2 And so this particular chart is for the urban, urban
3 core, suburban, and rural towns. So there's an
4 understanding of context that, in these types of
5 contexts, we're talking about bikeways that are on the
6 road. Similarly, they have a rural context where the
7 assumption is that in rural context, we're dealing with
8 shoulder widths. You're not talking about integration
9 with traffic. You're pushing them to the side. So in
10 rural context, it's all about how wide that shoulder
11 could be, which is another interesting thing.

12 So this is just -- I'm just trying to
13 give y'all kind of a preview of one of the nice
14 things -- sorry, I'm going to not distract with that.
15 I'll keep talking about this Bikeway Selection Guide.
16 The consultant that put this thing together has been
17 contracted to give in-person trainings across the United
18 States. So it is likely that we will probably ask them
19 to do something for the BAC, for the working group
20 members, to have a better understanding and education of
21 this important element.

22 You can have all the selection guidance
23 you want, but how do you actually make the selection?
24 How are we advancing this cause in TxDOT?

25 This is just an overview of our schedule

1 so far. You can see we're moving right along. We
2 should, be next time, have some idea of what kind of
3 recommendations we want to have out of this first stage
4 in the process; and then we're going to move on to that
5 bikeway design guidance. So the specifics of roadway
6 design. So this is just kind of telling you coming up
7 next, we're going to be facilitating those
8 recommendations, as I alluded to; and the working group
9 is going to be digging in during lunch today. We are
10 having a working lunch today. We have some sandwiches
11 coming in. It will be in this room. And then in May
12 and June, we'll be further refining those and talking
13 about specific tools that might advance that.

14 With that, are there any questions?

15 MR. GLEASON: Carl, can you go back to
16 the slide they don't have?

17 MR. CARL SEIFERT: Absolutely.

18 MR. GLEASON: There we go. So a couple
19 things on this. As we move toward July with working
20 group recommendations coming in front of this committee,
21 this is the graphic that has caught my attention in
22 terms of how we communicate the outcomes from this
23 effort to the larger TxDOT world.

24 Now, we're working closely with our
25 Design Division and our Traffic Division. They've been

1 with us the whole way on this effort. And between this
2 meeting and the July meeting, we will be briefing the
3 Deputy Executive Director of the Department on these
4 recommendations. But in my mind, this is the product
5 that I think with each of those boxes you see with
6 arrows into different points of time on this development
7 process, those boxes and the words in them will
8 represent recommendations from this committee on how
9 TxDOT can do a better job of incorporating into its
10 project development process, bicycle and pedestrian
11 needs.

12 And, you know, this is a -- this is an
13 inward looking effort that the committee is doing here.
14 This is an effort that is intended to change the way the
15 Department goes about planning, developing, and
16 designing this project. So it's not something that --
17 you know, we're not the end of this conversation.
18 You-all are not. You-all are at the beginning of it,
19 and it's a good time to be having this.

20 Our Design Division is in the process of
21 rewriting their design manual. They're going to have a
22 separate chapter this time for bicycle and pedestrian,
23 which is a new thing. As opposed to it being buried
24 somewhere else, it's going to be a separate chapter.
25 And there's a lot of interest in, I think, doing a more

1 complete job of incorporating these kinds of projects
2 into the overall process.

3 So I think this is really important. I
4 think we've got a -- we've got our work cut out for us
5 changing the way the Department designs and builds
6 highways, but I think this is the kind of outcome that
7 is compelling to the right people. So I'm encouraged by
8 what I'm seeing. We don't need decisions from this
9 group today. Obviously, any feedback would be great.

10 We're continuing to rely on the working
11 group to move this along. But July, July is when the
12 full committee will be asked to embrace a set of
13 recommendations and take action on those.

14 CHAIRMAN HIBBS: Now, Eric, you said
15 that; but it says on my agenda that this an action item.

16 MR. GLEASON: We put that there just so
17 in case you want to take action, you can.

18 CHAIRMAN HIBBS: Okay.

19 MR. GLEASON: But we are not asking you
20 to do that, but the committee can choose to take action.

21 CHAIRMAN HIBBS: And that action would be
22 what.

23 MR. GLEASON: You could offer specific
24 direction to the working group, for example, based on
25 what you heard today. You as a committee could do that.

1 CHAIRMAN HIBBS: Is there anyone that
2 feels that that's important to do at this point in time?

3 All right. It looks like the prevailing
4 decision is that we wait.

5 MR. GLEASON: Yeah. If we don't do that,
6 you cannot provide action.

7 CHAIRMAN HIBBS: Okay. Carl, great job.
8 I was impressed that this is really, really important
9 work.

10 And thank you, Eric, for providing some
11 editorial on that. It just reinforces the significance
12 of the committee and the breadth and depth of the job
13 that there is still to be done out there. So thank you
14 for that.

15 All right. We'll move along to Agenda
16 Item No. 9. Andrew Dupuy -- I hope I got that right --

17 MR. ANDREW DUPUY: You did.

18 CHAIRMAN HIBBS: -- is going to do a
19 presentation on Advancing Active Transportation Networks
20 and Trails in Texas. So, Andrew, please take it away.

21 MR. ANDREW DUPUY: Thank you. I'm going
22 to -- this will be the first handout. So I'll just pass
23 this around.

24 Good morning. Thank you to Chairman
25 Hibbs for having us and to Bonnie and Noah and Carl for

1 helping set this up and to Robin Stallings for
2 connecting us in the first place. So my name is Andrew
3 Dupuy. I'm with Rails to Trails Conservancy. We're the
4 nation's largest trails organization. We have over a
5 million followers and e-mail supporters and about
6 160,000 paid members around the country. But for
7 myself, even though I'm based in Washington, D.C., it's
8 great to be back in Texas. I used to work with the
9 Texas Legislature and a lot of friends still here around
10 the state. So I always enjoy working here and working
11 with folks here.

12 So I wanted to talk a little bit today
13 about a national perspective on trail networks; but then
14 also some of the work we're doing with overseeing around
15 Texas and, in particular, put a particular focus of the
16 Lower Rio Grande Valley Active Plan in Cameron County.
17 So the first handout I just passed around just has some
18 nice points about making the case for trails. And I
19 think we tend to think about trails from a standpoint of
20 these nice things and recreational facilities and
21 transportation facilities, but they really have -- they
22 really have a lot of economic development potential.
23 There's some nice facts on there.

24 One thing I'd like to point out is that
25 per dollar spent, the job creation return on investment

1 is higher for trails and bike facilities than for any
2 other type of transportation infrastructure. That's the
3 bar chart on the top of that handout. You know, we
4 obviously see a lot of tourism money coming in. We have
5 these trail towns that get an influx of bike tourists
6 coming through spending money and also just connecting
7 these communities to each other, getting people back to
8 transportation corridors, reducing traffic congestion,
9 and, of course, the health and environmental benefits,
10 which I'm sure I don't need to tell you-all about.

11 So first I want to start with a little
12 bit of national perspective. The Chairman mentioned the
13 East Coast Greenway earlier, which is a fantastic
14 project, and also the statewide trail in Iowa. Another
15 one that we at Rails to Trails have been working closely
16 on is the Empire State Trail across New York State. As
17 you can see, it's sort of a sideways T. It would
18 connection from New York City up to the Canadian border
19 and from Albany to Buffalo.

20 About two years ago, the governor of the
21 state -- and the Legislature at the time was in
22 bipartisan control -- passed -- put forth and passed a
23 \$200 million funding proposal to complete the gaps in
24 this and a lot of it is already in place. So it's a lot
25 of gap filling and connections to fill out this network,

1 but they're already -- they're projecting about 1,900
2 jobs to be created in the completion of this. You know,
3 a high rate of return on medical expenses saved from the
4 health benefits of this. And now we're continuing to
5 work with the State of New York to create more network
6 connections into the spine of the Empire State Trail so
7 that more communities can benefit from this really
8 impressive project.

9 Oop, I'm sorry. There we go.

10 Another project that we worked closely on
11 is the Miami Loop. Florida has been a real leader in
12 trail funding and development. We have a field office
13 in the state capitol there, and they have a number of
14 different state funding programs. One of them is the
15 Miami Loop, and this is a great example of an urban
16 suburban network being developed. It's about want half
17 built out; but when completed, it will be over 200 miles
18 to really connect all parts of the Miami metropolitan
19 area and they've just done a really innovative job with
20 leveraging federal funding and matching it with
21 different state programs that come from their Department
22 of Transportation and other state agencies, as well as
23 like legislative earmarks and things. So we really see
24 Florida -- you know, it's another large state -- as a
25 really shining example of funding for trails around the

1 country.

2 Now, the Miami Loop is one example of
3 Rails to Trails -- what we call our "Trail Nation"
4 projects and these are eight nationally significant
5 network-focused trail projects. We have just announced
6 another one called the "Great American Rail Trail,"
7 which will go from Washington, D.C., to Seattle. And
8 that's obviously a huge project. We've just announced
9 it, and we have a launch next month to announce the
10 exact route.

11 But amongst these "Trail Nation"
12 projects, they really kind of run the gamut and I think
13 we see these as models of trail networks that can be
14 applied all over. I mean, there are urban ones like the
15 Miami Loop that I mentioned. There are more rural, long
16 distance ones. Like one is called the "Industrial
17 Heartland Trail" that connects sort of a lot of Rust
18 Belt cities, like Pittsburgh and Akron and Cleveland and
19 goes through like West Virginia, Pennsylvania, Ohio, a
20 little bit of New York State. Some of them are a little
21 bit of hybrid of urban, rural, and suburban.

22 And then we, last year, convened a summit
23 where we invited an additional 12 network projects from
24 around the country, in addition to our eight, to trade
25 best practices. One of them, which I'll talk about

1 later, is from Houston; but other ones in this general
2 part of the country included one that runs from New
3 Orleans across a lot of south Louisiana. There was one,
4 I think, from Memphis. Just all over the country. So
5 we're really excited to see some of the network-focused
6 projects being built out around the country.

7 So switching gears a little bit to Texas,
8 you know, we're really just excited to see the new
9 network projects that are coming online in Texas around
10 the state. On the left is a picture from a tour -- I
11 think I'm in that picture -- of a tour we did in south
12 Texas, which I'll talk about in a moment; and then on
13 the right is Houston.

14 So I wanted to introduce Eva Garcia. She
15 is the new Project Manager for Rails to Trails
16 Conservancy for the Lower Rio Grande Valley Active Plan.
17 She can come up and answer some questions at the end.
18 She came over from the City of Brownsville. So she's
19 already been working on this project for a while and is
20 very knowledgeable about it.

21 Actually, Eva, did you want to talk first
22 about the bike? I know people wanted to hear about the
23 U.S. Bicycle Route 55 and I think you're better equipped
24 to speak to that.

25 MS. EVA GARCIA: Yeah. So for the Lower

1 Rio Grande Valley Active Transportation and Active
2 Tourism Plan, we actually were able to have Halff
3 Associates help us develop our plan in 2016. This is a
4 map of the Catalyst Projects; but the full network map
5 is about 428 miles and it includes multi-use trails, an
6 on-street United States bicycle route, and paddling
7 trails. But for the United States bicycling route,
8 Ginny Sullivan from Adventure Cycling Association as a
9 consultant while the plan was being developed and we did
10 identify a route that's part of their national corridor
11 of bicycle routes for south Texas.

12 So currently since I've come on board
13 full time as a Project Manager, the leadership committee
14 of the Active Plan has been creating subcommittees to
15 help develop the infrastructure and one of those
16 subcommittees is centered around this United States
17 bicycling route. We've been in communications with
18 Adventure Cycling Association and they will be giving
19 the subcommittee a 101 on how to get these USBR routes
20 designated.

21 Based on my understanding, it will take
22 the MPOs and the TxDOT Districts to support this
23 designation and some of those -- some of the first steps
24 include ground proofing the route that's identified in
25 the plan to make sure that we have enough space, what

1 the current conditions are on the ground, in case we
2 need to revise sort of that preliminary route proposal.
3 So that's where we're currently at, but we're working
4 towards hopefully getting the first United States
5 bicycle route designated in the state.

6 MR. ANDREW DUPUY: Eva, hang up here in
7 case you need to talk about it.

8 MS. EVA GARCIA: Sure.

9 MR. ANDREW DUPUY: So you're really on
10 the ground. So you know more than I do. But just an
11 overview -- and I know a lot of you know the basics, but
12 we're moving forward. I mean, we have 11 cities in a
13 county. Cameron County signed on to this and a lot of
14 partners, including the UT School of Public Health,
15 local foundations, and we're working closely with the
16 communities down there to leverage as much possible
17 funding, public funding as we can. Not just the TA and
18 the most commonly used funding sorts, but really trying
19 to bring forth all the possible federal, state, local
20 funding sources that might be out there.

21 We're even working with a multilateral
22 development bank, which is in Mexico and Texas funded by
23 both countries, to maybe make some connections across
24 the border. So we're just trying to think of a lot of
25 innovative strategies there to bring in as much possible

1 funding for this, particularly for these smaller
2 communities who maybe don't have the capacity or the
3 background, you know, for some of these lesser known
4 programs like the Federal Lands Access Program and
5 things like that that they might not be used to applying
6 for. So we're working with them.

7 Now, on the map here, the colored ones
8 are called Catalyst Projects and we see these as these
9 key transformative portions of the 428-mile footprint
10 that would really, you know --

11 MS. EVA GARCIA: Help streamline.

12 MR. ANDREW DUPUY: -- help make these
13 connections; but we're also working with communities and
14 trying to meet them where they are and if they have a
15 project that's not one of these Catalyst Projects, but
16 that's part of a broader plan, we'll move forward with
17 that too. So we have a lot going on there.

18 We're about to launch a branding campaign
19 where we'll have new name for this project that goes
20 along with graphics and signage and --

21 MS. EVA GARCIA: Branding.

22 MR. ANDREW DUPUY: -- and that's coming
23 pretty soon.

24 MS. EVA GARCIA: We can't say what it is
25 yet.

1 MR. ANDREW DUPUY: We can't say what it
2 is yet, but we are excited about how we're moving
3 forward.

4 Did you want to add anything?

5 MS. EVA GARCIA: Yeah. Just exactly what
6 Drew has said here, Andrew said. I think some of the
7 unique stuff about with the Active Plan in Cameron
8 County, in particular, we're predominately
9 Mexican-American. We have really high rates of diabetes
10 and obesity. And additionally, we're on the coast and
11 the river. We have a lot of irrigation and drainage
12 canals. There's a lot of flooding issues.

13 So what we're really doing to help create
14 this active transportation network is layering the needs
15 of the community. So we are finding funding in the
16 health area, in transportation obviously, in -- what do
17 you call it -- sustainability like drainage funds. So
18 the way that you might wait for some maintenance
19 projects to come in to redo the trail when it comes to
20 our drainage and irrigation canals, there might be some
21 maintenance projects along those routes or some restore
22 funding that we can utilize to help create this
23 sustainable infrastructure that can also help. You
24 know, those areas can flood. Like, I mean, Houston is a
25 perfect example. New Orleans is another example where,

1 you know, if a hurricane comes to south Texas, then we
2 definitely get the floods. And if Harvey had come, we
3 know we would definitely be struggling and not be able
4 to focus on active transportation infrastructure.

5 So the communities are doing a very good
6 job of layering those needs. Brownsville, in
7 particular, was able to get Category 7 funding for a
8 trail, for about a 4-mile trail. So we're really
9 looking forward to that, and I think that was like
10 really unique to use that funding for that. But, yes,
11 because of the river, international borders, the
12 interest, we have currently a 19-organization leadership
13 committee and they're hoping to add two more
14 organizations to that committee.

15 So it's like National Park Service; U.S.
16 Fish and Wildlife; Texas Parks; the School of Public
17 Health, which is a UT branch centered around collecting
18 health data; and we have Economic Development Council.
19 So because the plan is not only an active transportation
20 plan, it's also an active tourism plan, we are looking
21 to Chambers and other organizations to help us leverage
22 the funding that we're putting in and enhance the
23 amenities that we're building in other ways.

24 MR. ANDREW DUPUY: Yeah. I think what I
25 love about this project is that it's a mix of creating

1 these active transportation networks in the communities
2 like Brownsville and Harlingen and connecting with
3 communities; but also really, I think, elevating
4 awareness about how many rich resources are in the
5 Valley that a lot of people I think even in Texas don't
6 really fully know about. You know, the national
7 wildlife refuges and the birding migratory places and
8 Boca Chica and Laguna Atascosa and these great places
9 that I think are sometimes underappreciated.

10 One thing we did last fall was we invited
11 stakeholders, local elected officials, press from around
12 the state and around the country and we did -- a lot of
13 the pictures you see here are from this Active Plan tour
14 we did. So we had some national reporters. We had
15 Texas Monthly. We had the Austin Chronicle. A few
16 other reporters. A guy who blogs about birds. And they
17 rode with us all over the county over about four days.
18 There were some paddling excursions. We biked into
19 Matamoros. We were greeted by bike advocates on the
20 other side of the border, which was fascinating. So we
21 really, I think -- you know, so we got some nice press
22 out of that and I think it was just, even within the
23 county, raising a profile.

24 So people are starting to get really
25 excited about that and all the different things that

1 this is going to do. So we can certainly answer more
2 questions about this at the end.

3 Just really quick, a couple other
4 projects that we see down here that we're just excited
5 to see spreading around the state. Northeast Texas
6 Trail, which Robin knows more about than I do; but, you
7 know, we really love at the Rails to Trails Conservancy,
8 we love that this is a true rail trail. You take Amtrak
9 out to Texarkana and then ride it back or the other way.
10 It really highlights connecting these communities and
11 these small towns that are going to get a nice tourism
12 influx of people riding through.

13 All over the country, we hosted an
14 opening day for trails this past Saturday and there were
15 several of them. I haven't heard any -- I haven't
16 gotten any details about how they went. But the
17 Northeast Texas Trail hosted several opening day for
18 trails events this past Saturday and just getting more
19 people out there in a nice time of year like it is now.

20 Another one I mentioned before, the
21 Houston Parks Board has done a great job with the Bayou
22 Greenways 2020 Plan and it's a big network throughout
23 the Houston area along the -- they build trails out
24 along the bayou. They were one of our Trail Nation
25 Summit invitees. So I got to meet a lot of the folks

1 from there and they were swapping some of their
2 successes and they're really -- as it says there in the
3 corner, their plan is to bring two-thirds of the City's
4 population to within a mile and a half of a trail. So
5 it's really connecting to trails and then trails
6 connecting to parks and things.

7 Here are some of their data points. You
8 know, so it's going to about a 150-mile network of
9 multiuse trails and really utilizing the great green
10 space that Houston has. And then one more. Some other
11 facts there. Just some of the economic benefits of
12 that.

13 And then finally, a new project that's
14 just getting off the ground. I'm just starting to talk
15 to the Executive Director of this. It's called the
16 Dallas Loop, and it's another urban trail network that's
17 been built out around -- it's a little hard to see this
18 map, but you can just see that throughout the metroplex.
19 Well, not so much Fort Worth; but around Dallas, you are
20 seeing this plan that's just getting off the ground to
21 connect some of the existing trails into a big loop and
22 network that will, you know, bring the population of
23 Dallas much closer to trails.

24 So we're really a excited to see what's
25 happening here in Texas. Just a few recommendations

1 about funding and things like that. Certainly,
2 everybody is familiar with Transportation Alternatives
3 and that's our most significant source of funding for
4 these. We are hoping -- we've seen in a lot of states
5 around the country, DOTs really try to put a --
6 increasing focus on networking as opposed to, you know,
7 a trail here or a trail there and to try to score or
8 emphasize network-funded trails and that's something
9 we'd like to continue to see in terms of how funding is
10 allocated.

11 One kind of obscure funding source in
12 this context, but that we think there's been some recent
13 changes we want to make people aware of -- last
14 handout -- is TIFIA. And it's financing -- it's not
15 funding -- at very low interest rates. And
16 historically, it has not been used for bike/ped because
17 the threshold for funding it was too high and it
18 exceeded the amount of most bike/ped projects. But
19 during the 2015 Fast Act, the Federal Transportation
20 Reauthorization, they lowered the threshold for a TIFIA
21 project to 10 million.

22 So it makes it more assessable or closer
23 to being assessable for some types of biking and walking
24 projects. And one thing that we've seen some other
25 states start to look into -- because to use the State

1 Infrastructure Bank within the DOT as kind of a
2 middleman, so if you have a project say like the
3 Northeast Texas Trail that's running across multiple
4 jurisdictions where the segment -- let's say the segment
5 in one county wouldn't hit that \$10 million threshold,
6 but the whole project would across multiple counties,
7 you can have the SIB function as the body that basically
8 takes on the loan and then allocates it out.

9 So we had a meeting. Robin and I met
10 some folks at TxDOT a couple years ago about this, and
11 it's just something that I think has not historically
12 been considered for biking/walking projects because the
13 threshold is so high; but we think it's something that,
14 you know, can be considered. Meanwhile, you know, we
15 talked earlier about the legislature and the Chairman
16 mentioned HCR 64. There's also -- we've been following
17 the Parks Funding Bill that would dedicate the existing
18 sporting good tax that was intended for parks, of which
19 trails are largely eligible, and that has a significant
20 number. I think almost every House member has signed on
21 to this bill. So it seems like it's moving pretty well.
22 It's also in the Senate, and so that one we see will --
23 should -- not from a DOT side, but through the park
24 side, increase some funding pots for trails if that
25 should pass.

1 And then there's, you know, other things
2 that can done to raise the visibility of trails,
3 including like designating state bicycle routes like --
4 or you talked about U.S. bicycle routes; but we've seen
5 states designate state bicycle routes, designate trail
6 towns that just kind of tells people that they're there
7 and its an important thing. And then the last thing is
8 we've really been working with -- around the country
9 with DOTs and some states are called Department of
10 Natural Resources or Parks and Wildlife, to increase
11 collaboration between them because trails always kind of
12 fall in that in-between zone between transportation and
13 kind of the natural resources/outdoor recreation. And
14 so we've seen more collaboration.

15 They're able to pull together different
16 funding sources and work together. And it's not even
17 just Parks and Wildlife. I mean, another state -- we
18 work a lot in Ohio. Their DOT has a multi-year Active
19 Transportation Plan with the Department of Health since
20 there's obviously overlapping health benefits. And so
21 they are coming up with different recommendations and
22 ways to pool funding together to increase funding for
23 trails.

24 So we're always happy to be a resource.
25 I think we have a national perspective, and we've seen

1 some innovative things that have been done in different
2 states. We have an online resource called the Active
3 Transportation Policy Hub that has some best practices
4 and success stories of DOTs working with other agencies,
5 as well as legislation, state legislation from around
6 the country and sometimes that can spur some ideas of
7 ways that, you know, maybe neighboring states or similar
8 states have funded trails and other active
9 transportation around the country.

10 And so, you know, we have Eva here down
11 in the Valley. So if you ever have any questions,
12 please feel free to reach out to us. At this point,
13 does anybody have any questions?

14 CHAIRMAN HIBBS: Any questions for
15 Andrew?

16 MS. WEAVER: Have you seen anybody use
17 the TIFIA loans for trail constructions, and what would
18 be the mechanism for pay back of the actual --

19 MR. ANDREW DUPUY: Yeah, that's -- I'm
20 trying to remember. We have seen it on the local level.
21 We have not seen it really on the state level yet.

22 MS. WEAVER: Okay.

23 MR. ANDREW DUPUY: I know the Chicago
24 Riverwalk, they did a trail there and they used some of
25 the businesses that were put in as like the -- I think

1 they used either the tax or the rent that came off of
2 those businesses as the pay back.

3 MS. WEAVER: Okay. An improvement
4 district of some sort?

5 MR. ANDREW DUPUY: What's that?

6 MS. WEAVER: Like a business improvement
7 district?

8 MR. ANDREW DUPUY: Yeah, they did create
9 something like that. And so you can do that. It is a
10 little trickier with trails, but I can certainly pull
11 some examples that have been done because they have
12 figured out some ways to -- that is certainly -- that is
13 an issue, yeah.

14 MS. WEAVER: Okay.

15 CHAIRMAN HIBBS: Andrew, I know that
16 there has been some question about right-of-way over
17 time and particularly when you're using Rails to Trails,
18 you know, kind of beds and things like that.

19 MR. ANDREW DUPUY: Sure.

20 CHAIRMAN HIBBS: Have those largely been
21 resolved or are they like isolated to areas like East
22 Texas, where I live, where it keeps popping up as a
23 challenge?

24 MR. ANDREW DUPUY: Well, overall, it's
25 pretty -- we have some issues that pop up periodically.

1 I mean, number one, rail banking is established in the
2 law. And we're always very clear, we support rail. We
3 like rail. We see it as advantageous. I like rail just
4 in general, but it also has its benefits for those
5 first-mile/last-mile connections if you have like more
6 of a light rail system or something like that. So we --
7 rail banking allows the railroads to maintain the right
8 to take it back and so they can say, "Hey, look, we're
9 not using this for the time being. You can convert it
10 to a trail, but we retain the rights to do that."

11 And so we don't see a conflict if it
12 needs to be given back to a railroad if they want to
13 reinstate the corridor. That's fine. And also, we have
14 a lawyer who is an expert on this. So if that ever
15 comes up, let us know. We have a lawyer who knows this
16 better than anybody in the country.

17 Second, you know, we support rail with
18 trail. I mean, we see that in a lot places where -- you
19 know, when the corridor is wide enough to do that, I
20 mean it's a fantastic way to do it. I mean, I ride one
21 in Washington, D.C., where there's just -- there's a
22 fence and I'm riding up the Metropolitan Branch Trail
23 and there's trains, Amtrak and local trains, going by.
24 So every so often, you get a little bit of a local
25 kerfuffle. There's one in Maine right now. But we're

1 just -- you know, we just go in and say, "Look, you
2 know, we're supportive of trains. There is a way to
3 make these work together. It doesn't have to be in
4 conflict."

5 You know, we have railroad executives on
6 our board of directors. We work very closely with
7 railroads to make sure everybody is happy.

8 CHAIRMAN HIBBS: Okay.

9 MS. RUST: I'm just curious -- this is
10 DawnElla -- how many have been taken back by the
11 railroads? Do you have a percentage? I mean, is it
12 small? Is it large?

13 MR. ANDREW DUPUY: I don't think it
14 happens very often. I mean, it's just more that, you
15 know, understandably, the railroad doesn't want to maybe
16 give up their rights in perpetuity; but I don't think
17 you get a whole lot of conversions back. But the
18 important thing for them is that they retain the right
19 to do that at any point in the future for the railroad.

20 CHAIRMAN HIBBS: Any other questions for
21 Andrew?

22 Great job. Thank you very much.

23 MR. ANDREW DUPUY: Thanks y'all.

24 CHAIRMAN HIBBS: I think in all these
25 years, this is the first Rails to Trails presentation

1 I've had. So this is great. Appreciate it.

2 All right. So Agenda Item No. 10, update
3 from committee members on local and statewide issues.

4 Shawn, I'll start with you on the phone.
5 Are you still there? Hello, Shawn? You have to take
6 your mute button off.

7 How about you, Margaret? Are you still
8 there?

9 MS. SHERMAN: Margaret has stepped away.

10 CHAIRMAN HIBBS: Margaret has stepped
11 away, too. Well, all right.

12 So DawnElla, it looks like you're the
13 winner.

14 MS. RUST: We still don't have a bike
15 shop in Nacogdoches. I've seen several times the mobile
16 van that comes out from Tyler to do bikes at home.
17 Robin and I talked about that. We're still trying for
18 that. This weekend we were supposed to have a big bike
19 ride in Nacogdoches, a 100-mile ride and a 50-mile ride
20 and 10-mile ride; but if you noticed in East Texas on
21 Saturday, the weather wasn't real good. There were
22 several tornadoes on our route in the area and so it was
23 postponed to yesterday and we had initially 95 people
24 signed up and only 35 showed up. So it was quite
25 disappointing for the sponsors. But they're still

1 willing -- I heard them say yesterday that they're still
2 willing to try it again next year.

3 CHAIRMAN HIBBS: So it's incredible to me
4 that you don't have a bicycle shop.

5 MS. RUST: A college town.

6 CHAIRMAN HIBBS: Is that something that
7 Bike Texas could help you with or something to find some
8 entrepreneur that wants to set up shop there?

9 MR. ROBIN STALLINGS: We actually did
10 talk to a bike dealer that's look for a small town and
11 we said, "Before you pick your town, go to Nacogdoches,"
12 because he was thinking about somewhere between here and
13 San Antonio. So it's on our radar.

14 CHAIRMAN HIBBS: Okay. Well, good.
15 That's incredible. Wow.

16 MS. RUST: Only in Nac.

17 CHAIRMAN HIBBS: All right, Karla?

18 MS. WEAVER: We have a lot going on right
19 now over the last couple of months. Thursday, I hosted
20 a meeting of the Mayor of Fort Worth, Arlington, Grand
21 Prairie, Irving, and Dallas; and we finally funded the
22 last three miles for 9 million of our Fort Worth to
23 Dallas Trail. So we are hiring a consultant to do
24 marketing and branding and come up with a common name
25 and logo and then we're going to hire Eco-Counter's

1 tall, 7-foot -- they call them "totems," there's a new
2 name now -- but they're dynamic counters so that the
3 cities can compete against each other on who's biking
4 the most. So that was a really exciting day, and we did
5 a big press release and all that. So that will be 54
6 miles and the ribbon cutting is planned for 2022, I
7 believe. So design is underway.

8 The other big news is we -- I don't know
9 if I've mentioned the Cotton Belt Trail before to this
10 group. So we have a train being built from the airport
11 to Plano, of you know the Dallas-Fort Worth region.
12 It's 26 miles long. The train currently goes from Fort
13 Worth to the airport, and then it stops. So we had in
14 our long-range transportation plan for 20 years that a
15 trail should go next to that rail.

16 So we the Transit Agency was done with
17 environmental. They were about to hire the design build
18 contractor and we said, "Guys, if we came up with the
19 design money, would you design our trail when you do
20 your rail?"

21 And they were like, "Yeah, we could do
22 that."

23 And we said, "If we gave you the
24 construction money, would you build our trail while
25 you're building the rail?"

1 And they're like, "Yeah, we could do that
2 too."

3 So City said there were parts if you
4 didn't build it now, you could never build. So we
5 awarded the Transit Agency \$8 million to include design
6 of the 26-mile trail and then we funded 23 million of
7 what we call "critical" segments, if you don't build
8 them now, you can never get a crane back in there to
9 build them. And then through local match of counties
10 and cities, we're at about 30 million.

11 Now, they're still not all funded.
12 There's some gaps, and we're trying to figure that out;
13 but if we can do all of that by the end of the year,
14 then we'll have a 26-mile continuous trail adjacent to a
15 rail where a year ago, we had no plans to make that
16 happen. So it's going to be pretty crazy if that all
17 gets completed. So we're excited about that.

18 CHAIRMAN HIBBS: So, Karla, quick
19 question. Andrew talked about in his presentation how
20 there's, you know, a fence between --

21 MS. WEAVER: Yes.

22 CHAIRMAN HIBBS: -- where the cycles are
23 and where the train is.

24 MS. WEAVER: Yes.

25 CHAIRMAN HIBBS: Is that a similar kind

1 of thing?

2 MS. WEAVER: It will be the same sort of
3 set up. And then in some areas, there will be sound
4 walls and community members want the sound wall closer
5 to the train and then the trail on the other side, so
6 they have better access to the trail and it muffles the
7 sound more of the train.

8 CHAIRMAN HIBBS: Okay.

9 MS. WEAVER: And then our 2018 Bicycle
10 Count Program report is now online. It went live last
11 week. This is our fifth year to do this report. We
12 have 29 continuous bike/ped counters in Dallas-Fort
13 Worth and our numbers came in about 7 million people
14 last year that we counted. So that was pretty exciting.

15 And then we are having our first network
16 community stakeholder meeting next -- no, I guess it's
17 this week, it's Wednesday -- for our Regional Pedestrian
18 Safety Plan that we're launching. So we're bringing in
19 school districts. We're bringing in TxDOT Districts.
20 We're bringing in counties and cities and health
21 organizations and police and all these groups to kind of
22 talk about the huge amount of pedestrian fatalities we
23 have in Dallas-Fort Worth.

24 And then the final thing I guess I'll
25 mention is we're in the middle of a call for projects,

1 as well. So we only had a small amount of money. It
2 was around 8 million, I think. I think we received -- I
3 texted my people. I haven't heard back. I think it was
4 close to 48 million of requests. So we're in the
5 process of scoring those, and I think we're going in May
6 with our initial recommendations. So it's been a busy
7 time for bike/ped.

8 CHAIRMAN HIBBS: Yeah. No kidding.

9 Did I hear someone on the phone?

10 Margaret, are you on the phone or is Shawn?

11 MR. HEATH: She is not.

12 CHAIRMAN HIBBS: Okay. I just imagined
13 that. Okay.

14 MS. SHERMAN: Oh, un-mute Shawn again
15 maybe.

16 Shawn, are you there?

17 MR. TWING: I'm here. I'm having some
18 difficulties. I'm sorry. But when it's my turn, I did
19 have a couple of great pieces of news from Amarillo,
20 which I'm very pleased to share.

21 CHAIRMAN HIBBS: Please do. You're on.

22 MR. TWING: All right. First and
23 foremost, please come to Amarillo and see our brand new
24 baseball facility right in downtown. We have shops, new
25 hotels, and a team that's associated with the Padres.

1 It's Triple A baseball; but the stadium that was built
2 mostly by Western Builders, it looks -- I mean, it's a
3 small version of what you would go see at a major league
4 ballpark. A lot of fun. And that's really helping, you
5 know, the tourist side of Amarillo in getting more of a
6 draw here. Please don't ask me the name of the team
7 because if I tell you, you may not want to come.

8 But the good news, the really good news
9 for our committee's perspective, is the City Council
10 last Friday -- I'm sorry, Thursday -- voted to revise
11 the bike and trails plan. The City plan from 2010 was
12 anemic in the extreme. The interest has finally gotten
13 piqued and right now, they are in the process -- the
14 City is in the process -- and they said they're working
15 with TxDOT. I reached out to the Department on Friday,
16 but I haven't gotten a response back. I know they're
17 busy.

18 But anyway, it was front page news in
19 Amarillo that they're going to take a really hard look
20 at not just the bike tourism; but hopefully that will
21 also spill over in making Amarillo a little more bike
22 friendly. That's all I have.

23 CHAIRMAN HIBBS: Awesome. Great report.
24 Thank you, Shawn.

25 Frank?

1 MR. ROTNOFSKY: Well, I'll give you a
2 little -- thank you, Bonnie -- a little handout. In
3 anticipation of National Bike Month, we at Bike Laredo
4 last month put out a call to our community. So we
5 collectively celebrated that month-long event, and so
6 we're pretty excited. We got a lot of excitement, I
7 think, over this month. If you look at this calendar,
8 there's over 40 events scheduled, beginning with our
9 City of Laredo actually having a proclamation for
10 National Bike Month.

11 There's more somber events, of course,
12 like the International Ride of Silence. There's fun
13 rides. We have Laredo Police Department conducting a
14 bike rodeo for kids. We're going to be giving out free
15 helmets. There's rides. There's all kinds of events.
16 There's indoor/outdoor activities. There's a drive-in
17 to a local beer garden. They show movies on cycling.
18 If any of you are in the area, please come down.

19 We're also going to be kicking off our
20 first Vision Zero Summit since our City Council adopted
21 it. I think I reported that at our last meeting. But
22 the whole idea is to grow our culture, our cycling
23 culture. So please, you're all invited if you're in the
24 neighborhood in the month of May in Laredo, if you have
25 your calendar. Thank you.

1 CHAIRMAN HIBBS: That's terrific.

2 MS. RUST: Just a question real quick.
3 Do you just do this in May? You don't do it monthly or
4 anything?

5 MR. ROTNOFSKY: Well, as an association,
6 yeah, we just primarily do it for the month of May. I
7 mean, it would be nice to continue it. We're going to
8 put together like kind of an open calendar where people
9 can go to it; but, of course, you know during bike
10 month, we're just trying to bring that awareness to our
11 community.

12 MS. WEAVER: This is super cool.

13 MR. ROTNOFSKY: Thank you.

14 CHAIRMAN HIBBS: Yeah, very cool. And
15 this Ride of Silence, is that in memory of all the
16 cyclists that have been killed?

17 MR. ROTNOFSKY: Yes. That happens all
18 over the world. That actually started in the
19 Dallas-Fort Worth area about 13 or 14 years ago.
20 Everybody begins the ride at 7:00 o'clock. It's usually
21 the middle of the -- yeah, that Wednesday the 15th this
22 year; and that's the done all over the world. Having
23 said that, Laredo does it with our sister city Nuevo
24 Laredo. So we actually are the only binational Ride of
25 Silence group, and that's pretty cool. We both meet at

1 the river across from each other, and look it up. You
2 can go to their website. Most cities and communities
3 have these rides. It's a good event.

4 CHAIRMAN HIBBS: Jeffrey?

5 MR. POLLACK: So Corpus Christi in
6 November, several bond issues passed that will support
7 roadway reconstruction and a number of those projects
8 have various types of bike construction, including one
9 of the tracks prescribed in the Regional Bicycle
10 Mobility Plan that the MPO did a few years ago. So
11 design work on those is progressing, which is the right
12 spot.

13 Both the MPO and the City's
14 Transportation Advisory Commission are pretty thin in
15 ranks at the moment. And so I've been out of the MPO
16 for about eight months and it seems they have not
17 necessarily been able to capitalize on some of the
18 funding availability for bike and ped projects over the
19 last year. I think there's a new director coming in. I
20 think he starts this month. And hopefully some
21 appointments come in on the city side, as well. I'm
22 seeking one of those appointments. So I think there's a
23 lot of potential energy at the moment, but it's been
24 sort of a slow start to the year overall.

25 At least the inclusion of the biking

1 structure in the City's bond program and the
2 maintenance -- the continued adherence to that Bicycle
3 Mobility Plan is a solid bright spot.

4 CHAIRMAN HIBBS: Okay, good report.
5 David?

6 MR. HAM: In the Midland area or the West
7 Texas area -- not far West Texas, near West Texas
8 area -- Odessa has applied for both the TAP and Safe
9 Routes to School funds. So hopefully we'll get
10 something going over there. Both Midland and Odessa are
11 currently working on upgrading their Parks and
12 Recreation Master Plans. So cycling is included in both
13 of those. We've met with the Odessa planner that is
14 encouraging -- as a matter of fact, he's going to meet
15 with the bike club early next month to get their input
16 on what we'd like to see in Odessa.

17 And our metropolitan planning
18 organization's first draft of the bike corridor between
19 Midland and Odessa has been presented and we've made a
20 few recommendations for changes at our last meeting that
21 we did last month and should have a final next month to
22 present to the MPO planning board, so.

23 CHAIRMAN HIBBS: Good.

24 MR. HAM: Got a few things going on.

25 CHAIRMAN HIBBS: Bobby, what's happening

1 in El Paso?

2 MR. GONZALES: Well, in far West Texas,
3 well, you heard from Jim and the El Paso District on
4 efforts they're working on; but we also continue to move
5 forward on implementing bike/ped facilities throughout
6 the city based on the El Paso planning that the City
7 worked on actually.

8 And we are working on a
9 mountain-to-river-trail project which will include
10 coordination with TxDOT and Marty and I have had
11 discussions regarding that because I-10 bisects the
12 mountain and the river. So one of those key components
13 will be maintenance, and the City of El Paso will be
14 maintaining when we go under I-10. So it's an exciting
15 project for us.

16 And then we recently we had -- a couple
17 of weeks ago, we recently had -- USA Criterium had their
18 first of ten pro races in El Paso going around in
19 circles downtown El Paso and top -- some of the top pro
20 racers across the country competed. It was kind of
21 exciting to watch them because they were going really
22 fast. So it was exciting for El Paso, and they have a
23 five-year contract with El Paso. So we'll see them in
24 the next upcoming four to five years. So it's kind of
25 cool. That's all I've got.

1 MR. ROTNOFSKY: Is it a fixed crit or a
2 road crit or what kind of a --

3 MR. GONZALES: They were just going
4 around in a rectangle in downtown El Paso. I mean, it's
5 exciting to watch because they were averaging 33 miles
6 an hour.

7 MR. ROTNOFSKY: Yeah, that's crazy.

8 MR. GONZALES: And at night. So a crit
9 is dangerous in the daytime, much less at night; but
10 under the lights, the women pros and the men pros were
11 going quite fast. So it was exciting.

12 CHAIRMAN HIBBS: Yeah.

13 MS. WEAVER: Can I mention one more
14 thing? And this may be a good tool or example for
15 folks. The City of Fort Worth last week took action on
16 an Active Transportation Plan and so this is where they
17 overlay their roads, their trails, their on-streets,
18 their sidewalks, and they're trying to figure out
19 projects that are wins for all modes and they did a
20 level-of-comfort analysis on all of their streets and
21 they color-coded them.

22 So cyclists would feel really comfortable
23 with their kids and these are greens. If you have a
24 little bit more experience, these are oranges. And then
25 you better know what you're doing or stay away and these

1 are reds. And so that's the first city in our region to
2 do something like that. So we're really excited and
3 hoping other cities can pick it up and do it.

4 MR. GONZALES: Like snow skiing.

5 MS. WEAVER: Yes. We call it the blue,
6 green, black.

7 MR. GONZALES: Stay away from the black.

8 CHAIRMAN HIBBS: Well, and another
9 national trend I think you ought to be aware of is a lot
10 of states who have major road racetracks, like COTA, are
11 now starting to race bicycles on them and having big
12 organized bicycle -- because the pavement is perfect and
13 it's wide and there's plenty of room for passing and
14 it's just tailor made for, you know, cyclists and
15 families and trailers and all the people that come and
16 do that. So if you have a racetrack anywhere near your
17 area out there, you might take a look and see some of
18 the ways that they're adapting those.

19 So now it's time to take public comment.
20 I did not get a sheet of paper from Robin Stallings,
21 which I believe is a first.

22 You have nothing to report? None of your
23 bills or anything, Robin? There's not --

24 MR. ROBIN STALLINGS: Well, I can do
25 that.

1 CHAIRMAN HIBBS: Well, did you fill out
2 the paperwork? You know, we've got to follow protocol
3 here.

4 I mention that because Robin does have
5 two important -- actually, three important bills that
6 Bike Texas has been following and I think all of you on
7 the committee do need to be aware of these bills, if
8 you're not already, because of the fact that some of you
9 may want to reach out to your state rep or your state
10 senator as we try to get those moved along.

11 MS. WEAVER: Are you talking about the
12 scooter bill? Our folks are making me read and track
13 the electric scooter bill that's being discussed right
14 now.

15 CHAIRMAN HIBBS: Yeah, I think that's one
16 of them. Another one is the safe passing zone for
17 trucks and automobiles.

18 Thank you, sir. You have the floor.

19 MR. ROBIN STALLINGS: So by the way,
20 everybody, I'm Robin Stallings, the Executive Director
21 of Bike Texas. It's nice to see all the familiar faces
22 and old friends like Eva and Jim Carrillo here and, of
23 course, Drew from Washington, D.C. Great presentations.

24 So Bike Texas is working on three primary
25 bills. There's a number of bills of interest to

1 bicyclists and pedestrians, but we're concentrating on
2 three. Two of which have passed Transportation
3 Committee, including an electric bike bill we're working
4 on with People for Bikes and Bicycle Product Suppliers
5 Association to get kind of a uniform definition of
6 electric bikes of different classes, with and without
7 throttles and different speeds, uniform across the
8 country. So we're trying to bring Texas in with other
9 states that have started this. There are about 15 so
10 far. Then, that's looking very promising.

11 Senator Taylor will be the sponsor in the
12 Senate and the Representative Frullo from Lubbock is the
13 author in the House. Then, on -- we have a trail
14 resolution bill that, in fact, Drew helped me with that.
15 Especially, we met in D.C. about a year ago and then he
16 kind of knocked out the first draft. He used to work at
17 the Texas Legislature. So he's been a national ally on
18 that.

19 HCR, it's a Concurrent Resolution Bill
20 that's still in the Transportation. Should get out. It
21 basically takes the work that you-all have done here
22 with the Bicycle Tourism Trails study and encourages --
23 would have the Legislature encouraging TxDOT to use
24 Federal Transportation Alternative Program money to fund
25 significant chunks, 8 to 80 million. Many of you-all

1 will recognize that phrase; but we're suggesting instead
2 of lots of little 1 or 2 million-dollar projects, fewer
3 8 to 80 million-dollar projects with the Federal TAP
4 money. And so we're cautiously optimistic about that.
5 Representative VanDeaver out of East Texas is the
6 primary author of that bill. Then -- or that Concurrent
7 Resolution.

8 Then, our Safe passing -- and I mentioned
9 Safe Passing. That's with -- sorry. Rick Miller is
10 author of Safe Passing and we've also got Representative
11 Lang out of Odessa. We've got Representative Israel out
12 of Austin and I believe we've got somebody else on that
13 one, as well. Oh, Landgraf out of Odessa. Sorry, Lang
14 out of Palo Pinto County and Mineral Wells. They're all
15 on that bill. We're cautiously optimistic that that one
16 is going to keep moving.

17 It's been a challenge for Safe Passing in
18 the Legislature, but 28 cities in Texas have passed it
19 and about 38 states. So maybe this is its session. So
20 we don't know yet. But if y'all have any questions,
21 more about legislative stuff, please check in with us at
22 Bike Texas. We're happy to help. I know this is an
23 apolitical body, but it's good for y'all to know what's
24 going on because it affects your work. Just like all
25 the TxDOT staff, you know, follows very closely the

1 Legislature, pays attention to these meetings; but it
2 doesn't mean they're weighing in and I'm not asking
3 you-all to do that either. But it is important. That's
4 how the sausage is made, to use that analogy, metaphor.
5 And also for you-all to consider putting on your
6 calendar March 25th -- 25th, 26th, 27th of 2020 in San
7 Antonio. The El Tropicano Hotel will be hosting the
8 Texas Trails and Active Transportation Conference and it
9 will be -- it's been going on since -- when was the very
10 first Trails Conference, Jim Carrillo?

11 MR. JIM CARRILLO: Early 90s.

12 MR. ROBIN STALLINGS: About '92 or '93.

13 Jim Carrillo has been involved almost from the very
14 beginning of that and one of the steering committee
15 members or chair of that committee. And so Bike Texas
16 is really excited about that. We think that's one of
17 the most important things that you can do at the local
18 level to improve bicycling is to get your engineers and
19 planners and elected officials to that conference.

20 I know Eva has attended a few times and
21 it seems to have helped down there in Brownsville, which
22 is on fire. And it's also helped our conference having
23 that kind of energy from the Rio Grande Valley and kind
24 of get everybody else excited. So really appreciate
25 that. Thanks so much for your work.

1 CHAIRMAN HIBBS: Thank you, Robin.
2 Appreciate that report.

3 All right. So it is now time to discuss
4 possible agenda items upcoming. I have saved the
5 announcement of who the new Chair is until the end
6 because I want to wrap up here quickly. But does anyone
7 have anything that they feel like is a compelling need
8 that we need to add to the agenda at this time?

9 All right. Well, if not, I tell you
10 what, I'm going to step up here and tell you guys -- if
11 I can find my doggone pen, here it is -- and tell you
12 guys how much I've enjoyed working with each and every
13 one of you and it really has been one of the great
14 professional moments of my life was to get to be a guy
15 in the room with so much knowledge who knows less about
16 bicycles than anyone in the room. And to think that you
17 elected the hotrod guy to come and be the person that
18 was the Chair, was really just more than I could
19 imagine; but it has been a tremendous honor to me and
20 it's been a tremendous honor to get to work with all of
21 you.

22 I want to go around and I want to thank
23 each one of you personally for all the great memories
24 and all the hard work and all the committees and on the
25 telephone and meeting with everybody and all.

1 And, Frank, we appreciate it.

2 Thank you, Jeffrey. Appreciate it.

3 Thank you so much, man.

4 We appreciate you, David.

5 Thank you, Bobby. Really do appreciate
6 it.

7 So at this very critical pivotal moment,
8 it's now time to pass the gavel. As you can see this
9 gold-crusted gavel, it represents all of the money that
10 you're going to get to earn as Chair of this committee.
11 It's covered in diamonds and jewels, which represents
12 all of the many long miles that you'll get to mine as
13 you're traveling back and forth to Austin. But as I've
14 said before, the great news is we had two people running
15 and either one of them, it would have been great. It
16 would have been perfect. But the winner today is Karla.

17 So, Karla, I would like for you to come
18 up, please.

19 MS. WEAVER: Thank you.

20 CHAIRMAN HIBBS: I want to congratulate
21 you and wish you just absolutely the very best. And so
22 my very last official motion as Chairman is to close us
23 out and in honor of you, I want you to adjourn us; but I
24 would like for you to address the group with whatever
25 you want to and keep the fire going. That's my only

1 thing is we want to keep the momentum going here and
2 make sure that we have greater cycling infrastructure
3 for the people of the State of Texas and around the
4 world and make this a safer place so we don't have as
5 many deaths and accidents.

6 MS. WEAVER: Yeah. Thanks, Billy.

7 This is going to be a hard act to follow.
8 Billy, thank you. You've been an amazing Chair. The
9 whole time I've been on the committee, I just appreciate
10 your passion and drive and just your view on things just
11 to make us think about things differently has been
12 really invaluable. I'm excited about this. I think
13 there's all kinds of really neat things coming up. It's
14 cool time.

15 There's all kind of momentum with the DOT
16 and with what's happening at the federal level and I
17 think we can do some really neat things. So if you have
18 ideas, I think TxDOT staff, we're all open to whatever
19 we want to learn more about or hear more about or
20 directions we need to go and it definitely takes a
21 village and we're all in this together. So thank you
22 very much.

23 CHAIRMAN HIBBS: And you have a great
24 Vice-Chair in Bobby.

25 MS. WEAVER: That's right. So it's a duo

1 combination. So with that, I can say meeting adjourned.

2 CHAIRMAN HIBBS: And the next one is
3 going to start when, Karla?

4 MS. WEAVER: It's supposed to start after
5 we have lunch.

6 MS. RUST: I think you need a motion to
7 adjourn.

8 MS. WEAVER: Oh, do I? Do I have to have
9 a motion? I need some grace.

10 CHAIRMAN HIBBS: I'll make that motion.

11 MS. WEAVER: Thank you.

12 (Meeting Adjourns)

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1 COUNTY OF TRAVIS)

2 STATE OF TEXAS)

3 I, Paige S. Watts, Certified Shorthand
4 Reporter in and for the State of Texas, do hereby
5 certify that the above-mentioned matter occurred as
6 hereinbefore set out.

7 I further certify that the proceedings of such
8 were reported by me or under my supervision, later
9 reduced to typewritten form under my supervision and
10 control and that the foregoing pages are a full, true,
11 and correct transcription of the original notes

12 IN WITNESS WHEREOF, I have hereunto set my hand
13 and seal this Turn in date 8th day of May, 2019.

14

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19



20

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<hr/>	2014 7:17 24:1	<hr/>
\$	2015 73:19	5
<hr/>	2016 26:18 65:3	<hr/>
\$10 74:5	2018 46:23 52:12 84:9	5,000 8:8
\$200 61:23	2020 46:24 52:12 53:15 71:22 97:6	50-mile 80:19
\$8 83:5	2022 82:6	50th 26:19
\$8.7 14:23	22 14:12	54 41:22 43:21 82:5
\$800,000 22:16	22nd 17:6,7 18:5	540 8:7
<hr/>	23 83:6	55 64:23
0	25th 97:6	<hr/>
<hr/>	26 82:12	6
06 20:21	26-mile 83:6,14	<hr/>
<hr/>	26th 97:6	6 18:6
1	27th 97:6	64 6:16 7:2 8:18 9:14,22 74:16
<hr/>	28 96:18	<hr/>
1 96:2	29 84:12	7
1,900 62:1	2nd 17:16	<hr/>
10 32:16 73:21 80:2	<hr/>	7 69:7 84:13
10,000 7:12	3	7-foot 82:1
10-mile 80:20	<hr/>	7:00 88:20
100-mile 80:19	3,300-mile 7:8	<hr/>
101 65:19	30 8:9 83:10	8
11 7:19 66:12	300,000 42:18	<hr/>
12 63:23	33 92:5	8 85:2 95:25 96:3
13 20:18 88:19	35 21:20 80:24	<hr/>
14 88:19	360 25:17	9
15 32:16 95:9	38 96:19	<hr/>
150-mile 72:8	<hr/>	9 59:16 81:22
15th 88:21	4	90 8:10 14:20
160,000 60:6	<hr/>	90s 97:11
19-organization 69:12	4-mile 69:8	92 97:12
1997 24:7 45:10	40 87:8	93 97:12
<hr/>	400 14:16 15:25	95 80:23
2	428 65:5	97 24:8
<hr/>	428-mile 67:9	<hr/>
2 34:14 96:2	47 7:9	A
20 82:14	48 85:4	<hr/>
200 62:17		AASHTO's 53:9
2010 86:11		absolute 29:2
2012 53:14		absolutely 37:11 41:1 56:17 99:21
		absorbed 42:22

access 40:6 67:4 84:6
accidents 100:5
accommodations 48:7
Account 21:3
act 21:18 73:19 100:7
action 16:20 58:13,15,17,20,21
59:6 92:15
active 7:19 27:21 51:11 59:19
60:16 64:16 65:1,14 68:7,14 69:4,
19,20 70:1,13 75:18 76:2,8 92:16
97:8
activities 87:16
actual 76:18
adapt 40:22
adapting 93:18
add 68:4 69:13 98:8
addition 63:24
additional 13:9,15 63:23
additionally 68:10
address 15:10 31:17 35:22 99:24
addressed 36:7
adherence 90:2
adjacent 83:14
adjourn 99:23 101:7
adjourned 101:1
Adjourns 101:12
administration 42:16
ado 26:7
adopt 54:11
adopted 87:20
advance 56:13
Advanced 23:23
advancing 55:24 59:19
advantage 26:6
advantageous 78:3
adventure 23:24,25 65:8,18
Advisory 7:18 8:3 89:14
advocates 70:19
advocating 27:25
affects 96:24
afternoon 21:24 51:19
agencies 62:22 76:4
agency 49:18 82:16 83:5
agenda 6:3 19:23 58:15 59:15
80:2 98:4,8
agreement 41:6,14
ahead 32:24 34:4
airport 82:10,13
Akron 63:18
Albany 61:19
aligned 24:1
alive 47:4
Alliance 26:18
allocated 73:10
allocates 74:8
allowing 31:23
alluded 56:8
ally 95:17
alternative 15:5,9 24:13 95:24
alternatives 8:19 31:7 73:2
Amarillo 85:19,23 86:5,19,21
amazing 20:24 100:8
amenities 69:23
America 7:4
American 63:6
amount 73:18 84:22 85:1
amounts 14:11
Amtrak 71:8 78:23
analogy 45:5 97:4
analysis 34:11 92:20
and/or 20:7
Andrew 59:16,17,20,21 60:2 66:6,
9 67:12,22 68:1,6 69:24 76:15,19,
23 77:5,8,15,19,24 79:13,21,23
83:19
anemic 86:12
announce 63:9
announced 63:5,8
announcement 98:5
Anthony 26:4
anticipated 14:11 16:4
anticipation 87:3
Antonio 26:11 35:6 45:20 49:6
81:13 97:7
apolitical 96:23
apologize 51:15
applaud 45:8
applicant 15:16
application 13:23 14:15 15:4,14,
22
applications 14:4,17,19,21 15:2
16:9
applied 63:14 90:8
applies 18:10
applying 67:5
appointed 13:5
appointment 13:4 16:21
appointments 13:11 19:21 89:21,
22
appreciative 22:18
approach 14:13 38:24 53:4 54:13
approve 52:14
approved 6:1
April 17:7
area 14:10 24:19 25:12 26:13 28:8
29:3,21 30:15 32:11,15,19 34:15
37:20 40:1 46:17 62:19 68:16
71:23 80:22 87:18 88:19 90:6,7,8
93:17
areas 7:3 13:12 31:8 33:14 68:24
77:21 84:3
argument 49:15
Arlington 81:20
arrows 57:6
arterials 27:12 29:8
aspects 28:22

assessable 73:22,23
assessment 53:4
Associates 26:14 65:3
association 65:8,18 88:5 95:5
assume 42:19 53:15
assuming 42:13
assumption 55:7
assumptions 42:13
Atascosa 70:8
attempt 29:15
attended 97:20
attention 56:21 97:1
attractive 33:25
August 12:25 13:1,17 16:6
Austin 26:12 35:6 45:19 70:15
96:12 99:13
author 95:13 96:6,10
automobiles 94:17
availability 40:6 89:18
averaging 92:5
awarded 83:5
aware 14:25 73:13 93:9 94:7
awareness 70:4 88:10
awesome 10:4 86:23

B

BAC 20:7 52:5,6 55:19
back 6:10 14:16 20:13 24:1,6 33:6,
7 34:10 43:25 46:16,23 56:15 60:8
61:7 71:9 76:18 77:2 78:8,12
79:10,17 83:8 85:3 86:16 99:13
background 46:21 67:3
bad 19:9 26:20
balance 13:13
balances 14:9
ballot 22:25 23:4,6
balloting 19:18
ballots 20:4
ballpark 86:4
bank 66:22 74:1
banking 78:1,7
bar 61:3
baseball 85:24 86:1
based 7:1 15:20 18:10,11,12 58:24
60:7 65:21 91:6
basically 17:2 48:6 74:7 95:21
basics 66:11
basis 15:23 16:12 30:25 32:6 37:9
bayou 71:21,24
bear 31:2
bearing 10:13
beautiful 8:5 26:5
beds 77:18
beer 87:17
begin 34:21 35:14 37:21,22 40:22
beginning 46:15 51:24 57:18 87:8
97:14
beginnings 37:6
begins 31:17 34:3 35:22 88:20
behalf 11:10
Belt 63:18 82:9
benefit 62:7
benefits 7:5 61:9 62:4 72:11 75:20
78:4
Berino 26:4
bicycle 7:2,5,15,18 8:3,12 17:5
18:2 21:21 23:10,21 24:4 28:17
29:16,24 32:16,19,23,25 46:14
48:17,19 52:19,23 53:10 57:10,22
64:23 65:6,11 66:5 75:3,4,5 81:4
84:9 89:9 90:2 93:12 95:4,22
bicycle/pedestrian 20:17
bicycles 25:15 93:11 98:16
bicycling 26:18,25 27:25 28:1
34:1 65:7,17 97:18
bicyclist 50:3
bicyclists 50:7,21,24 95:1
big 7:3,15 38:11 50:2 52:13 71:22
72:21 80:18 82:5,8 93:11
bigger 49:18 54:9
bike 7:23 8:4 17:17 22:14 49:13
54:19 61:1,5 64:22 70:19 80:14,18
81:7,10 86:11,20,21 87:3,10,14
88:9 89:8,18 90:15,18 94:6,21,24
95:3 96:22 97:15
bike/ped 49:23,25 50:16 51:4
73:16,18 84:12 85:7 91:5
biked 70:18
bikes 80:16 95:4,6
bikeway 46:1,10 47:19 52:15
53:18,22,23 55:15 56:5
bikeways 47:12 53:12 55:5
biking 73:23 82:3 89:25
biking/walking 74:12
bill 74:17,21 94:12,13 95:3,14,19
96:6,15
bills 93:23 94:5,7,25
Billy 6:25 12:23 18:7 19:23 21:15,
18 100:6,8
binational 88:24
bipartisan 61:22
birding 70:7
birds 70:16
bisects 91:11
bit 9:25 14:17 29:9 30:7 33:7 60:12
61:12 63:20,21 64:7 78:24 92:24
black 93:6,7
blogs 70:16
blue 93:5
board 22:3 23:18 65:12 71:21 79:6
90:22
boards 51:21
Bobby 8:10 12:8 19:7,24 20:5
22:11,13 24:6 25:18 90:25 99:5
100:24
Boca 70:8
body 74:7 96:23
bond 89:6 90:1
bones 52:2

Bonnie 13:23 16:13 17:23 20:1
27:4 59:25 87:2

border 61:18 66:24 70:20

borders 69:11

boss 13:9

bottom 54:25

boulevard 54:19

box 19:19 22:25 23:4

boxes 57:5,7

BOYD 23:15 24:8,10 25:11,20 38:7
39:10,23 41:8,20 42:3,24 43:1,17

branch 69:17 78:22

brand 85:23

branding 67:18,21 81:24

breadth 59:12

bridge 41:7

briefing 57:2

bright 90:3

bring 13:12 14:2 28:12 32:8 44:2
49:3 66:19,25 72:3,22 88:10 95:8

bringing 8:7 39:14 84:18,19,20

broad 28:8 51:22

broader 27:14 31:18 67:16

Brooks 9:24

brought 6:21 19:11 31:1

Brownsville 64:18 69:6 70:2
97:21

budget 41:10 49:18

Buffalo 61:19

build 8:19 41:4 44:18 52:2 54:12,
14 71:23 82:17,24 83:4,7,9

Builders 86:2

building 41:19 69:23 82:25

builds 53:3 54:6,7,22 58:5

built 32:24 53:8,12,25 62:17 64:6
72:17 82:10 86:1

buried 57:23

business 7:3 77:6

businesses 76:25 77:2

busy 6:4 33:24 85:6 86:17

button 80:6

C

calendar 87:7,25 88:8 97:6

call 9:23 14:4,6 15:21 16:25 18:3
23:25 63:3 68:17 82:1 83:7 84:25
87:4 93:5

called 7:22 14:15 63:6,16 67:8
72:15 75:9 76:2

calling 18:4

Cameron 60:16 66:13 68:7

campaign 67:18

Canadian 7:7 61:18

Canales 6:23

canals 68:12,20

candidly 19:13

capacity 15:10 19:24 67:2

capitalize 89:17

capitalized 7:4

capitol 62:13

capture 49:4

car 45:5

cardboard 19:19

Carl 46:1,3,6,19,20 56:15,17 59:7,
25

Carrillo 23:8,16 26:9,10,11,12
39:21 40:9,13 41:1,17,21 42:19
43:8 94:22 97:10,11,13

carry 44:24

case 58:17 60:18 66:1,7

cases 30:23 40:17

Catalyst 65:4 67:8,15

Category 69:7

caught 12:19 56:21

cautiously 96:4,15

celebrated 87:5

centered 65:16 69:17

centerpiece 46:8,9

CEO 7:1

chair 6:3 18:6 19:1,24 20:7 21:10
23:2,17 97:15 98:5,18 99:10 100:8

Chairman 6:23,25 7:19 9:10,18,21
10:1,4,8,10,24 11:8,18,20 12:9
18:7,15,17,23 19:5 20:9,21 21:12,
17 22:11 23:7 38:5,21 44:5,22
45:14,24 58:14,18,21 59:1,7,18,24
61:12 74:15 76:14 77:15,20 79:8,
20,24 80:10 81:3,6,14,17 83:18,22,
25 84:8 85:8,12,21 86:23 88:1,14
89:4 90:4,23,25 92:12 93:8 94:1,15
98:1 99:20,22 100:23 101:2,10

challenge 44:23 77:23 96:17

challenges 24:16 29:12,18 38:16
40:11

Chambers 69:21

chance 7:11,16 12:1 50:4 52:5

change 30:22,24 35:15 36:3 40:19
46:12 57:14

changing 58:5

chapter 57:22,24

characteristics 36:16

charge 11:6

chart 55:2 61:3

check 96:21

Chica 70:8

Chicago 76:23

Chihuahuas 29:2

children's 17:4

choices 22:24

choose 58:20

Christi 89:5

Chronicle 70:15

chunks 95:25

circle 20:5 22:24

circles 91:19

circumstance 26:24 27:7 37:24

cities 30:6 36:12 63:18 66:12 82:3
83:10 84:20 89:2 93:3 96:18

city 24:2,5,18 26:21 27:2,10,13
29:8,10 30:5,10,13,18 32:5,10
33:16 35:9 39:10 42:8 61:18 64:18
83:3 86:9,11,14 87:9,20 88:23
89:21 91:6,13 92:15 93:1

City's 72:3 89:13 90:1

citywide 36:19

Ciudad 25:13

civil 21:20

clarification 18:8,18

clarifying 11:9

classes 95:6

clear 78:2

clearinghouse 18:3

Cleveland 63:18

climbing 36:5

close 85:4 99:22

closely 22:6 42:9 56:24 61:15
62:10 66:15 79:6 96:25

closer 42:18 72:23 73:22 84:4

closes 17:7

closing 37:6

club 90:15

coast 7:6 61:13 68:10

cognizant 53:24

cohesiveness 27:17

collaborating 45:11

collaboration 28:19,21 75:11,14

collect 49:13

collecting 69:17

collectively 87:5

college 41:22 81:5

color-coded 92:21

colored 67:7

combination 14:7 39:15 101:1

comfortable 92:22

comment 45:8 93:19

commission 8:17 13:5 16:20
89:14

committee 6:7,19,23 7:18,19 8:3,
14 9:12 10:13 11:1,11,23 13:2,6,
11,12,18,21 16:8,16 17:8 19:12
20:18,24 21:4,10,14 22:3,10,13,19
44:24 46:7,8,18 47:2 56:20 57:8,13
58:12,20,25 59:12 65:13 69:13,14
80:3 94:7 95:3 97:14,15 99:10
100:9

committee's 86:9

committees 18:20 98:24

common 81:24

commonly 66:18

communicate 12:7 50:1 51:18
56:22

communicated 48:20 51:14

communicating 8:15

communication 50:11

communications 65:17

communities 7:22 8:8 22:15
24:23 27:23 28:1,3 29:19 33:23
54:8 61:7 62:7 66:16 67:2,13 69:5
70:1,3 71:10 89:2

community 15:7 41:22 50:4 68:15
84:4,16 87:4 88:11

commuter 26:2

compelled 6:20

compelling 58:7 98:7

compete 15:19 49:23 82:3

competed 91:20

complete 15:15 25:2 44:3 58:1
61:23

completed 7:25 43:13 62:17
83:17

completion 62:2

compliance 51:24

component 27:22

components 36:18 91:12

comprehensive 8:1

concentrating 95:1

concern 24:16

concludes 12:6

concurrent 8:2,21 9:20,21,22
95:19 96:6

condition 29:14 30:23,24 31:13
33:1,13

conditions 28:25 30:1,8,9,22 31:6
33:19 35:15 40:21 42:20 66:1

conducting 28:15 87:13

conference 97:8,10,19,22

confirm 17:12

confirmed 7:17

conflict 78:11 79:4

confusing 54:2

congestion 61:8

congratulate 99:20

connect 40:1 62:18 72:21

connecting 27:11 60:2 61:6 70:2
71:10 72:5,6

connection 33:8,20 61:18

connections 61:25 62:6 66:23
67:13 78:5

connectivity 24:20 40:1

connects 63:17

Conservancy 60:3 64:16 71:7

consideration 7:24 8:23 30:11
40:5

considered 13:25 74:12,14

consistently 51:2

construction 7:6 42:20 82:24
89:8

constructions 76:17

consultant 17:16 55:16 65:9
81:23

Consulting 17:17

contacted 6:15

context 53:24 55:4,6,7,10 73:12

contexts 55:5

continue 10:25 13:3,6 22:2 73:9
88:7 91:4

continued 90:2

continues 46:24

continuing 6:16 9:19 58:10 62:4	county 41:25 42:4 60:16 66:13 68:8 70:17,23 74:5 96:14	Dallas 72:16,19,23 81:21,23
continuous 83:14 84:12	couple 6:5 11:24 20:6 22:6 28:10 36:20 40:3 44:8 49:2 56:18 71:3 74:10 81:19 85:19 91:16	Dallas-fort 20:16 82:11 84:12,23 88:19
contract 91:23	cover 28:25	dangerous 92:9
contracted 55:17	covered 12:23 99:11	data 49:13 53:7 69:18 72:7
contractor 82:18	crane 83:8	date 16:21
control 61:22	crazy 83:16 92:7	David 10:9 90:5 99:4
convened 63:22	cream 47:10	Dawnella 79:10 80:12
conversation 50:6,22 57:17	create 33:14 49:10 52:21 62:5 68:13,22 77:8	day 8:10 71:14,17 82:4
conversions 79:17	created 7:21 62:2	days 25:17 70:17
convert 78:9	creates 12:24	daytime 92:9
cool 88:12,14,25 91:25 100:14	creating 65:14 69:25	deadline 14:3
cooperation 28:19 32:4	creation 60:25	deal 6:12 7:15
coordinate 39:23 43:2	crit 92:1,2,8	dealer 81:10
coordinated 54:13	criteria 17:19,20 34:8 49:17,21	dealing 26:25 55:7
coordination 32:5 36:10 37:22 91:10	Criterion 91:17	deaths 100:5
Coordinator 23:21	critical 37:11 41:9 50:19 83:7 99:7	decision 19:9,20 38:22,25 54:23 59:4
core 55:3	cross 29:17 39:25	decision-makers 52:20
corner 72:3	crossed 41:7	decisions 48:8 52:20 58:8
Corpus 38:24 89:5	crossing 32:2	dedicate 74:17
correct 9:7,8 23:14 26:10	Cruces 26:3	deer 14:18
corridor 33:25 34:11,15 40:16 43:21 65:10 78:13,19 90:18	cultural 8:6	definition 95:5
corridors 29:20 34:18,19,20 40:4 43:21 61:8	culture 87:22,23	degree 33:10
cost 42:13 54:23	curious 38:25 79:9	delighted 19:6
cost-effective 7:21	current 14:4 19:24 20:19 66:1	demand 16:4
costs 42:14	cut 14:22 15:2 58:4	density 27:10
COTA 93:10	cutting 33:7 82:6	Department 34:21,25 46:13 57:3, 15 58:5 62:21 75:9,19 86:15 87:13
Cotton 82:9	cycles 83:22	depend 15:10 16:19
Council 69:18 86:9 87:20	cycling 7:24 45:5 65:8,18 87:17,22 90:12 100:2	depth 59:12
count 9:2 18:2 84:10	cyclists 7:13,20 8:9 88:16 92:22 93:14	Deputy 57:3
counted 84:14	cylinders 45:5	design 33:10 38:9 46:1,10 52:14 54:9 56:5,6,25 57:20,21 82:7,17,19 83:5 89:11
counters 82:2 84:12		design/the 21:21
counties 41:6,25 74:6 83:9 84:20		designate 75:5
countries 66:23		designated 65:20 66:5
country 60:6 63:1,24 64:2,4,6 70:12 71:13 73:5 75:8 76:6,9 78:16 91:20 95:8	<hr/> D <hr/>	
	D.C. 60:7 63:7 78:21 94:23 95:15	

designating 75:3
designation 65:23
designed 49:1
designers 28:14 48:21 53:1,24
54:22
designing 57:16
designs 58:5
detail 31:4
detailed 15:22 16:9 37:4
details 53:18 71:16
determination 39:7
determinations 37:2,17
determine 34:22
develop 29:23 42:10 65:3,15
developed 7:23 21:3 62:16 65:9
developing 46:13 57:15
development 21:2 27:18 44:21
47:9 48:3,11 51:6 53:5,10 57:6,10
60:22 62:12 66:22 69:18
DFW 26:13
diabetes 68:9
diamonds 99:11
dictate 39:12 44:2
differently 30:7 100:11
difficult 15:1
difficulties 85:18
digging 56:9
direction 13:9 44:1 58:24
directions 100:20
director 7:23 12:18 23:22 25:6
57:3 72:15 89:19 94:20
directors 79:6
disappointing 80:25
discretion 39:3
discuss 47:24 98:3
discussed 94:13
discussions 51:21 91:11
distance 63:16
distract 55:14
district 23:13,22 34:21 35:4 37:12,
15,16,19,20 41:11,18 45:8 49:11,
13 50:15,23 77:4,7 91:3
District's 23:10
districts 35:5 37:12 38:2,12 44:9,
11,13,15 45:1,17 49:7 65:22 84:19
diversification 18:9,10,11,12
diversity 13:11
Division 12:17 56:25 57:20
Divisions 48:10
document 52:10,18 54:9,21
documents 51:25
doggone 98:11
dollar 60:25
dollars 7:13
donated 22:13
Doniphan 33:21 34:3,12
DOT 26:1 74:1,23 75:18 100:15
DOTS 73:5 75:9 76:4
downtown 29:1,3 85:24 91:19
92:4
draft 90:18 95:16
drainage 68:11,17,20
draw 86:6
dressed 6:10
Drew 68:6 94:23 95:14
drive 26:17 100:10
drive-in 87:16
duo 100:25
Dupuy 59:16,17,21 60:3 66:6,9
67:12,22 68:1 69:24 76:19,23 77:5,
8,19,24 79:13,23
dynamic 82:2

E

e-mail 16:13 17:12 23:6 60:5
e-mailed 23:5
e-mails 17:23
earlier 8:17 35:7 37:10 48:6,7,13
61:13 74:15
early 16:1 21:23 90:15 97:11
earmarks 62:23
earn 99:10
easier 24:15 48:6
east 7:6 11:24 34:14 61:13 77:21
80:20 96:5
east/west 8:4
Eco-counter's 81:25
economic 7:4 60:22 69:18 72:11
editorial 59:11
educate 25:23 48:10
educates 38:12
education 17:3 21:8 55:20
educational 6:12 17:4 51:9
effective 16:21 19:22
effectively 15:19
effort 27:22 44:17 46:2,8,11,17
47:17 49:12 52:11,13 53:7 54:13
56:23 57:1,13,14
efforts 21:4 22:18 45:11 46:25
47:8 48:24 50:1,12 52:1 91:4
EI 21:25 23:9,13,17,21 24:1,2,4,5
25:7,16 26:16,19 28:8,24 29:1,3,21
31:19 32:11,12 33:22,24 34:14
35:6 37:25 39:11 40:18 42:4,8
44:25 45:8,9,20 49:5 91:1,3,6,13,
18,19,22,23 92:4 97:7
elected 7:18 70:11 97:19 98:17
elections 19:1,16
electric 94:13 95:3,6
element 55:21
elements 48:11 50:20
elevating 70:3
eligible 15:4,14,16 74:19
embrace 58:12
emphasize 26:23 36:25 73:8
emphasized 35:18 39:24

Empire 61:16 62:6
encourage 8:18 9:13 12:2 13:22
encouraged 13:14 58:7
encourages 95:22
encouraging 90:14 95:23
end 13:1 29:14 32:17 57:17 64:17
71:2 83:13 98:5
ended 13:5
energy 20:25 47:4 48:24 49:12
89:23 97:23
engagement 50:3,16
engineer 21:19,20 37:12,15,16
41:11 53:23
engineer's 37:15
engineering 21:8 22:13,17 37:4
engineers 28:14 38:9 48:21 97:18
enhance 69:22
enjoy 23:19 60:10
enjoyed 11:14 98:12
enormous 49:18
enter 41:5
entertainment 8:12
enthusiasm 20:25
enthusiastic 21:5,9
entire 40:16
entities 27:19
entrepreneur 81:8
environmental 61:9 82:17
equipped 64:23
Eric 6:12 9:22 12:14,17 19:15 27:4
44:7 58:14 59:10
established 22:3 78:1
establishment 28:11
ethnicity 18:11
Eva 64:14,21,25 66:6,8 67:11,21,
24 68:5 76:10 94:22 97:20
evaluate 17:8 34:22
evaluated 29:22 30:16,19,25 37:5

evaluating 15:23 34:9
evaluations 31:15
evening 21:24
event 87:5 89:3
events 71:18 87:8,11,15
evolve 52:3
exact 9:1 44:10 63:10
examples 41:18 44:14,18 49:7
77:11
exceeded 73:18
excellent 44:6
exchange 18:3,4
excited 25:5 26:8 64:5,8 68:2
70:25 71:4 72:24 83:17 87:6 93:2
97:16,24 100:12
excitement 87:6
exciting 25:6 82:4 84:14 91:14,21,
22 92:5,11
excluding 8:10
excursions 70:18
execute 50:15
executed 51:1
Executive 57:3 72:15 94:20
executives 79:5
exercise 20:2
exhale 6:13
existed 39:7
existing 7:22 31:6 32:13 49:4
72:21 74:17
expanded 44:20
expected 54:16
expenses 62:3
experience 18:13 21:21 29:3 39:6
42:2 92:24
experienced 12:11 29:7
experiencing 38:12
expert 78:14
expertise 13:13 39:6
expire 16:16

explains 52:25
express 16:21
expressed 10:2
extreme 86:12
extremely 11:15

F

face 29:19 33:13 38:16
faces 23:18 94:21
facilitating 56:7
facilities 21:22 24:4 28:15,17
29:13 30:15 32:16 39:20 44:4
46:14 48:19 49:20 53:10 60:20,21
61:1 91:5
facility 30:12 31:12 32:3,10 52:16
85:24
fact 21:23 46:16 90:14 94:8 95:14
facts 60:23 72:11
fairly 19:18 32:15 33:2 53:21
fall 42:8 70:10 75:12
familiar 14:6 29:25 73:2 94:21
families 93:15
fantastic 29:3 41:18 61:13 78:20
fascinating 70:20
fast 27:5 73:19 91:22 92:11
fatalities 84:22
February 14:7
federal 8:18 14:11 38:19 42:14,16
53:12 62:20 66:19 67:4 73:19
95:24 96:3 100:16
feedback 13:14 58:9
feeds 44:20
feel 6:19 20:12 76:12 92:22 98:7
feeling 46:15
feels 59:2
feet 11:16
fence 78:22 83:20
fewer 96:2

FHWA 47:19 52:9,17
field 62:12
figure 10:23 16:22 83:12 92:18
figured 77:12
fill 11:23 13:24 14:14 15:21 61:25 94:1
filled 45:10
filling 61:25
final 11:1 37:16,17 42:12 84:24 90:21
finally 72:13 81:21 86:12
financing 73:14
find 81:7 98:11
finding 12:3 68:15
fine 78:13
finish 19:23 48:4
finished 6:11
fire 97:22 99:25
firm 16:13 22:13
first-mile/last-mile 78:5
Fish 69:16
fit 31:7 52:4
five-year 91:23
fixed 92:1
flexibility 31:23 34:25 35:17 36:21
flipped 9:4
flocked 7:10
flood 68:24
flooding 68:12
floods 69:2
floor 94:18
Florida 7:7 62:11,24
focus 60:15 69:4 73:6
focused 29:20
focusing 27:10
folks 13:2 14:14 16:15 19:10 20:4 25:23 48:18 50:7 60:11 71:25 74:10 92:15 94:12
follow 21:18 94:2 100:7
followers 60:5
food 8:11
footprint 67:9
forcing 32:25
foremost 85:23
foreseeable 46:9
foretelling 47:23
forgot 27:4
form 24:12
formal 16:12
formalized 50:13
Fort 72:19 81:20,22 82:12 92:15
forward 18:1,22 23:9 28:6 31:19 35:9 40:23 45:3 46:4 48:22 49:11 66:12 67:16 68:3 69:9 91:5
foundations 66:15
four-year 43:19
Frank 86:25 99:1
Franklin 29:5
free 76:12 87:14
frequent 32:6
frequently 40:15
Friday 14:3,16 86:10,15
friendly 23:18 86:22
friends 60:9 94:22
front 6:18 12:1 56:20 86:18
frontage 29:14 42:5
Fruzzo 95:12
full 13:18 58:12 65:4,13
fully 70:6
fun 86:4 87:12
function 36:14 74:7
fund 95:24
funded 66:22 76:8 81:21 83:6,11
funding 8:19 14:8 15:5,19 24:2 31:15,20 33:11 34:5,23 35:1,12 36:25 43:14 61:23 62:12,14,20,25 66:17,18,20 67:1 68:15,22 69:7,10, 22 73:1,3,9,11,15,17 74:17,24 75:16,22 89:18
funds 17:1,2 42:14 43:15 49:19 68:17 90:9
funneled 33:15
future 40:8 45:6 46:9 47:20 79:19

G

game 13:18 15:21 29:2
gamut 63:12
gap 31:18 37:6,7 38:9,11 61:25
gaps 33:15 36:17 40:1 45:11 61:23 83:12
Garcia 64:14,25 66:8 67:11,21,24 68:5
garden 87:17
gather 53:6
gave 82:23
gavel 99:8,9
gear 8:12
gears 64:7
general 49:2 50:17 51:17 64:1 78:4
generation 38:10
geographic 8:6
geography 18:11
Ginny 65:8
give 20:5 26:7 39:12 46:21 47:2,18 55:13,17 79:16 87:1
giving 39:5 65:18 87:14
glad 23:10,23 38:3 41:8
Gleason 9:20 12:16,17,22 18:14, 16,21 19:17 25:10 44:10 45:19,22 46:6 56:15,18 58:16,19,23 59:5
goal 44:3
gold-crusted 99:9
Gonzales 8:10 21:13 24:7,9 25:19 45:7 91:2 92:3,8 93:4,7
good 8:9 10:4 12:4,11,17 14:19 37:8 38:21 42:4 44:22 45:24 49:22 50:21 54:20 57:19 59:24 69:5

74:18 80:21 81:14 86:8 89:3 90:4,
23 92:14 96:23

government 21:7 41:12

governments 24:23 51:7,10

governor 61:20

Governor's 13:10

grace 101:9

Grand 81:20

Grande 60:16 64:16 65:1 97:23

graphic 47:14 48:4 51:17 54:3
56:21

graphics 53:21 67:20

great 10:1 11:18 14:2 19:13 22:8,
20 24:20 26:22 27:17 32:3,7 34:25
38:1,5,8,23 40:14 41:22 45:9,13,15
58:9 59:7 60:8 62:15 63:6 70:8
71:21 72:9 79:22 80:1 85:19 86:23
94:23 98:13,23 99:14,15 100:23

greater 100:2

green 72:9 93:6

greens 92:23

Greenway 7:6 61:13

Greenways 71:22

greeted 70:19

ground 48:18 65:24 66:1,10 72:14,
20

groundwork 46:12

group 7:1 44:19,23 47:3,7,25
48:10 49:6 51:18 52:3 55:19 56:8,
20 58:9,11,24 82:10 88:25 99:24

groups 84:21

grow 87:22

growing 8:22

guess 22:24 84:16,24

guidance 47:19 52:10,14 54:16
55:22 56:5

guide 37:3,19 38:8 52:19 53:10,19
54:15 55:15

guidelines 35:14 43:13,23

guiding 35:4

guy 70:16 98:14,17

guys 6:4 23:11,12 82:18 98:10,12

H

hair 53:19

half 62:16 72:4

Halff 26:14 65:2

Ham 9:23 10:2,9 45:17,21 90:6,24

handful 17:23

handout 31:4 51:15 59:22 60:17
61:3 73:14 87:2

handouts 51:16,20

hang 66:6

happen 28:19 36:13,14 37:23
41:14 48:22 83:16

happened 24:22 26:22 27:1

happening 26:25 29:4 37:25
72:25 90:25 100:16

happy 25:1 75:24 79:7 96:22

hard 21:18 72:17 86:19 98:24
100:7

Harlingen 70:2

Harvey 69:2

HCR 6:16 7:2 8:18 9:14,17 74:16
95:19

head 40:8

heading 6:10

headlights 14:18

health 7:4 61:9 62:4 66:14 68:16
69:17,18 75:19,20 84:20

hear 46:1 64:22 85:9 100:19

heard 44:24 50:9 54:15 58:25
71:15 81:1 85:3 91:3

hearing 9:2 21:24 46:4

Heartland 7:1 63:17

HEATH 85:11

helmets 87:15

helped 95:14 97:21,22

helping 27:21 42:9 60:1 86:4

helps 34:4 35:7 37:5 49:25 50:1

53:24 54:22

hesitant 42:1

Hey 78:8

Hibbs 6:25 9:10,18,21 10:1,4,8,10,
24 11:8,18,20 18:7,15,17,23 19:5
20:9,21 21:12 22:11 23:7 38:5,21
44:5,22 45:14,24 58:14,18,21 59:1,
7,18,25 76:14 77:15,20 79:8,20,24
80:10 81:3,6,14,17 83:18,22,25
84:8 85:8,12,21 86:23 88:1,14 89:4
90:4,23,25 92:12 93:8 94:1,15 98:1
99:20 100:23 101:2,10

high 15:16 17:16 33:2 48:3,14 62:3
68:9 73:17 74:13

high-tech 19:18

higher 61:1

highest 34:19

highlights 71:10

highway 7:24

highways 33:14 58:6

hire 81:25 82:17

hiring 81:23

historically 73:16 74:11

hit 74:5

hitting 45:4

home 80:16

honor 98:19,20 99:23

honored 26:15

hope 13:16 42:24 46:23,25 59:16

hopeful 11:15

hoping 22:5,8 44:1 69:13 73:4
93:3

hosted 71:13,17 81:19

hosting 97:7

Hotel 97:7

hotels 85:25

hotrod 98:17

hour 92:6

House 6:16,19 9:11,19,22 74:20
95:13

Houston 64:1,13 68:24 71:21,23
72:10
Hub 76:3
huge 63:8 84:22
hugely 46:11,17
hurricane 69:1
hybrid 63:21

I

I-10 42:5 43:21 91:11,14
idea 29:25 31:22 32:4 34:2 35:17
36:10,16,20,22 41:4 48:4,17 49:16
50:2 51:5,22 53:3,5 54:6,17 56:2
87:22
ideas 31:1 32:1,7 35:13 36:13 43:4
76:6 100:18
identification 50:12 51:24
identified 14:11 50:18,19 51:23
65:24
identify 10:6,11 11:24 17:19 44:20
48:17 65:10
image 32:14
images 34:1
imagine 98:19
imagined 85:12
impact 52:10
impactful 47:20
implement 40:25 42:11
implementation 35:3,10,14,16
37:14 38:23 40:8 43:14
implemented 31:24 33:12 34:24
implementing 91:5
importance 21:8
important 6:6 8:22 11:15 12:10
31:16,23 33:17,18 36:18,19 37:7
45:3 52:9 55:21 58:3 59:2,8 75:7
79:18 94:5 97:3,17
importantly 31:8
impressed 59:8
impression 39:19

impressive 62:8
improve 33:19 51:4 97:18
improved 50:13
improvement 77:3,6
improvements 30:1,4 31:1 32:14,
15,18 33:11 35:11 36:1,4,6
improving 28:1
in-between 75:12
in-person 55:17
in-school 17:5
include 8:5 38:23 65:24 83:5 91:9
included 39:22 47:12 50:22 64:2
90:12
includes 28:13,14 65:5
including 66:14 75:3 89:8 95:3
inclusion 51:25 89:25
incorporate 43:4,5,20 48:7
incorporated 23:20
incorporating 46:14 57:9 58:1
increase 74:24 75:10,22
increasing 73:6
incredible 81:3,15
individual 13:6
indoor/outdoor 87:16
Industrial 63:16
influx 61:5 71:12
information 51:1
informative 52:25
informed 52:20
infrastructure 24:17,18 25:20
28:18 29:24 30:4 37:14 61:2 65:15
68:23 69:4 74:1 100:2
infrastructures 49:10
initial 85:6
initially 80:23
initiative 44:12,14
innovative 62:19 66:25 76:1
input 51:12 90:15

inspire 34:3
install 42:6
Insurance 7:1
integrate 35:8 47:1 48:23 49:14
integration 55:8
intellect 19:11
intended 37:18 57:14 74:18
intent 47:1
interest 8:7,15 10:2 16:12,22,23
17:13 57:25 69:12 73:15 86:12
94:25
interested 20:7
interesting 31:10 52:18 55:11
interests 17:24
interferes 32:25
interfering 32:20
interim 31:9,17,22 33:4 35:21
36:22 37:8 38:23 39:5 40:10
interjection 32:9
international 69:11 87:12
intersecting 29:11
intersection 32:17 33:2,9,20
39:14
intersections 31:25 32:1,20 33:3
39:13
introduce 23:16 64:14
invaluable 100:12
investing 49:9
investment 8:16 46:16 60:25
invited 63:23 70:10 87:23
invitees 71:25
involved 8:4 24:25 25:2 97:13
involvement 50:19 52:1
involves 34:7 49:20,21
Iowa 7:9,10,11,15 61:14
irrigation 68:11,20
Irving 81:21
island 32:24

islands 33:6,7
isolated 77:21
Israel 96:11
issue 15:5,11 46:10 77:13
issues 53:22 68:12 77:25 80:3
89:6
item 6:2 18:6 47:16 58:15 59:16
80:2
items 30:6 98:4

J

Jeffrey 89:4 99:2
jewels 99:11
Jim 23:8,16 25:16 26:7,9 38:5
39:21 40:9,13 41:1,17,21 42:19
43:8 91:3 94:22 97:10,11,13
job 18:12 21:17 22:5 38:5 45:9,13
57:9 58:1 59:7,12 60:25 62:19 69:6
71:21 79:22
jobs 62:2
join 10:18
joined 20:25
joins 24:17
July 13:17 16:18 19:25 56:19 57:2
58:11
jump 11:16
jumped 24:3
June 56:12
jurisdictions 41:6 74:4
Juárez 25:13

K

Karla 12:9 19:1 20:5,15 21:12,15
22:8 81:17 83:18 99:16,17 101:3
keeping 27:5
kerfuffle 78:25
key 7:7 28:10 30:5 31:5 35:17 36:9,
17 45:12 47:13 48:8 51:23 67:9
91:12
kicking 87:19

kidding 25:18 85:8
kids 87:14 92:23
killed 88:16
kind 13:19 20:11 26:20 27:24
29:16 32:18 34:2 47:6,10,14 48:15
52:8 53:6 54:21,22 55:13 56:2,6
58:6 63:12 73:11 74:1 75:6,11,13
77:18 83:25 84:21 88:8 91:20,24
92:2 95:5,16 97:23 100:15
kinds 28:18 30:1,4 50:10 51:13
58:1 87:15 100:13

knocked 95:16
knowing 21:8
knowledge 50:7 98:15
knowledgeable 64:20

L

lack 16:4 24:24 25:20
Laguna 70:8
land 41:25
Landgraf 9:24 10:3 96:13
Lands 67:4
lane 32:23,25 54:19
lanes 30:2,3 32:19 36:5 38:15
40:20
Lang 96:11,13
Laredo 87:3,9,13,24 88:23,24
large 7:14 62:24 79:12
largely 74:19 77:20
larger 42:22 56:23
largest 60:4
Las 26:3
lastly 49:24 51:3
late 51:12
launch 63:9 67:18
launching 84:18
law 78:2
lawyer 78:14,15
layering 68:14 69:6

laying 46:11
lead 22:10 31:21 46:21
leader 36:11 62:11
leaders 38:17
leadership 12:11 38:17 44:23
65:13 69:12
leads 33:18
league 86:3
leaned 9:3
learn 100:19
learned 40:14 48:14 49:7
leave 21:22 25:25
left 12:13 64:10
legislation 76:5
legislative 62:23 96:21
legislature 6:8 60:9 61:21 74:15
95:17,23 96:18 97:1
lend 25:22
lends 25:22
lesser 67:3
lessons 40:14
letting 38:13
level 15:16 22:4 39:7 48:3,14 49:5,
11,14 50:14,20,23 53:12 54:9,13,
14 76:20,21 97:18 100:16
level-of-comfort 92:20
levels 31:15
leverage 50:21 66:16 69:21
leveraging 62:20
life 8:7 98:14
light 47:12 78:6
lights 92:10
limited 7:12
limits 27:13
listed 51:20
live 77:22 84:10
loan 74:8
loans 76:17

local 24:23 39:4,7 41:6,12 48:23
49:12,13,25 50:1,6 51:7,10 54:8,13
66:15,19 70:11 76:20 78:23,24
80:3 83:9 87:17 97:17

lodging 8:11

logo 81:25

long 19:10 21:14 37:8 63:15 82:12
99:12

long-range 17:16 82:14

looked 27:24 29:21,22 30:18 31:6,
8 33:22

loop 29:10 32:10 35:21 62:11,15
63:2,15 72:16,21

lose 22:7 50:25

losing 21:13

lost 48:25 50:1

lot 14:18 20:25 21:1 24:15 28:20
33:15 34:7 36:21,24 38:11 52:23
53:20,25 57:25 60:9,22 61:4,24
63:17 64:3 66:11,13,24 67:17
68:11,12 70:5,12 71:25 73:4 75:18
78:18 79:17 81:18 86:4 87:6 89:23
93:9

lots 18:21 96:2

Louisiana 64:3

love 69:25 71:7,8

loved 11:11

low 41:10 73:15

lower 32:12 60:16 64:16,25

lowered 73:20

Lubbock 95:12

lucky 42:3

lunch 56:9,10 101:5

M

made 6:22 23:11 24:14 32:18 36:2,
4 39:1,9 41:11 44:13 48:8 90:19
93:14 97:4

main 12:7 24:16 38:14 43:21

Maine 7:7 78:25

maintain 41:5,7,13 78:7

maintained 35:18

maintaining 42:7 91:14

maintenance 41:10 43:2 68:18,21
90:2 91:13

major 27:12 29:8 30:15 31:20 32:2
33:22 46:12 86:3 93:10

make 13:2 15:13,14,15 19:9,20,25
20:12 22:25 30:2,5 36:13 37:2,23
39:7,25 44:25 45:7 46:16 48:22,24
49:14,22 50:14 51:1 52:20 54:3,4,5
55:23 65:25 66:23 67:12 73:13
79:3,7 83:15 100:2,4,11 101:10

makes 16:20 25:12 73:22

making 13:13 54:23 60:18 86:21
94:12

man 54:3 99:3

management 40:6

Manager 64:15 65:13

manual 57:21

map 28:9 65:4 67:7 72:18

March 17:6 97:6

Marfa 42:9

Margaret 10:15,17,22,25 12:24
80:7,9,10 85:10

Margaret's 11:21

marker 37:6

marketing 81:24

Marty 23:15 24:8,10 25:11,20
26:10,15 38:3,7 39:10,23 41:8,20
42:3,24 43:1,17 91:10

Master 90:12

Matamoros 70:19

match 15:6,11 83:9

matching 62:20

matrix 34:8

matter 21:23 90:14

matters 6:13

Mayor 81:20

means 54:19

measures 26:20

mechanism 76:18

medical 11:6 62:3

meet 13:16 67:14 71:25 88:25
90:14

meeting 11:7 12:13 16:19 19:23
35:7 47:22,23 52:5 57:2 74:9 81:20
84:16 87:21 90:20 98:25 101:1,12

meetings 11:1 28:21 47:7 50:25
97:1

member 74:20

members 6:24 7:20 9:12 18:10
23:17 47:2 51:19 55:20 60:6 80:3
84:4 97:15

memories 98:23

memory 88:15

Memphis 64:4

men 92:10

mention 27:4 38:7 84:25 92:13
94:4

mentioned 52:9,11 61:12 63:15
71:20 74:16 82:9 96:8

mentioning 43:18

menu 39:8

Mequite 26:4

message 48:20 51:18 54:7

met 74:9 90:13 95:15

metaphor 97:4

metroplex 72:18

metropolitan 62:18 78:22 90:17

Mexican-american 68:9

Mexico 25:14,25 26:1,3 27:15
66:22

Miami 62:11,15,18 63:2,15

middle 29:4 84:25 88:21

middleman 74:2

Midland 90:6,10,19

migratory 70:7

mile 40:19 42:17 72:4

miles 8:10 30:17 62:17 65:5 81:22
82:6,12 92:5 99:12

Miller 96:9
million 14:23 42:17 60:5 61:23
73:21 74:5 81:22 83:5,6,10 84:13
85:2,4 95:25
million-dollar 96:2,3
millions 7:13
mind 57:4
mine 99:12
Mineral 96:14
minor 32:2
minutes 6:1
minutes' 6:20
missed 51:8
mix 69:25
mobile 80:15
Mobility 89:10 90:3
models 63:13
modes 24:13 25:23 38:15,20
92:19
moment 9:5 64:12 89:15,23 99:7
moments 98:14
momentum 22:2 44:17 100:1,15
money 61:4,6 82:19,24 85:1 95:24
96:4 99:9
month 63:9 87:3,4,7,10,24 88:6,10
89:20 90:15,21
month-long 87:5
monthly 70:15 88:3
months 47:8 48:1 81:19 89:16
morning 12:17 59:24
motion 99:22 101:6,9,10
motor 8:9
mountain 25:21 91:12
mountain-to-river-trail 91:9
Mountains 29:5
move 18:1,6,22 22:6 34:4 56:4,19
58:11 59:15 67:16 91:4
moved 28:6 94:10
movies 87:17
moving 35:8 40:23 45:25 56:1
66:12 68:2 74:21 96:16
MPO 20:16 24:2,11 25:6 27:3,12
44:1 50:6 89:10,13,15 90:22
MPO's 25:3
MPOS 36:13 51:7,10 65:22
muffles 84:6
multi-use 65:5
multi-year 75:18
multilateral 66:21
multimodal 25:14
multiple 27:20 30:21 74:3,6
multitude 8:12
multiuse 72:9
municipalities 41:25
mute 80:6
muted 10:22

N

Nac 81:16
Nacogdoches 80:15,19 81:11
names 13:15,22 14:1 20:4
Nation 63:3,11 71:24
nation's 60:4
national 8:6 54:10 60:13 61:12
65:10 69:15 70:6,14 75:25 87:3,10
93:9 95:17
nationally 63:4
nationwide 46:25
natural 75:10,13
nearby 27:15
neat 53:20 100:13,17
necessarily 32:8 43:11 89:17
needed 24:5,12 40:24 52:18
needing 8:11
neighborhood 87:24
neighboring 76:7
network 7:8 8:17,20 27:10,11 28:8
61:25 62:5,16 63:23 64:9 65:4
68:14 71:22 72:8,16,22 84:15
network-focused 63:5 64:5
network-funded 73:8
networking 73:6
networks 59:19 60:13 63:13 70:1
neutral 9:2
news 14:19 47:16 82:8 85:19 86:8,
18 99:14
nice 23:18 54:20 55:13 60:18,20,
23 70:21 71:11,19 88:7 94:21
night 92:8,9
Noah 17:23 20:1 59:25
non-infrastructure 17:1
non-state 39:20
north 7:3 26:2,11,12 29:10 32:10
35:21
north/south 8:5 33:23
Northeast 71:5,17 74:3
note 41:17 53:9
notice 10:15 54:24
noticed 80:20
November 89:6
Nuevo 88:23
number 11:5 14:25 34:13,14 62:13
74:20 78:1 89:7 94:25
numbers 84:13

O

O'BRIEN-NELSON 10:21 11:4,13
obesity 68:10
obscure 73:11
obtain 43:15
October 16:19
odd 51:4
Odessa 25:9 90:8,10,13,16,19
96:11,13
offer 58:23

office 9:24 13:10 62:12

official 20:13 99:22

officials 70:11 97:19

oftentimes 44:12

Ohio 63:19 75:18

on-street 65:6

on-streets 92:17

one-size-fits-all 53:1

ongoing 46:3,25 53:8

online 64:9 76:2 84:10

Oop 62:9

open 11:20 88:8 100:18

opened 17:6

opening 71:14,17

opportunistic 35:10

opportunities 17:10,25 18:21
49:3 50:18,21,23 53:25

opportunity 6:24 20:6 35:13
47:11 51:8,12,20 54:23

opposed 46:15 57:23 73:6

optimistic 96:4,15

option 39:3 41:3

options 38:13,18 39:6,8,13

oranges 92:24

order 45:4

organization 60:4

organization's 90:18

organizations 69:14,21 84:21

organized 93:12

original 24:9,10

Orleans 64:3 68:25

outcome 58:6

outcomes 56:22

outstanding 21:17

overlapping 75:20

overlay 92:17

overseeing 60:14

oversight 42:16

overview 55:25 66:11

ownership 41:15

P

paddling 65:6 70:18

Padres 85:25

paid 60:6

Paisano 34:14

Palo 96:14

paper 93:20

paperwork 94:2

Parallel 39:21

park 69:15 74:23

parks 8:6 69:16 71:21 72:6 74:17,
18 75:10,17 90:11

part 13:25 31:23 42:23 47:3 51:16
64:2 65:10 67:16

participant 27:24

participate 17:19

partner 27:21 37:10 39:19

partnering 28:22

partners 26:1 28:5,13 35:9 36:11
37:20 43:5 66:14

partnership 21:7 42:4

partnerships 28:11 44:1

parts 62:18 83:3

Paso 21:25 23:9,13,17,21 24:1,2,4,
5 25:7,16 26:16,19 28:8,25 29:1,3,
21 31:19 32:11,12 33:22,24 34:14
35:6 37:25 40:18 42:4,8 44:25
45:8,9,20 49:5 91:1,3,6,13,18,19,
22,23 92:4

Paso's 39:11

pass 22:25 59:22 74:25 99:8

passed 23:4 60:17 61:22 89:6 95:2
96:18

passing 8:21 93:13 94:16 96:8,9,
10,17

passion 100:10

passionate 21:5

past 7:9 71:14,18

path 34:2 41:4 42:17 52:18,22

paths 30:3 41:23 42:6

pavement 93:12

pay 76:18 77:2

payment 43:19

pays 97:1

ped 49:13 89:18

pedestrian 17:5 18:2 29:16 46:14
48:19 57:10,22 84:17,22

pedestrian/bicycle 42:6

pedestrians 52:22 95:1

pen 98:11

Pennsylvania 63:19

people 7:10 9:13 10:18 11:24 12:3
13:21 16:11,14 19:8 50:5 58:7 61:7
64:22 70:5,24 71:12,19 73:13 75:6
80:23 84:13 85:3 88:8 93:15 95:4
99:14 100:3

percent 14:20

percentage 79:11

perception 28:3

perfect 68:25 93:12 99:16

performance 49:17,21

periodically 77:25

perpetuity 79:16

person 22:8 98:17

personal 11:5

personally 98:23

perspective 21:6 28:17 35:23
60:13 61:12 75:25 86:9

phone 10:17,18,22 12:20 20:11
80:4 85:9,10

phrase 96:1

pick 81:11 93:3

picture 64:10,11

pictures 70:13

piece 51:9

pieces 85:19
Pinto 96:14
piqued 86:13
Pittsburgh 63:18
pivotal 99:7
place 31:13 35:11,13,14 37:5
41:23 60:2 61:24 100:4
places 8:6 29:13 36:8 38:2 39:24
70:7,8 78:18
plan 10:25 13:18 17:16 21:2 23:10
24:5,11 25:4 26:16 27:18 28:22
29:22 30:14 31:25 33:4,9 34:6
35:4,5,19 36:9,18,19 37:18 39:11
43:19 45:2 49:6,10 60:16 64:16
65:2,3,9,14,25 67:16 68:7 69:19,20
70:13 71:22 72:3,20 75:19 82:14
84:18 86:11 89:10 90:3 92:16
planned 82:6
planner 90:13
planners 48:21 97:19
planning 7:25 20:17 21:21 23:22,
23 24:4 29:24 44:20 46:13 47:10
48:24 51:25 57:15 90:17,22 91:6
Plano 82:11
plans 25:2 26:25 27:3 28:20 34:6
37:24 42:10 44:8 49:25 50:16
83:15 90:12
playing 29:2
pleased 85:20
plenty 93:13
plunge 19:7
point 8:24 14:18 15:12,17,21 16:24
18:8 23:8 27:17 29:12 30:5 34:5
48:12 53:14 59:2 60:24 76:12
79:19
points 28:10 31:5 36:20 47:11
50:18 51:20,23 57:6 60:18 72:7
police 84:21 87:13
policies 22:1
policy 54:1,6,12 76:3
POLLACK 38:22 39:18,22 40:2
89:5
pool 75:22
pop 77:25
popping 77:22
popular 7:11
population 72:4,22
populations 8:8
portion 42:7
portions 27:15 67:9
position 7:17
positions 11:22
positively 11:25
postponed 80:23
potential 60:22 89:23
pots 74:24
practice 44:14
practices 63:25 76:3
Prairie 81:21
predominately 68:8
preliminary 14:4,15 66:2
prematurely 10:16
prescribe 39:4
prescribed 89:9
prescriptive 39:1
present 90:22
presentation 17:6 20:12 23:9
27:20 44:6,18,19 46:1 47:1,5 59:19
79:25 83:19
presentations 94:23
presented 90:19
Presidio 42:9
press 70:11,21 82:5
pretty 11:23 12:6 47:20 53:20 55:1
67:23 74:21 77:25 83:16 84:14
87:6 88:25 89:14
prevailing 59:3
preview 55:13
primarily 88:6
primary 94:24 96:6
prioritization 17:15 34:7
prioritized 43:13
prioritizing 17:17 43:18,22 49:9
priority 8:16 34:13 40:4
pro 91:18,19
problem 21:13
procedure 19:18
proceeding 20:2
process 13:25 16:6 24:11,21 28:6
36:22 37:22 40:14 42:16 44:21
46:3 47:9,10 48:3,8,12,22 51:6
53:13 54:1 56:4 57:7,10,20 58:2
85:5 86:13,14
processes 28:15 50:11,16
proclamation 87:9
product 57:4 95:4
products 21:1
professional 18:12 21:19 98:14
profile 70:23
program 14:10 15:18 17:6 18:1,22
21:3 23:10 67:4 84:10 90:1 95:24
programming 49:19
programs 14:12 62:14,21 67:4
progress 44:13
progressing 89:11
project 15:8,13,14,15 21:25 44:21
47:9 48:2,11 49:5 51:2 53:4 57:10,
16 61:14 62:8,10 63:8 64:15,19
65:13 67:15,19 69:25 72:13 73:21
74:2,6 91:9,15
projecting 62:1
projects 14:5,6 15:18,24 16:25
17:4 21:22 25:1 42:22 43:6,11,16
46:13 49:21,23 53:8 58:1 63:4,5,
12,23 64:6,9 65:4 67:8,15 68:19,21
71:4 73:18,24 74:12 84:25 89:7,18
92:19 96:2,3
promising 95:10
proofing 65:24
proposal 61:23 66:2
proposals 17:9
propose 19:15

proposed 15:8
pros 92:10
protocol 94:2
prototype 38:1
proud 22:9
provide 22:17 41:12 53:20 59:6
providing 45:15 59:10
Province 7:7
provisions 8:12
public 12:18 21:24 25:15 52:1
66:14,17 69:16 93:19
published 14:6
pull 75:15 77:10
pulling 49:8
pumped 7:13
pushing 55:9
put 12:1 25:3 31:11,13 35:11 37:5,
14 55:16 58:16 60:15 61:22 73:5
76:25 87:4 88:8
putting 22:14 25:1 34:1 36:5 45:1
69:22 97:5

Q

quarter 40:19
Quebec 7:8
question 41:2,9 42:12 43:25 44:7
48:17 77:16 83:19 88:2
questions 9:15 22:22 38:4,21 40:4
56:14 64:17 71:2 76:11,13,14
79:20 96:20
quick 22:25 38:8 71:3 83:18 88:2
quickly 11:23 31:3 98:6

R

race 93:11
racers 91:20
races 91:18
racetrack 93:16
racetracks 93:10

radar 81:13
rail 63:6 71:8 78:1,2,3,6,7,17
82:15,20,25 83:15
railroad 78:12 79:5,15,19
railroads 78:7 79:7,11
Rails 60:3 61:15 63:3 64:15 71:7
77:17 79:25
raise 75:2
raising 70:23
ranging 30:2
ranked 26:19
ranking 15:23 34:19 49:21
rankings 25:16
ranks 89:15
rate 62:3
rates 68:9 73:15
re-evaluate 16:2
reach 9:13 76:12 94:9
reached 86:15
read 94:12
ready 22:10,21
real 31:3 38:8 62:11 80:21 88:2
realistic 35:3
reasons 6:9
Reauthorization 73:20
received 85:2
recent 32:15 73:12
recently 13:9 91:16,17
recognize 96:1
recommend 52:15
recommendations 13:20 47:24
50:14 52:2,6 56:3,8,20 57:4,8
58:13 72:25 75:21 85:6 90:20
recommends 41:3
reconstruction 31:20 89:7
record 50:23
recreation 75:13 90:12
recreational 60:20

rectangle 92:4
redesign 44:21
redo 68:19
reds 93:1
reducing 61:8
referenced 8:1
refine 53:7
refinement 53:4
refining 56:12
refuges 70:7
region 26:25 27:14 82:11 93:1
regional 48:23 54:10 84:17 89:9
reinforces 59:11
reinstate 78:13
related 47:17
relates 36:24
release 82:5
released 52:9
relocation 40:5
rely 58:10
remaining 14:9
remarks 6:20
remember 30:16 76:20
remind 46:7
rent 77:1
rep 94:9
repeat 27:20
replace 53:16
replaced 13:4
replacement 13:5 53:9
replacements 12:4
report 6:3 7:23 12:6 18:5 84:10,11
86:23 90:4 93:22 98:2
reported 87:21
REPORTER 10:7 12:21
reporters 70:14,16
repository 49:25

represent 57:8
Representative 95:12 96:5,10,11
representatives 48:9
represents 99:9,11
requests 85:4
required 50:20
requirements 15:6
residents 49:19
resolution 6:16 8:2,21 9:19,22
95:14,19 96:7
resolved 77:21
resource 52:19 75:24 76:2
resources 19:11 70:4 75:10
resources/outdoor 75:13
respond 11:25 23:6
response 86:16
responsibility 25:3 37:13
responsible 49:8
rest 11:2 12:2 42:8 45:15
restore 68:21
result 33:18
results 28:9 32:20 48:23
retain 78:10 79:18
retirements 10:14
return 48:12 60:25 62:3
revise 66:2 86:10
rewriting 57:21
ribbon 82:6
rich 70:4
Rick 96:9
ride 7:11,16 29:6 71:9 78:20 80:19,
20 87:12 88:15,20,24
rider 29:16 33:1
riders 7:12
rides 87:13,15 89:3
riding 71:12 78:22
right-of-way 39:17 40:6 77:16

rights 78:10 79:16
Rio 60:16 64:16 65:1 97:23
risen 47:11
river 25:21 68:11 69:11 89:1 91:12
Riverwalk 76:24
road 29:14 55:6 92:2 93:10
roads 42:5 92:17
roadway 29:5,11,17 30:1 31:11,22
32:11 33:24 35:23 36:2,3 40:10
42:22 54:17 56:5 89:7
roadways 7:22 28:7,24 29:21
30:10,15,17,20 31:16,24 32:17
33:21 35:11,24 36:15,16,18 39:4,
12 40:18 43:13 48:25 49:9 55:1
Robert 9:3
Robin 6:15 9:6,8 60:1 71:6 74:9
80:17 81:9 93:20,23,24 94:4,19,20
97:12 98:1
rode 70:17
rodeo 87:14
role 51:11
roles 27:9
rolling 10:15 12:11
room 56:11 93:13 98:15,16
ROTNOFSKY 43:12 87:1 88:5,13,
17 92:1,7
route 15:8,10 17:18 33:23 63:10
64:23 65:6,7,10,17,24 66:2,5 80:22
routes 8:4 14:8,20,24 15:3 16:8
17:1,3,11 26:2 65:11,19 68:21
75:3,4,5 90:9
rule 43:8
run 7:6 12:9 63:12
running 12:12 74:3 99:14
runs 64:2
rural 7:20 8:7 14:10 24:19 30:24
35:24 55:3,6,7,10 63:15,21
Rust 9:17 63:17 79:9 80:14 81:5,16
88:2 101:6

S

safe 14:8,20,24 15:3,8 16:8,25
17:3,11 90:8 94:16 96:8,9,10,17
safer 40:1 100:4
safest 31:13
safety 17:5 24:17,19 30:8 37:13
84:18
sake 10:5
San 26:11 35:6 45:19 49:6 81:13
97:6
sandwiches 56:10
sat 8:24
Saturday 71:14,18 80:21
sausage 97:4
saved 62:3 98:4
scales 27:16
scenery 26:5
schedule 16:2,17 55:25
scheduled 17:14,15 87:8
schematic 33:10 35:20,21 36:6
schematics 37:4
school 14:8,20,24 15:4,8 16:8
17:1,3,11 66:14 69:16 84:19 90:9
school-age 17:4
scientific 40:17
scooter 94:12,13
score 73:7
scoring 15:23 34:8 85:5
Seattle 63:7
section 16:25 36:3 40:19
sections 43:3
Security 7:1
seeking 12:3 89:22
segment 34:11 74:4
segments 8:16,20 17:18 30:19,21
31:6 34:9,17,18,22,23 43:20 83:7
segue 18:25

Seifert 46:1,20 56:17
select 23:1
selected 30:14
selection 39:9 47:19 52:19 53:18,
22 55:15,22,23
Senate 74:22 95:12
senator 94:10 95:11
send 17:11
sending 17:21
senior 38:17
sense 39:1 54:3,4,5
sentences 20:6
separate 57:22,24
separated 30:3
September 16:6
serve 11:2 13:3,6,21 21:10
service 11:10 21:17 69:15
services 8:13
serving 7:20
session 6:9 96:19
set 52:1 58:12 60:1 81:8 84:3
share 25:13 85:20
shared 30:2 54:19
shared-lane 33:1
shared-use 30:3 34:2 41:4 42:17
52:21
Shawn 10:20 12:19 23:5 80:4,5
85:10,14,16 86:24
sheet 93:20
SHERMAN 11:19 20:3 23:1,5 80:9
85:14
shining 62:25
shop 80:15 81:4,8
shops 85:24
short 20:12 47:5
shortened 54:17
shoulder 55:8,10
shoulders 36:5
show 12:14 87:17
showed 34:12 80:24
shows 28:9
SIB 74:7
side 30:17 33:16,22 34:3,14 41:23
55:9 70:20 74:23,24 84:5 86:5
89:21
sidewalks 92:18
sideways 20:13 61:17
signage 36:6 67:20
signed 66:13 74:20 80:24
significance 59:11
significant 30:8,9 31:20 46:11,17
63:4 73:3 74:19 95:25
Silence 87:12 88:15,25
similar 76:7 83:25
Similarly 55:6
simple 48:3,5
simultaneously 27:18
sir 12:16 94:18
sister 88:23
sit 16:1
situation 11:3 26:21
Sixty-four 9:18
skiing 93:4
skip 16:24
slide 56:16
slides 47:18 48:16 53:17
slow 89:24
small 7:14 22:15 24:23 71:11
79:12 81:10 85:1 86:3
smaller 67:1
snow 93:4
software 22:14
soliciting 13:15 16:12 17:24
solid 90:3
solution 31:9,17,21 33:4,5 36:22,
23 37:1,8 40:17 53:2
solutions 40:10
somber 87:11
someone's 54:9
son 6:11
sort 15:18 17:22 21:7 26:10 29:15
35:8 40:14,16 41:5 61:17 63:17
66:2 77:4 84:2 89:24
sorting 15:16
sorts 66:18
sound 84:3,4,7
sounds 18:18
source 73:3,11
sources 66:20 75:16
south 26:10 64:3,11 65:11 69:1
space 41:12 65:25 72:10
speak 6:24 10:6 50:5,9 64:24
speaker 8:25
specific 40:12 50:11 54:16 56:13
58:23
specifics 56:5
speech 21:11
speed 6:21 54:18
speeds 54:25 95:7
spend 22:16
spending 61:6
spent 47:6 60:25
spill 86:21
spine 62:6
sponsor 15:15 95:11
sponsors 80:25
sporting 74:18
spot 89:12 90:3
spreading 71:5
spur 76:6
squeeze 43:24
stadium 86:1
staff 9:24 26:15 37:20 50:6 96:25
100:18

stage 52:2,11 54:10 56:3
stages 47:21
stakeholder 50:3,12,15,19 84:16
stakeholders 45:12 50:24 70:11
stalling 19:1
Stallings 6:15 9:3,8 60:1 81:9
93:20,24 94:19,20 97:12
stand 20:11
standalone 43:10
standards 38:19
standpoint 28:2,7 29:17 30:6
31:17 33:25 36:6 60:19
stands 9:18
stars 24:1
start 26:17 46:6 48:4 61:11 73:25
80:4 89:24 101:3,4
started 20:20 24:3 43:16 46:23
52:12,17 88:18 95:9
starting 70:24 72:14 93:11
starts 89:20
state 7:14,21 8:5,19,23 9:11 21:2
24:17 27:2,23 29:19 32:6 33:14
35:25 38:2 39:2,16 41:3,4 45:15
60:10 61:16,21 62:5,6,13,14,21,22,
24 63:20 64:10 66:5,19 70:12 71:5
73:25 75:3,5,17 76:5,21 94:9 100:3
State's 39:3
states 55:18 65:6,7,16 66:4 73:4,
25 75:5,9 76:2,7,8 93:10 95:9
96:19
statewide 14:23 17:3 50:14,20
54:14 61:14 80:3
stay 92:25 93:7
steering 97:14
stenographer 10:5 12:19
step 8:22 19:7 98:10
stepped 80:9,10
stepping 12:9,24
steps 40:8 65:23
stop 29:15
stops 82:13

stopwatch 27:5
stories 76:4
story 47:15
straightforward 53:21
strategic 7:23 21:2 23:10 35:19
45:1
strategies 32:1 66:25
strategy 43:15
streamline 67:11
street 17:17 31:18 32:2
streets 92:20
stripe 7:22,23 22:14 43:3
strong 8:15
structure 13:3 90:1
struggling 69:3
studies 27:8 43:21
study 6:17 8:1,4 22:17 26:19 28:6
40:24 45:10 46:10 95:22
stuff 68:7 96:21
subcommittee 65:19
subcommittees 65:14,16
suburban 30:23 55:3 62:16 63:21
success 76:4
successes 72:2
suggest 20:10
suggesting 96:1
Sullivan 65:8
summary 52:8
summit 63:22 71:25 87:20
sunshine 25:17
super 88:12
supervisors 38:17
Suppliers 95:4
support 7:2 8:15 65:22 78:2,17
89:6
supporters 60:5
supportive 79:2
supposed 80:18 101:4

surface 14:2
sustainability 68:17
sustainable 68:23
swapping 72:1
switching 64:7
system 23:20 24:12 28:7,24 29:10,
20 31:18 32:11 34:9 35:22,23 39:2
42:15 44:3 78:6

T

TA 66:17
table 28:13
tailor 93:14
takeaway 54:3
takeaways 36:9 47:13,15
takes 7:24 16:20 74:8 95:21
100:20
taking 44:13
talk 20:13 27:5 29:9 47:6,13,14
48:2,10 53:17 60:12 63:25 64:12,
21 66:7 72:14 81:10 84:22
talked 6:15 9:24 35:6 53:11 74:15
75:4 80:17 83:19
talking 18:9 23:18 33:3 47:8 48:5
55:5,8,15 56:12 94:11
tall 82:1
TAP 90:8 96:3
TASA 24:25
tax 74:18 77:1
Taylor 95:11
team 22:21 23:16,21 38:9 85:25
86:6
telephone 98:25
telling 56:6
tells 19:19 75:6
ten 30:14 91:18
tend 60:19
tenure 20:19
term 16:15

terms 13:11 28:21 30:19,25 31:6, 23 34:13,17 35:1 36:3,4,12,15 45:5 46:11 56:22 73:9

terrain 25:13,21

terrific 88:1

testify 6:18

Texarkana 71:9

Texas 7:16 11:24 25:8 49:17,19 59:20 60:8,9,15 64:7,9,12 65:11 66:22 69:1,16 70:5,15 71:5,17 72:25 74:3 77:22 80:20 81:7 90:7 91:2 94:6,21,24 95:8,17 96:5,18,22 97:8,15 100:3

texted 85:3

thankful 12:13 19:2

That' 54:20

themes 48:15

thin 89:14

thing 10:12 12:7 53:9 54:20 55:11, 16 57:23 60:24 70:10 73:24 75:7 79:18 84:1,24 92:14 100:1

things 6:5,6 11:6 19:20 20:24 21:9 23:19 26:17,22 28:16 32:7 37:23 38:14 40:5 41:11 50:10 51:13 55:14 56:19 60:20 62:23 67:5 70:25 72:6 73:1 75:1 76:1 77:18 90:24 97:17 100:10,11,13,17

thinking 35:8 41:19 81:12

thought 19:21 36:24

threshold 73:17,20 74:5,13

throttles 95:7

thumb 43:9

Thursday 81:19 86:10

tie 39:14

TIFIA 73:14,20 76:17

time 8:20 12:12 13:16 16:23,24 18:20 19:10,22 20:20 21:15 23:8 27:1,3,8 28:20 29:12 32:9 34:5 35:16 37:25 50:9 51:13 56:2 57:6, 19,22 59:2 61:21 65:13 71:19 77:17 78:9 85:7 93:19 98:3,8 99:8 100:9,14

timeframe 13:19 16:4,6

timeline 51:22

times 25:6 27:20 80:15 97:20

today 6:10,25 8:2 12:7 16:11 19:20,23 21:23 46:22 56:9,10 58:9, 25 60:12 99:16

tool 47:19 92:14

toolkit 17:5 29:23,25 30:7,12

tools 48:24 49:4 52:4 56:13

top 23:2 47:11 61:3 91:19

tornadoes 80:22

total 14:25

totems 82:1

touch 6:4

tour 64:10,11 70:13

tourism 6:17 7:2,5,15 8:1,16,22 14:10 17:15,17 21:4 26:6 46:10 61:4 65:2 69:20 71:11 86:20 95:22

tourist 86:5

tourists 8:9 61:5

town 25:8,22 81:5,10,11

towns 7:14 26:3 55:3 61:5 71:11 75:6

track 94:12

tracks 89:9

trade 63:24

trade-off 52:24

trade-offs 52:21

traffic 16:25 19:5 33:15 43:2 52:23 55:9 56:25 61:8

trail 6:17 17:15,18 21:4 46:10 60:13 61:5,14,16 62:6,12 63:3,5,6, 11,13,17 68:19 69:8 71:6,8,17,24 72:4,16 73:7 74:3 75:5 76:17,24 78:10,18,22 81:23 82:9,15,19,24 83:6,14 84:5,6 95:13

trailers 93:15

trails 7:5,9 8:1,16 42:1 59:20 60:3, 4,18,19 61:1,15 62:25 63:3 64:15 65:5,7 71:7,14,18,23 72:5,9,21,23 73:8 74:19,24 75:2,11,23 76:8 77:10,17 79:25 86:11 92:17 95:22 97:8,10

train 82:10,12 83:23 84:5,7

training 28:16

trainings 55:17

trains 78:23 79:2

transformative 67:9

Transit 82:16 83:5

transition 19:25 29:16

Transmountain 29:5 41:20,21

transparency 51:4

transportation 6:19 8:17 12:18 15:9 21:22 23:20,23 24:12,13 25:15,24 38:15,20 59:19 60:21 61:2,8 62:22 65:1 68:14,16 69:4,19 70:1 73:2,19 75:12,19 76:3,9 82:14 89:14 92:16 95:2,20,24 97:8

transportational 14:10 15:5

traveling 99:13

treatment 39:1

tremendous 19:11 98:19,20

trend 93:9

trickier 77:10

trip 6:22 23:11

Triple 86:1

Tropicano 97:7

trucks 94:17

true 71:8

turn 85:18

Twing 10:20 12:20 85:17,22

two-thirds 72:3

two-year 7:25

Txdot 6:13 8:18 12:1,18 21:7 23:13 26:14,15 27:2,11,13,21,23 28:4,24 29:10,20 30:7,8,15 31:14 32:3 36:11,14 37:10 42:16 44:9,25 47:8 48:20 49:17 51:10 52:7,14 54:8,25 55:24 56:23 57:9 65:22 74:10 84:19 86:15 91:10 95:23 96:25 100:18

Txdot's 7:18,24 23:9 28:2,6,16 35:23 36:17 48:2 51:6 52:14

Tyler 7:1 80:16

type 41:14 45:1 61:2

types 30:11,12 31:1,7 55:4 73:23
89:8

typically 16:18

U

U.S. 64:23 69:15 75:4

ultimate 28:9 31:9,21,22 33:5
36:23 37:1,13 38:23 39:5

un-mute 10:23 85:14

unanimous 8:14

underappreciated 70:9

underneath 33:17

understand 22:1 28:16 39:2 40:22
48:18 52:4,21 53:24 54:22

understandably 79:15

understanding 19:12 23:12 53:22
55:4,20 65:21

understands 51:6

underway 82:7

uniform 95:5,7

unique 8:22 25:12 26:24 27:7
29:11 68:7 69:10

unite 26:4

united 25:4 55:17 65:6,7,16 66:4

Unlike 8:8

unusual 37:24

upcoming 10:14 91:24 98:4

update 24:5 47:2,18 52:13 53:15
80:2

updated 53:13

upgrading 90:11

urban 7:20 24:19 30:22 36:18 55:2
62:15 63:14,21 72:16

USA 91:17

USBR 65:19

UT 66:14 69:17

utility 40:5

utilize 68:22

utilizing 72:9

UTP 51:25

V

vacancies 10:14 11:21 12:5,23

vacancy 11:21,22

valley 32:12 34:15 60:16 64:16
65:1 70:5 76:11 97:23

van 80:16

Vandeaver 96:5

variety 28:25

velocities 30:9

version 86:3

versus 49:22 54:24

viable 53:11

Vice-chair 19:1,24 20:8 23:3
100:24

Vice-chair's 9:23

view 100:10

village 100:21

Virginia 63:19

visibility 75:2

Vision 87:20

visitors 46:22

volume 30:8 33:2 54:18

volumes 36:2 54:25

volunteer 17:8,10

volunteers 16:7 17:18

vote 9:6,14 22:21 52:6

voted 86:10

votes 23:2

W

wait 7:15 59:4 68:18

walk 25:15

walking 26:18 73:23

wall 84:4

walls 84:4

wanted 6:4,17 12:7 16:10 23:16
24:25 40:25 60:12 64:14,22

wanting 8:11 12:9

Washington 60:7 63:7 78:21
94:23

watch 91:21 92:5

ways 69:23 75:22 76:7 77:12 93:18

weather 80:21

Weaver 19:4 20:15,23 40:3,12,24
41:2,16,24 42:12,21,25 43:7,10
76:16,22 77:3,6,14 81:18 83:21,24
84:2,9 88:12 92:13 93:5 94:11
99:19 100:6,25 101:4,8,11

webinar 18:4

website 89:2

Wednesday 84:17 88:21

week 6:14 9:9,10 16:1 84:11,17
92:15

weekend 80:18

weeks 13:16 91:17

weighing 97:2

weighting 17:20

Wells 96:14

west 7:7 25:10,11,12 33:22 63:19
90:6,7 91:2

westerly 25:8

western 25:8 86:2

wide 28:25 55:10 78:19 93:13

widening 36:5

widths 55:8

wildlife 69:16 70:7 75:10,17

winner 80:13 99:16

wins 92:19

woke 24:24

women 92:10

wonderful 10:1 29:6

word 24:24

words 9:1 57:7

work 7:25 14:22 15:2 18:19 20:16
22:6,18,25 24:3 25:15 26:14,15,16
28:15 29:23 37:8,21 39:15,19 45:3
47:21 51:11 52:4 58:4 59:9 60:8,14
62:5 75:16,18 79:3,6 89:11 95:16,
21 96:24 97:25 98:20,24

worked 19:10 24:20 62:10 91:7

working 11:11 12:2 21:21,25
24:14 27:19,25 28:5,12,21 33:6
35:9 36:10,12 37:22 39:24 42:9
43:19 44:19 45:12 47:3,7,25 48:10,
21 49:6 51:18 52:3 55:19 56:8,10,
19,24 58:10,24 60:10 61:15 64:19
66:3,15,21 67:6,13 75:8 76:4 86:14
90:11 91:4,8 94:24 95:3 98:12

works 16:17 51:9 53:6

workshop 17:14,15

world 7:3,10,16 56:23 88:18,22
100:4

worse 26:13

worth 6:20 20:16 72:19 81:20,22
82:11,13 84:13,23 88:19 92:15

Wow 12:16 81:15

wrap 98:6

written 24:6

wrong 22:9

Y

y'all 14:1 20:10 38:8 45:12,13
46:20 55:13 79:23 96:20,23

Yarbrough 29:10 32:10 35:21

year 7:12 8:18 11:2 14:12,14 46:18
63:22 71:19 81:2 83:13,15 84:11,
14 88:22 89:19,24 95:15

years 7:9 20:18,19 21:20 22:7
31:14 32:16 61:20 74:10 79:25
82:14 88:19 89:10 91:24

yesterday 80:23 81:1

York 61:16,18 62:5 63:20

you-all 25:1 45:9,10 57:18 61:10
95:21,25 97:3,5

young 38:9

Z

Zaragoza 34:13

zone 75:12 94:16