

Transcript of the Testimony of  
**Quarterly Meeting**

**Date:**

January 17, 2020

**Case:**

TX DOT BICYCLE ADVISORY COMMITTEE

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TX DOT BICYCLE ADVISORY COMMITTEE  
QUARTERLY MEETING

Date: Friday, January 17, 2020  
Time: 9:30 a.m.  
Location: TX DOT RIVERSIDE CAMPUS  
200 East Riverside Drive, Building 200  
Austin, Texas 78704

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A P P E A R A N C E S

BAC MEMBERS

Karla Weaver, Chair, Dallas-Fort Worth  
Bobby Gonzales, Vice Chair, El Paso  
(Appearing Telephonically)  
Clint McManus, Houston (not present)  
David Ham, Midland  
Eva Garcia, Brownsville  
Frank Rotnofsky, Laredo  
Jeff Pollack, Corpus Christi  
Mike Schofield, Austin  
Rick Ogan, San Angelo  
Trent Brookshire, Tyler

TX DOT TECHNICAL STAFF

Marc Williams, Deputy Executive Director  
Eric Gleason, Director, Public Transportation Division  
Donna Roberts, Program Services Section Director  
Bonnie Sherman, Bicycle & Pedestrian Program Manager  
Noah Heath, Bicycle & Pedestrian Planner  
Carl Seifert, Transportation Planner (Contractor),  
Jacobs

Reported By: KIM TINDALL & ASSOCIATES  
BY: REBECCA K. QUINN, CSR #5720  
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BY MS. WEAVER.....4

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I N D E X   O F   E X H I B I T S

(No exhibits marked)

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CALL TO ORDER

MS. WEAVER: All right everyone. Good morning. I think we're going to get started in our first meeting of 2020. Welcome everybody. Thanks for coming down. Thanks to our visitors that are in the audience here today.

Just a reminder for folks in the audience. If there are items that you'd like to discuss with the committee or things that you'd let us know or wanted us to know, there's public comment forms that are available when you sign in at the door. So feel free to grab one of those and turn that in, and we'll have some time at the end of the agenda for any questions or comments from the audience.

Our -- the other thing I wanted to mention really quick and the agenda modification for today's meeting, we are going to flip item number 5 and item number 6. After Eric gives his report, we're going to go into Noah's presentation on the discussion of the commission charge to look at modifications of the committee, and then after that we'll go back to an update on the bike guide design.

There's also a note by the door that I'll just make a plug for, the Texas Trails and Active

1 Transportation Conference, it's coming up in March in  
2 San Antonio. I've been to this before. It's super  
3 informative of all the cool stuff people are doing  
4 around the state and in other areas. So check that out  
5 and there's more information online for that.

6 Okay. With that, I'll turn it over to Bonnie  
7 and she is going to give us a brief safety briefing.

8  
9 SAFETY BRIEFING

10  
11 MS. SHERMAN: Good morning everyone. Thank  
12 you for joining us.

13 If we have any medical emergencies, please  
14 call 911. We have an ADA unit located at the guard  
15 booth up front near the door y'all entered on. There  
16 are first-aid kits marked and located on each floor in  
17 case of a fire or other need to evacuate the building.  
18 Fire extinguishers are marked and located on each floor.

19 We would evacuate and exit the front door of  
20 the building that you entered. Turn left and gather  
21 near the sidewalks at the fence line across from center  
22 process.

23 In case of a tornado or inclement weather,  
24 stay inside. Move away from the -- all these windows.  
25 Proceed to the large auditorium, which is in the center

1 near the guard booth, and there's a bunch of folks in  
2 bright orange in there so you wouldn't miss it.

3 In case of active shooter or bomb threat,  
4 there are other instructions from the PA system and  
5 on-site security personnel.

6 Thank you and let's have a safe and productive  
7 meeting.

8 MS. WEAVER: All right. Thanks, Bonnie.

9 MS. SHERMAN: You're welcome.

10

11

#### APPROVAL OF MINUTES

12

13 MS. WEAVER: With your agenda that was sent to  
14 you and document materials, you also received a copy of  
15 our Minutes from our October meeting. Hopefully you had  
16 a chance to review those.

17 Are there any discussion items or  
18 modifications anyone would like to suggest?

19 All right. No news is good news.

20 I need a motion to approve?

21 MS. GARCIA: Motion.

22 MS. WEAVER: All right, Eva.

23 MS. SHERMAN: Second.

24 MS. WEAVER: All right. Thank you very much.

25 All in favor say aye.

1 AUDIENCE: Aye.

2 MS. WEAVER: All opposed likewise.

3 All right. The Minutes passed.

4 All right, Eric, turn it over to you.

5

6 PUBLIC TRANSPORTATION - BICYCLE AND PEDESTRIAN MATTERS

7

8 MR. GLEASON: All right. Very quickly. So a  
9 quick membership update. First of all, good morning,  
10 everybody. Thanks for joining us here.

11 Has Bobby joined on the phone?

12 MS. WEAVER: No, he has not.

13 MR. GLEASON: Okay. He's not in the Paso  
14 time.

15 So we did receive a resignation from Shawn  
16 Twain. And Shawn joined the committee a number of years  
17 ago from Amarillo, and I think in the past year he -- a  
18 number of commitments have conflicted with his ability  
19 to participate in these meetings. We had a conversation  
20 with him and he thought it best if he were to step down.

21 So he has done that and so we currently have a  
22 vacancy on the committee that we will look at filling.  
23 It may perhaps be that we look at it in the context of  
24 the next conversation, a decision to perhaps expand the  
25 scope of committee, or we could go immediately to our

1 former pool that we had which resulted in the most  
2 recent applicants, or we may wait for the August time  
3 frame when we have at least three terms coming up again  
4 to make some appointments. So more on that later.

5 Real quickly, we are nearing completion of our  
6 competitive call for project effort, the 2019 Safe  
7 Routes to School TA set aside Call For Projects.

8 A quick reminder. We actually looked at over  
9 250 detailed project applications asking for about 270  
10 million dollars worth of funding. Keeping in mind of  
11 course the St. Francis school category was the most  
12 popular category with 200 million dollars in funding  
13 requests and only 8.7 million that they were going  
14 statewide.

15 So we're in a position right now we're  
16 recommending to the commission that they consider at  
17 their January 30th meeting, so week after next, we're  
18 forwarding a total of 30 project recommendations. 12  
19 Safe Route to School projects and 18 nonurban  
20 transportational term program projects. Those are the  
21 two categories we have available funding for.

22 We also took applications in anticipation of  
23 future federal portion amounts for both nonurban and  
24 small urban TA projects. And we'll continue to be  
25 looking at those in the context of those upcoming

1 boards.

2 We're going to put together what we're calling  
3 a conditional project list, which will be those of  
4 remaining 200 some-odd projects. We're looking at the  
5 end of those that scored highest and are most ready to  
6 go in the context of the next two years worth of federal  
7 funding. So again, more on that later.

8 MS. WEAVER: Eric, real quick. Will the  
9 conditional project list still be the January 30th  
10 meeting or it will come back at a later date?

11 MR. GLEASON: So right now our thought on the  
12 conditional project list is to hold it back from formal  
13 commission action.

14 MS. WEAVER: Okay.

15 MR. GLEASON: But to send those individuals a  
16 communication that would say this is your status.

17 MS. WEAVER: All right.

18 MR. GLEASON: And then it would be our intent  
19 as staff as funds became available to make a  
20 recommendation to the commission for their  
21 consideration. So stopping short of asking the  
22 commission to take it in submission, but going as far as  
23 to say that we're going to recommend when the time is  
24 appropriate.

25 MS. WEAVER: Got it.

1 MR. GLEASON: On your horizon as a committee,  
2 we -- now that we've got three call for projects behind  
3 us in the TA program generally, 2015, '17 and '19,  
4 there's an interest in going back into the rules in the  
5 Administrative Code for the program and looking at  
6 making modifications to those rules. Particularly I  
7 think with respect to the nonurban area projects where  
8 we continue to have difficulty getting enough projects  
9 in for the funding that we have.

10 So we're going to be taking a look and it  
11 would be our intent to engage the committee in our  
12 thoughts on this probably either April and June  
13 meetings. April and July meetings would be the  
14 appropriate time frame.

15 The intent of our process on the rules to have  
16 a new set of rules, a final set of rules in place in  
17 time for a 2021 call for projects. So we will again --  
18 and so we'll be looking to the committee to help advise  
19 us on those rules as they come together.

20 I'm trying to work our schedule as best we can  
21 to commit to a schedule to do that.

22 MS. WEAVER: Great.

23 MR. GLEASON: With respect to the TA program  
24 projects that -- you know, 2015, 2017. So all of the  
25 2015 projects have been left for construction, half of

1 those are complete, and then with respect to the group  
2 in 2017 almost 60 percent of those projects have been  
3 authorized. So yeah, these things take a while to come  
4 together. They're not necessarily very big projects,  
5 but there's a lot of coordination and interaction with  
6 local project sponsors to get them to the point where  
7 they can (unintelligible). So -- and I think one of the  
8 things we'd like to do in the future is consider ways  
9 that we can expedite that whole process.

10 We've got some bike/ped count training which  
11 will be hosted by Texas A&M Transportation Institute and  
12 TX DOT. We've got some overview webinars coming up on  
13 that on February 6th and 11th, and then a day-long  
14 workshop just before the Texas Trails and Active  
15 Transportation Conference in San Antonio on March 25th.

16 And then finally, for those of you who follow  
17 the League of American Bicyclists Bike Friendly State  
18 Report Card, the most recent one is out, and I think we  
19 have it available on the back table. We rank 27 out of  
20 50. That's the most -- I think they do it every other  
21 year. Last time we were 25, so we lost some ground.  
22 But in the long run, we've made progress. If you go  
23 back far enough, we were I think somewhere in the  
24 mid-30s. So we're making progress. You know, we got a  
25 high grade through evaluation and planning, including

1     gateman (phonetic) with you all and efforts like the  
2     Bicycles Tours and Trail Setting. And we're making  
3     progress on building bike/ped facilities, but we've  
4     got -- if you look at Texas, it's a big state with 29  
5     million people, and you look at per capita spending, you  
6     look at legislation and things like safe passing laws  
7     and things like that. So there's plenty of opportunity  
8     to do better.

9             And that concludes my --

10            MS. WEAVER: All right. Thank you very much.  
11     Any questions for Eric?

12            MS. GARCIA: Well, just for the bicycle  
13     friendly state report card, there's some like here -- I  
14     know infrastructure and funding might be like harder to  
15     improve on, but education and encouragement or -- like I  
16     think we found that it's very simple to just encourage  
17     like bike to school day, bike to work day and maybe like  
18     promoting them at a statewide level.

19            I mean May is National Bike Month. Pushing  
20     that through the state would help us easily gain, you  
21     know, that ground back.

22            MR. GLEASON: Sure.

23            MS. GARCIA: Because I think like  
24     encouragement, education, and I think like the PSA's  
25     that are being done on no texting and driving are really

1 great, but we can easily put some information out there  
2 where we could improve that C grade to a B, you know,  
3 for education.

4 I think it's education and outreach. I  
5 understand, you know, policies take a while.  
6 Enforcement might be, you know, more training and take  
7 more resources and time, but education and encouragement  
8 seems like an area where we can easily gain.

9 MR. BROOKSHIRE: I wish I -- I wish I -- you  
10 can kind of infer the weight of each bucket on the back,  
11 but if you look at three of the five we're far above the  
12 27th rank, and I just would really like to understand  
13 what are the bigger buckets that do move the needle  
14 remarkably, and maybe, you know, Kim McCloud or someone  
15 could kind of -- I wish we knew -- because look, I mean  
16 the state's not created equally either. There's  
17 tremendous kind of disparity.

18 And so if you're able to -- would you target  
19 smaller communities to try? Is that a bucket worth  
20 pursuing or is it just -- is it just legislation  
21 targeting safe passing laws, and that's where we would  
22 get a seismic jump or, you know, a step change in  
23 improvement in our ranking, and we could focus our  
24 energy as a committee and certainly as citizens to help  
25 us. Because I think we want the state to be better, not

1 only in our own areas, but I just don't understand, you  
2 know, what each weight of the -- of the buckets are.

3 MR. GLEASON: What I would offer to the  
4 committees, I think that the Strategic Direction Report  
5 that is a part of this committee's work, if we continue  
6 to make progress in a broad way in and what is in that  
7 report, we will see results on this.

8 I would -- and I think we can certainly talk  
9 to you more about what some of these buckets mean, but I  
10 try and keep this particular survey sort of in the right  
11 context for us. But I do want the committee to know  
12 that that Strategic Direction Report, if we keep focused  
13 on elements in that, that we will over time do better on  
14 this. But I don't -- I hesitate to have this drive our  
15 focus, if that makes sense.

16 MS. GARCIA: Just to back that up, I don't  
17 think it should drive our focus, but this -- because  
18 I've done one for the municipality, Brownsville was  
19 bicycle friendly community. They -- this -- policies  
20 are being evaluated on a statewide level. So they're  
21 not looking at individual communities and how many  
22 communities I think have these policies in place. It's  
23 what state codes and regulations. So I think by  
24 improving just, you know, stuff that we're already  
25 charged with from the commission like changing our

1 meeting or the expansion of this code, and I think you  
2 were talking about expanding administrative code changes  
3 for projects or -- it's more on the statewide level.

4 And so I think we can already take what we're  
5 doing -- and I'm not sure if this is something that is  
6 filled out from TX DOT or they evaluate us from the  
7 outside.

8 MR. GLEASON: Yes.

9 MS. GARCIA: But -- yeah, right. So I think,  
10 you know, what we're already doing, but making sure that  
11 they're aware that we're making these changes would  
12 easily be something that we could do.

13 MR. GLEASON: We can certainly bring back the  
14 committee at some point sort of a -- and walk you  
15 through it more specifically and talk about what they're  
16 looking for.

17 MR. BROOKSHIRE: And just as a benchmark,  
18 right?

19 MR. GLEASON: Yes. It's just as a barometer.

20 MR. BROOKSHIRE: This is exhausting from what  
21 we do, right? We shouldn't let exhaust drive us, right?

22 MR. GLEASON: Right.

23 MR. BROOKSHIRE: But a rising tide, if we  
24 improve this, it's obviously beneficial for the  
25 committee and the staff.

1 MR. GLEASON: Okay.

2 MR. POLLACK: Eric, can I respond to one of  
3 the things you said. You, sir, mentioned passing the  
4 ambition to expedite letting of TAP (phonetic) projects.  
5 You know, in my perspective now working with the city  
6 again in forming perspective billing out that money to  
7 the NPO, the AFA process continues to be a serious grind  
8 for small and mid-size municipalities, particularly  
9 for -- it's no surprise to anyone in the room, but they  
10 need to get it on the record. I think that -- that, you  
11 know, having a universal AFA process for projects of all  
12 size, whether it's \$150,000 bike construction project or  
13 a 10.5 million dollar -- I mean it -- what I've seen  
14 happen now is the process is so arduous that the  
15 municipality even if they start -- they start the  
16 process with keen interest in the bike construction  
17 project, they have a process grinds them down to the  
18 point where the project ends up at the back of their  
19 list, and it becomes something that gets passed around  
20 to junior staff because no one wants to deal with the  
21 AFA process. And as a result, three years later we have  
22 infrastructure which could have been doing good on the  
23 grounds years ago that hasn't been let, and then -- then  
24 we find their recipients are at risk for losing the  
25 funds. You know, it starts a vicious cycle.

1           So it's not something I don't think we've  
2 talked about in my recollection in this body in my time  
3 here, but maybe we can add it to the roster. I just --  
4 there's got to be some right size in that process  
5 because it's hamstringing the program to the point where  
6 I think there are entities that are no longer seeking  
7 the funding even though they have good projects in mind  
8 because they just don't want to deal with it, and I've  
9 literally gotten that feedback.

10           MS. GARCIA: And I -- I mean I've gone through  
11 several AFA processes, and it took me a couple of years  
12 working at the city before I was like, oh, okay, I  
13 understand this. And I think that's a lack of training,  
14 and even though that there are trainings that occur,  
15 that TX DOT provides, they get packed so quickly.

16           MR. POLLACK: The training -- even the  
17 training requirement as far as --

18           MS. GARCIA: Well, and it's also just kind of  
19 squished into like a day or they're too short for them  
20 to fully understand. And I think now with the new  
21 process, at least on our local district there, the  
22 bike/ped projects have to be let locally now, and that's  
23 okay, I guess, but it means that our Purchasing  
24 Department needs to be trained on federal regulations,  
25 our Finance Department needs to understand what that

1 means, and it's not just the project manager, it's not  
2 just the engineers who need to meet. TX DOT standards,  
3 make sure the plans meet those standards, it is every  
4 single level, and there's training for one person that's  
5 crammed into too short of a time and it's arduous.

6 MR. GLEASON: If I could just be clear, our  
7 program level for areas of the state under 200,000 --

8 MS. GARCIA: Uh-huh.

9 MR. GLEASON: -- all project sponsors have the  
10 ability to allow the projects to be --

11 MS. GARCIA: State.

12 MR. GLEASON: It does not have to be a local  
13 for our programs, but for the larger ones it -- that may  
14 be a decision that's being made within the TMA staff.

15 MR. POLLACK: So, you know, just get caught in  
16 this situation where they don't have -- you know, I  
17 think the large measures have no problem because they've  
18 got dedicated staff, but it's everyone in the mid-size  
19 range that just gets squished. And what we're seeing  
20 end up -- that's where we see the most need. I mean the  
21 large metro areas really have dedicated programs as it  
22 is, there's enough money coming through that projects  
23 get built one way or another is my observation.

24 You know, I think you could argue efficacy in  
25 it, but for -- the way it gets done, but relatively so.



1 environmental and design and public input and then how  
2 we get to construction. You know, this conversation is  
3 the very beginning of the contracting. Sort of -- I  
4 think feeds into that as that conversation evolves  
5 because we have some plans over the next year to keep  
6 moving that to additional phases, and I think we  
7 can't -- backing up to the very beginning, can't be  
8 overlooked. So I think that's really good feedback.

9 Eric, when you mentioned that we may be able  
10 to bring back categories for discussion of sort of how  
11 this is evaluated, it may be helpful if we look at these  
12 through the lens of the strategic direction report and  
13 which of these categories ties to an activity that we  
14 have for the future --

15 MR. GLEASON: Okay.

16 MS. WEAVER: -- and that could help the  
17 committee also prioritize, okay, we think this one we  
18 have the worst scores, so what in our report could move  
19 the needle on that or what are we -- have planned coming  
20 up that we think should in the next years or so could  
21 help us move the benchmark on that.

22 MR. GLEASON: Well, where do we -- well, where  
23 are we going to deliberately diverge --

24 MS. WEAVER: Yeah.

25 MR. GLEASON: -- from what the survey might

1 suggest is important, but because of our knowledge of  
2 Texas is not.

3 MS. WEAVER: Right.

4 MS. GARCIA: And then communicate that to  
5 them.

6 MR. ROTNOFSKY: Yeah. So I'm -- so this is  
7 every two years. Is this something that is  
8 automatically revolving or do we each -- I'm assuming we  
9 fill out some form of an application explaining these  
10 criterias or -- what we're doing or is it purely them  
11 coming and observing?

12 MR. GLEASON: So it's a combination of both.  
13 I think it gets filled out by a number of interested  
14 parties in the state. And I think, Rob, your  
15 organization looks at it. We fill it out. So it's  
16 not -- it's not entirely one or the other.

17 MR. ROTNOFSKY: Okay.

18 MR. GLEASON: The questions change, the focus  
19 changes. It's not necessarily a true, you know,  
20 academically correct apples to apples comparison, you  
21 know, one survey to the next.

22 But from a barometer level, you know, sort of  
23 how you're doing and where you might look for and where  
24 you'd find best practices, it's useful, I think.

25 MR. ROTNOFSKY: Sure.

1 MR. GLEASON: Yeah, and I think if I can we  
2 probably need to move this along.

3 MS. WEAVER: Sure. All right. So that was a  
4 good discussion from our report. All right.

5 So now we're going to jump to what was item  
6 number 6, is now item number 5. We're going to talk --  
7 Noah is going to present for us some discussion on the  
8 Texas Transportation Commission charge to look at the  
9 committee. And included in your packet, hopefully you  
10 had time to read and review, you also received two white  
11 papers that were put together on this that were very  
12 well written and very interesting, and then I think this  
13 would be the Reader's Digest version of this.

14  
15 DISCUSSION ON TEXAS TRANSPORTATION COMMISSION

16  
17 MR. HEATH: Yes. So this is a continuation of  
18 the discussion that we started at the last BAC meeting  
19 discussing potential scope expansion which was initiated  
20 by the commission in their charge in the minute order  
21 that filled the vacancies on the BAC. They also had a  
22 charge which asked the BAC to review and recommend, make  
23 recommendations on potential scope expansion to include  
24 pedestrians and micromobility.

25 So the agenda for this presentation we'll

1 recap what we discussed at the last meeting. We'll  
2 delve in and I'll go over a brief summary of each of the  
3 issue papers that were provided in your BAC agenda  
4 packet that we sent out last week. And we'll facilitate  
5 the discussion.

6 This discussion will be a little more in-depth  
7 than the last meeting. At the last meeting we just got  
8 initial thoughts and had kind of high-level discussion.  
9 This one will be focused on the commission charge, and  
10 then the main topics that we want to get feedback from  
11 you guys on.

12 So just to -- and then our goal is to  
13 establish clear understanding of BAC's direction at the  
14 end of this meeting. And then the last slide will be  
15 next steps if the BAC looks like -- is going to  
16 recommend expansion, we'll go over what the procedure  
17 would be to implement those recommendations.

18 So in the Minute Order in August that filled  
19 the vacancies in the BAC there were two charges included  
20 in that minute order from the commission. The second  
21 one was in support of continuing efforts to enhance  
22 design of bicycle facilities on TX DOT roadways.

23 And the first, the one that we're discussing  
24 today, is to review and make recommendations on  
25 expanding the charge of the committee to address a wider

1 range of related transportation service options,  
2 including pedestrian options and personal mobility  
3 devices for micromobility.

4 So we discussed approach. This slide is  
5 exactly the same. It's the slide from our previous  
6 meeting. I won't go over the whole slide, but the  
7 schedule in October we had an introduction to the topic  
8 and got everybody's initial feedback. This meeting  
9 we'll have a more in-depth discussion and gain a clear  
10 direction from BAC. And then in April BAC will either  
11 take action on recommendations, or if we discuss other  
12 options to provide recommendations to the commission we  
13 can talk about that as well.

14 So the current charge of BAC is to advise the  
15 commission on bicycle issues, provide bicyclists'  
16 perspective on TX DOT policies affecting bicycle use,  
17 including the design, construction and maintenance of  
18 highways and review and make recommendations on items of  
19 mutual concern between the department and the bicycling  
20 community.

21 So if the BAC were to expand its scope to  
22 include additional modes, those modes would likely be  
23 similarly considered by the committee.

24 So we had like a 20-minute discussion and we  
25 summarized it into one slide. So this is just the high

1 level stuff that we discussed at our last meeting.

2 The general comment it seemed that there was a  
3 support by the BAC to include pedestrians and/or  
4 micromobility. Due to the need, currently there's not a  
5 formal process for pedestrians or micromobility users to  
6 provide their feedback to TX DOT or their commission,  
7 and by expansion of the scope, this would provide a  
8 formal process for those considerations.

9 And then there is many commonalities between  
10 the modes of transportation. So it makes sense to look  
11 at those modes comprehensively instead of separately.

12 Some of the main discussion items for the  
13 pedestrian mode. We talked about regional specific  
14 safety concern. There are focus cities within Texas  
15 where the fatality rate is higher than the national  
16 average, so they receive additional funding from the  
17 federal government and there may be different safety  
18 focus concerns in those communities than other  
19 communities in Texas.

20 We talked about how it aligns with the bicycle  
21 mode. We also discussed availability of pedestrian  
22 advocates and we wanted -- there was also discussion  
23 about -- discussion about insuring that there's  
24 representation for the disabled community on the  
25 committee.

1           For the micromobility mode, we discussed  
2 whether it was a statewide or a local urban scale issue.  
3 We discussed equity of distribution for micromobility,  
4 lack of available data, safety concerns of pedestrians,  
5 and then use of micromobility devices on bicycle and  
6 pedestrian facilities.

7           That's just an overview setting the high  
8 notes.

9           We condensed the discussion down to two main  
10 topics and provided an issue paper in the packet that we  
11 sent out. The first one directly relates to the charge  
12 from the -- from the commission, and it talks about the  
13 advantages and disadvantages of expansion.

14           And the purpose of this issue paper was to  
15 inform recommendations on whether the committee still  
16 should expand to include pedestrians and/or  
17 micromobility.

18           The second issue paper wasn't directly related  
19 to the commission's charge, but it was kind of the  
20 logical next step. If the committee expands, there may  
21 be impacts on the committee structure, capacity or  
22 function.

23           And so if the BAC committee feels that --  
24 feels inclined to provide additional recommendations  
25 about the structure of the committee or the size of the

1 committee, this would be an opportunity to do that. And  
2 the issue paper covers that topic and provides some  
3 background information for that.

4 So state of the practice. Right now from --  
5 we sent out a survey to other state bike/ped  
6 coordinators and then also I researched state DOT  
7 websites to find out how many state DOTs have active  
8 committees that are focused on bicycle, bike/ped issues,  
9 and what we found that there was 16 state DOTs that have  
10 active committees.

11 A lot of DOTs will create a committee to  
12 tackle a specific task, like a statewide plan, and then  
13 once the plan's adopted, they may sunset that committee.  
14 But what we found was there was 16 that are continuous  
15 and function in the same manner that the BAC does.

16 So just some general characteristics. Out of  
17 those 16, 12 considered bicycle and pedestrian  
18 considerations together. There were three, including  
19 Texas, that focused on bicycle mode, and then there was  
20 one that had a separate committee for bicycle  
21 transportation and a separate one for pedestrians.

22 There are some general characteristics. Many  
23 of the committees included placeholder seats for state  
24 agency officials or partner agencies. So you might see  
25 a placeholder for like the Chief of the Department of

1 Public Safety, or you might see a placeholder for the  
2 Director of Planning at the DOT.

3 Generally there were fewer than 11 public  
4 representative members. Texas is unique in that it's an  
5 entire committee of public representatives. So there  
6 may be -- there were committees that had more members  
7 but they didn't necessarily have as many public  
8 representatives.

9 And then in -- generally in their bylaws or on  
10 their website or in their recruitment of members there  
11 was a statement or similar statements that -- that spoke  
12 to including bicycles and pedestrians of all ages and  
13 abilities or making sure that their needs were  
14 represented on the committee.

15 None of the state committees formally  
16 addressed micromobility. I think this is due to its  
17 emergent nature. You know, it's a pretty new issue and  
18 mode of transportation. So a lot of the DOTs have not  
19 formally adopted that into their bylaws, but many of the  
20 DOTs that we talked to, either by email or spoke to on  
21 the phone, said that they do consider micromobility as  
22 it relates to bicycle and pedestrian issues.

23 And then we also looked at AASHTO's council  
24 and active transportation, and AASHTO does formally  
25 address issues related to bicycling and walking, using

1 portable, personal and assistive mobility devices and  
2 other active modes or transportation modes. So they  
3 kind of covered everything, and they make sure that they  
4 formally have that in their statement.

5 So the first issue paper was advantages and  
6 considerations of B-A-C expansion. The advantages of  
7 BAC already considers the pedestrian mode in many of its  
8 tasks. The Strategic Direction Report, many of the  
9 directions also include pedestrians. Phase I of the  
10 Bicycle Design Effort, when we looked at the TX DOT  
11 development process, many of the areas that we  
12 recommended enhancements to include the bicycle mode  
13 also include pedestrians.

14 There's overlapping needs, infrastructure,  
15 mobility and funding that make it ad -- or provide an  
16 advantage in looking at the modes comprehensively and it  
17 contributes to a better understanding of potential  
18 consequences and is more inclusive or will be more  
19 inclusive recommendations when you're considering all of  
20 the active transportation modes. And it provides a  
21 formal or it could provide a formal route for  
22 representation of roadway users who currently don't have  
23 that.

24 Some of the considerations. There could be a  
25 perception that there will be diminished attention for

1 the bicycle mode, although we'll talk about ways that we  
2 can expand the capacity of the BAC. Also unknowns  
3 associated with micromobility since it's a fairly new  
4 mode occurrence.

5 Micromobility may be more of a local urban  
6 issue, and then pedestrian and micromobility subject  
7 matter experts may be fewer in number than bicycle  
8 experts and advocates.

9 So the impact on structure and capacity at the  
10 BAC. As far as recruiting members with specific  
11 interest in pedestrian or micromobility issues, there's  
12 kind of two options. As vacancies occur we could  
13 recommend members with interest in pedestrian and  
14 micromobility issues so that as the vacancies occur  
15 they're -- the committee becomes balanced over time.  
16 Another option is to increase the number of members to  
17 speed up the transition, and then we would also look at  
18 replacing vacancies as they occur and to balance the  
19 committee so that each mode has representation on the  
20 committee.

21 As far as increasing capacity, one of the  
22 tools we use currently are working groups. So whenever  
23 there's a specific task, a working group could be formed  
24 that includes three or four committee members and they  
25 sort of push the task forward, meeting more frequently

1 than the whole committee, and then update the entire  
2 committee as they move along with that task so that  
3 everyone's in the loop. But that allows for -- for the  
4 task to be moved forward without the entire committee  
5 having to commit their time to it.

6 And then additional TX DOT staff resources.  
7 There are subject matter experts for pedestrian  
8 facilities with the design divisions. Pedestrian  
9 Facility Accessibility Program. So we would pull those  
10 staff in along with the Civil Rights Division's ADA  
11 designee so that we could use those resources as we move  
12 forward on specific tasks that cover those topics.

13 So I've been talking for like 18 minutes  
14 straight. So now it's time for everyone else to have  
15 discussion.

16 So the main question is giving the overlapping  
17 nature of active transportation modes and expression of  
18 interest from the commission, is expanding the BAC's  
19 scope responsibility, is it reasonable and appropriate.

20 MS. GARCIA: Yes, it is.

21 MS. WEAVER: Before we jump too much into  
22 discussion, I wanted to make everyone aware that Bobby  
23 Gonzalez, our Vice Chair, who has joined us on the  
24 phone.

25 Bobby, are you there?

1 MR. GONZALEZ: I am. Can you hear me?

2 MS. WEAVER: We can. Awesome. All right. So  
3 we're about to start discussion and you're part of the  
4 gang. All right. Thanks. Sorry.

5 MR. GONZALEZ: Good morning.

6 MS. WEAVER: Okay. We have a yes, yes and a  
7 no and a no.

8 MR. OGAN: Well, I'm not too familiar with  
9 bikes, but -- or --

10 THE REPORTER: Can you speak up, please?

11 MR. OGAN: Oh, I'm sorry. I'm not too  
12 familiar with the e-scooters, but I've seen them around  
13 Austin, and they look like they're a decent mode of  
14 transportation, but they belong on the sidewalk, not on  
15 the street. You can't take them and drive from your  
16 house or operate them from your house and take them up  
17 into your office, they're too darn heavy, and I kind of  
18 would treat them like skateboards, push scooters,  
19 rollerblades, things like that that they were popular  
20 once upon in a time in the past, but there's never any  
21 legislation to make them legal to be used on the  
22 roadway.

23 And I think the e-scooter's just a powered  
24 version of the foot scooter, and I just don't believe we  
25 should have our attention in that direction. If we want

1 to -- if we want to go ahead and talk about the  
2 e-scooters, we should treat them as pedestrians myself.

3 MS. WEAVER: All right. Other ideas or  
4 thoughts?

5 MS. GARCIA: So micromobility modes are not  
6 just e-scooters. They're also personal mobility  
7 devices, like people who use motorized wheelchairs.

8 So I -- in my community, which has really high  
9 rates of diabetes and the highest rate of amputations in  
10 the state due to diabetes, we have a lot of people  
11 losing limbs that end up on these personal mobility  
12 devices. And then we see them using those motorized  
13 wheelchairs on the road, and whether it's a state road  
14 or a local road, it's a danger to them and to the  
15 motorists, anybody walking. And I think that the  
16 direction is yes for me on a personal level because  
17 inclusivity, making space for others that don't -- that  
18 we don't share the same experience with has to be a good  
19 idea.

20 For there to be vacancies that are replaced by  
21 someone like this that I could never know what that is  
22 like, what that feels like, how much it costs to get a  
23 special vehicle, to be able to put my personal mobility  
24 device on that car, the challenges to drive, the  
25 challenges to be on, you know, noncomplete sidewalks or,

1 you know, roads that need maintenance or sidewalks that  
2 need maintenance, no ramps. I mean we don't know those  
3 experiences. And I think there needs to be space if it  
4 -- you know, if there's a -- I mean there's a percentage  
5 of these people. And whether it's, you know, five  
6 people in my community or, you know, 500 throughout the  
7 state, 500,000, we don't have that data. And I think we  
8 need a better understanding what their challenges are so  
9 that we can make space for them.

10 If our number one concern is safety, and  
11 whether it's a trend or not, these micromobility devices  
12 need to be at the table, need to be considered policies,  
13 because it will impact enforcement, it will impact, you  
14 know, how we build and design our roadways. And then  
15 also if you got hurt, if my mother ended up being on the  
16 roadway, my grandmother, whoever and got hurt, and I  
17 couldn't ask for or like -- you know, take that to court  
18 because somebody was in the wrong or that wasn't clear.  
19 I mean we see that so often, cyclists losing lives  
20 because, you know, we can't enforce or charge the  
21 motorist with an issue, and it's the cyclist at fault,  
22 then I think we need to address certain issues.

23 MR. SCHOFIELD: Yeah. Yes, particularly  
24 because from a statewide level with TX DOT solution for  
25 multi-mobile, you know, devices like -- and more and

1 more like mobility and probably the best solution  
2 (unintelligible). Next to the roadway that really  
3 serves all of those user groups, and also from Austin  
4 perspective we have both a separate BAC and PAC, but  
5 when they make recommendations for the statewide  
6 projects like recently --

7 THE REPORTER: I can't hear you. You have to  
8 speak up.

9 MR. SCHOFIELD: For the I-35 central project,  
10 our BAC and PAC, both made recommendations, but they  
11 were so close that they were essentially -- because it's  
12 the same type of -- you know, they want lower speeds on  
13 the road, they want safe crossings that impacts  
14 everybody.

15 MR. OGAN: May I, a rebuttal?

16 MS. WEAVER: Sure. Go for it.

17 MR. OGAN: Okay. And I appreciate your  
18 argument. I completely understand it because my mom was  
19 in a nursing home and there's quite a few people that  
20 live there that couldn't drive, my mom was one of them,  
21 and they had these scooters, the motorized wheelchairs,  
22 and they'd go the three blocks going to wrong way down  
23 the access road to get to Wal-Mart so that they could  
24 shop.

25 So I completely understand what you're talking

1 about in that regard, but I still feel that they need to  
2 be treated like pedestrians and be on sidewalks. And  
3 this is one of the pet peeves that I have. I'm on the  
4 MPO in San Angelo, and years ago we tried to get a  
5 sidewalk ordinance set up so if any new construction  
6 there would be sidewalks and ADA approved and all of  
7 that. And unfortunately we invited the home builders  
8 onto that committee, and they were completely against  
9 it. We thought we could use them as a resource to help  
10 us develop a plan to implement this, and they were just  
11 nothing but roadblocks.

12 So I would think if we could get something  
13 through TX DOT where any type of new construction or  
14 roads are redone, that sidewalks be put in. That would  
15 help with mobility of that.

16 I'm a law enforcement officer, and we have a  
17 couple of crazy people in San Angelo in wheelchairs and  
18 they get in the middle of the road and sometimes they're  
19 not traveling. They just get in the middle of the road,  
20 start going and they just stop and create a jam. And,  
21 you know, that's a hazard to them plus other people  
22 trying to avoid them.

23 MS. WEAVER: That's true.

24 MR. OGAN: So I don't believe they need to be  
25 on the road, but on the sidewalk. But we need better

1 standardized sidewalks so anybody can use them. I mean  
2 it's kind of like the bike lanes, they need to be  
3 standardized so everybody knows what to expect. And  
4 that's one of the reasons why I'm on this committee  
5 because I see bike lanes or bike paths that are all  
6 different sizes, they disappear, reappear, no signage  
7 sometimes when there's issues coming up, and I would  
8 like to see all that standardized, but it's just  
9 whatever money we have, we're going to build what we  
10 can, and it's not right to put cyclists in danger and  
11 the same thing for the micromobility people.

12 We need to get sidewalks built, they need to  
13 be standardized so people can go from one location to  
14 another without the possibility of getting run over  
15 going in and out of parked cars into traffic.

16 MS. WEAVER: Okay. David, you're next.

17 MR. HAM: I'd say your argument is unique for  
18 these -- some of these regulations, which we could be  
19 involved in. Midland, San Angelo, Marble Falls now, you  
20 know, you don't see many pedestrians or scooters or  
21 wheelchairs getting in the way of the bicyclists.

22 Austin here on the bike trails you're  
23 constantly dodging a scooter or a pedestrian or -- we  
24 need to have something where we start considering  
25 everybody as we design these. Design a bike path for

1 the area for pedestrians and wheelchairs, whatever,  
2 whatever we come up with.

3 But I see your argument as a yes because we  
4 need to consider them when we're designing our things  
5 too.

6 MR. OGAN: I consider multiuse paths as purely  
7 recreational because everybody is on them and they just  
8 use them as recreation. If they're -- in my opinion if  
9 they were traveling from one location to another, like  
10 going to work or whatever, they would be on the road  
11 going the quickest way there instead of taking their  
12 chance on --

13 MS. WEAVER: That may be your context. So in  
14 bigger areas like Dallas-Fort Worth, we have a lot of  
15 people that use our multiuse paths to get to work every  
16 day, and they think that they're safer on certain  
17 routes, certain neighborhoods, but we have pretty high  
18 numbers of people to get to shops or schools or work or  
19 things like that.

20 MS. GARCIA: But with all due respect, this is  
21 about whether or not they should be on the advisory  
22 committee. This is about the expansion of the statute  
23 to, you know, have this scope include them, and I think  
24 that's where -- it's irregardless of -- like regardless  
25 of the -- how the shared use paths are used, how the

1 roads are used, we're talking about expanding the scope,  
2 and I think that's where, you know, for me.

3 MS. WEAVER: So David, were you a yes, yes  
4 or --

5 MR. HAM: Yes, yes.

6 MS. WEAVER: All right. These gentlemen down  
7 here, who wants to go first? Okay. Frank?

8 MR. ROTNOFSKY: Yes, with some reservations.  
9 If we look at the report card that we just got, it says  
10 bicycle friendly actions, we have a little check for  
11 complete the streets, but when you go to the back of the  
12 actual report card, I mean there's lots of C's there, C  
13 minuses on policies. And of course I think most people  
14 here know what complete streets are, it's exactly what  
15 we're talking about. So I think the expansion of this  
16 committee is really important, so there's my yes.

17 I also liked when you brought up that some of  
18 these other committees had some public safety advisors,  
19 which we've gotten Ds and Fs for, again, on this report  
20 card, and obviously a critically important issue here in  
21 Texas.

22 So that's the yes part, but the -- I don't  
23 know so much is, you know, by doing this, how are we  
24 going to put this committee together, how is it going to  
25 change, but also -- I mean are we going to lose the

1 momentum on our bicycle efforts. You know, how does  
2 that play into, you know, what we've already got going.  
3 So there is a little bit of concern on that end. But I  
4 do understand that we need to, you know, increase our  
5 advocacy. Because if we are going to be a state that  
6 really, you know, stands behind its mixed use policies,  
7 I think this is a committee that can do that.

8 MS. WEAVER: Okay.

9 MR. POLLACK: Thanks. You know, I'll start by  
10 saying I think this is probably an inevitability. And  
11 I'm not -- my comments on -- I'll temper them by saying  
12 I'm not detracting anything from the merit, importance  
13 of created space for mobility challenge, but I think we  
14 need to be sort of cold and hard about the directive of  
15 the group and the way in which we work with respect to  
16 in forming a commission.

17 So, you know, to impact that a little bit,  
18 when -- you know, we have -- there are some disparities  
19 of both sort of infrastructure scale and need across  
20 these three modes if you lump all the micromobility, and  
21 there is disparity in terms of the pace of evolution of  
22 technology.

23 So for me there is no question that TX DOT as  
24 an organization should be moving in the direction of  
25 moving people. I mean this should be in my opinion

1 the -- you know, the state department of mobility and we  
2 should be talking much more universally and conclusively  
3 about what that means.

4 I think that the time has already come for  
5 establishing some sort of de facto advisory group on  
6 micromobility technology, and I think that probably ends  
7 up being comprised largely of folks who are in that  
8 space. And that means technological experts, not  
9 necessarily an abundance of lay users because it's a  
10 completely different paradigm. I don't know  
11 structurally if that dovetails well with the way that  
12 this group has come to operate. So I think there's sort  
13 of a technology disparity and a pace of evolution of  
14 technology.

15 The bicycle is not changing a whole lot.  
16 Right. So it's a predictable mode. So if we flip that  
17 and look at a pedestrian piece, for me -- you know, I  
18 chair for the city a joint pedestrian and  
19 bike/pedestrian committee, and what I found is that  
20 those things by lumping them together we actually  
21 diluted the pace at which we really get into the weeds  
22 of what individual -- those individual modes need.

23 These structures are actually quite different.  
24 It turns out when you improve one, you often improve the  
25 other, but if you're doing it right, you're treating



1 of need, I just don't think this is the right solution  
2 to that need at this point. Because I think what would  
3 happen as part of DOT, if we do lump all three of these  
4 needs in this committee we will end with three separate  
5 workgroups where our individual expertise is parsed out  
6 on the mode for which we are best suited. And so I  
7 think then we end up effectively having three committees  
8 in one, which is probably the structure the state should  
9 go to in the first place.

10 So moving towards mobility, but recognizing  
11 the -- you know, the disparate needs I think is really  
12 important, and I'm afraid that we're glossing over those  
13 differences.

14 MR. BROOKSHIRE: I strongly second Jeff's  
15 opinion.

16 MS. GARCIA: I have a question. Who is the  
17 civil rights division of the ADA designee? I'm so  
18 sorry.

19 MR. BROOKSHIRE: He has a very sophisticated  
20 view and well steeped in engineering. I take a look at  
21 it more of just kind of macroeconomically. To put -- I  
22 believe that if we were to put focus on all three, we  
23 would be worse off for it. That's not our charge why we  
24 signed up for this committee. Furthermore, I'm not even  
25 sure we have the ability to go explore this idea of

1 changing our own charter. That's okay, that's not my  
2 purview as well, but I think that you will have  
3 environmental factors like temperature in the state of  
4 Texas as well as sprawl, which is something that  
5 California very often or Nevada or some of these more  
6 progressive environments don't -- simply don't have.  
7 They have mountains that create defined borders or --  
8 you know, and we don't have that.

9 And so when you're talking about pedestrians, I  
10 would -- I don't want to ask the room, the group for a  
11 vote, but many of you probably live within biking  
12 distance, very few of you probably live within walking  
13 distance of, you know, your place of occupation. That's  
14 true for a lot of people we know.

15 I think that any focus away from bicycle  
16 advisory is -- is energy and resource and money  
17 potentially not spent on why we were here to begin with.  
18 And so I'm a no, no, and, you know, and I think  
19 micromobility just on the second no, we don't -- you  
20 know, we don't know enough about the future and what  
21 that holds. As technology improves and brings kind of  
22 the gig -- the gig, you know, market to let's say  
23 e-scooters -- you know, Segways have been around a long  
24 time too, and, you know, why didn't those take off  
25 similarly as an e-scooter effectively. The fact is it

1 could change and it's a dynamic environment. And I  
2 think pedestrian is certainly -- and no one's saying  
3 don't worry about pedestrians, but I just think if you  
4 really blend them, I think -- I'd say mobility is -- and  
5 not mobility challenged, but just micromobility, it's  
6 easy to sit here in Austin and say, well, Houston or  
7 Dallas where we have these things, that's not -- that's  
8 not the rest of the state, and I think that we're also  
9 charged with the rising tide of the entire state.

10 MS. WEAVER: Okay. Bobby, do you want to  
11 weigh in on this?

12 MR. GONZALEZ: Hello.

13 MS. WEAVER: Okay. Hey, Bobby, what are your  
14 thoughts on the expansion to pedestrians or expansion to  
15 micromobility?

16 MR. GONZALEZ: Can you hold on one second.  
17 I'm going through a mountain pass --

18 MS. WEAVER: Can you hear us?

19 Okay. I am a yes and a no. So I think that  
20 we are a focused state for pedestrian fatality. I think  
21 we have five focus cities, and for every one bicyclist  
22 that is killed, there are over ten pedestrians that are  
23 killed.

24 I think that bicycle and pedestrian when you  
25 look at Astroguides, when you look at Makto (phonetic),

1 when you look at all of the manuals that engineers are  
2 using, they are combined. I understand the conversation  
3 of there may be some watering down in the mix, but when  
4 you look at the structure of the state and the federal  
5 government of how they think about money and resources,  
6 they're not separate. They are together. And to  
7 disconnect them I think -- I think you lose some of the  
8 focus and ability to be flexible with resources within  
9 an area and the context sensitive.

10 I think that if you look at the state  
11 strategic safety plan, bicycles are not in that,  
12 pedestrians are. And I think by combining, we can bring  
13 bicycles to that community and that conversation and  
14 those resources that are being implemented for  
15 pedestrians.

16 I think that our region does bike and ped  
17 together. To me they just make a lot of sense. And I  
18 think if we waited for a pedestrian committee to be  
19 developed by the state and formed and structured and go  
20 to the commission, we're looking at two to three years.  
21 So I think pedestrians are really important.

22 Micromobility, I am on the camp of sort of  
23 what Trent and Jeff were communicating about we're not  
24 quite there yet in all of the modes of what that looks  
25 like. I don't think as a country, as a state we agree

1 should they be on the side of the street, should they be  
2 in the street. If you use an e-scooter right now in  
3 Dallas, it tells you I agree, I'll stay on the street.  
4 So that is such an evolving thing, and how well is  
5 micromobility. Scooters is it -- but scooters are  
6 different speeds than electric wheelchairs, and speed is  
7 ultimately going to guide this conversation. And I  
8 don't think that we have come out on an agreement for  
9 that. I think it's too premature, but I think it should  
10 be a focused conversation that the BAC puts its hands  
11 around and starts addressing and helps provide guidance  
12 on. Because they're not going away necessarily, and if  
13 anything, they're evolving.

14 So I would say that we become a bicycle and  
15 pedestrian committee with a focus on recommendations  
16 related to best practices for micromobility around the  
17 state and how micromobility merges or interacts with  
18 bicycle and pedestrian infrastructure and modes and  
19 programs.

20 I think it's sort of the best of both worlds,  
21 and in micromobility it would be much more fluid as in  
22 some, I think go, but it's not an overarching tenant of  
23 the program.

24 So I'm a yes and a no, with that no being it's  
25 got to be considered in the infrastructure conversation,

1 and maybe we need to modify our own committee's  
2 strategic report to kind of have a stronger emphasis on  
3 micromobility and where that fits into the modes. That  
4 would be a way that I would sort of approach or merge  
5 both modes.

6 Bobby, are you still in the mountain pass?  
7 Can you hear us?

8 MS. ROBERTS: Let's hope he's hands-free.

9 MS. WEAVER: Hello? Oh, no. Maybe he can  
10 hear us and we can't hear him.

11 Okay. Well, I guess we need to --

12 MR. POLLACK: I'd be really curious about the  
13 state's perspective and staff perspective. I mean I --  
14 you know, from a staff and resource standpoint and from  
15 a commission charge standpoint, where do you all stand  
16 on this?

17 MR. WILLIAMS: Well, I'll just say that one, I  
18 believe from having talked to some of the commissioners  
19 about it, the commission saw it as an issue. I don't  
20 think that there was an opinion yet on what to do about  
21 it. There's a lot of different ways to pull this  
22 together obviously. I think that's why the commission  
23 chose to pose this question to BAC.

24 MS. WEAVER: Yes.

25 MR. WILLIAMS: To ask and get some input on

1 that. You know, listening to the discussion, I think I  
2 understand the different perspectives that are being  
3 offered. They're all very valid perspectives. I think  
4 how the committee may choose to craft its  
5 recommendations and what that means for the -- you know,  
6 the charge of the committee or the composition of the  
7 committee, there's a variety of different ways to pull  
8 that together.

9 I think the -- you know, the committee itself  
10 with maybe the minor tweak to its charge could say yes,  
11 we're about all of these, you know, modes. We are  
12 principally focused on the bicycle mode, but, you know,  
13 see ourselves as a committee that also wants to  
14 represent the pedestrian interest, represent and  
15 consider the broader mobility interests, and, you know,  
16 it doesn't necessarily mean that we have to change the  
17 composition of the committee. I think it's something  
18 that we could -- the commission could look at, you know,  
19 the background, the skill sets of the members as they're  
20 added to the committee. And make sure that, yeah, let's  
21 make sure that we are bringing in a diversity of  
22 expertise, experiences as we consider individuals to be  
23 on the committee. I think they do look at geographic  
24 background, making sure that you all are representing  
25 urban and rural and a broad range of interests as far as

1 users.

2 I know that, Mr. Ogan, they were interested in  
3 your background on law enforcement. That was -- okay,  
4 yep, we need to have -- that's good to have that  
5 background experience in there. It's not to say that  
6 going forward if the committee wants to, you know,  
7 broaden its focus a bit, that you wouldn't necessarily  
8 be able to just ask the commission to ensure that, you  
9 know, as you're considering appointments to the  
10 committee, that you're addressing this. And maybe  
11 there's a survey of the committee members to make sure  
12 that we are understanding the cross section of expertise  
13 that you all are bringing in.

14 Karla, you're dealing with the micromobility  
15 shot. So I'm not saying that this committee or I don't  
16 think the commission believes that this committee is  
17 absent of people that don't have an understanding or  
18 aren't involved already in that area. It's do we need  
19 to -- you know, do we need to make changes, do we need  
20 to make some adjustments.

21 The ADA side of that, you know, is maybe one  
22 that we might want to consider. Do we need to put  
23 somebody on this who is specifically representing ADA  
24 needs and interests and concerns.

25 And so those are just my thoughts for you all

1 to consider as you go forward in thinking about this  
2 issue. I do believe that, you know, the commission is  
3 open-minded about this issue. You know, it came up in  
4 some of the conversation and -- and it was something  
5 that I think they genuinely wanted to get your thoughts  
6 and input on -- as a commission on where you all feel  
7 like this may need to go or if there needs to be any  
8 changes or adjustments or tweaks to the charge of the  
9 commission.

10 MR. SCHOFIELD: It seems like the way that  
11 these questions are being asked right now is very  
12 binary. It's like should pedestrians have a place to  
13 bring their concerns or should they not. Where we might  
14 be getting different answers if we were asking should  
15 pedestrians be included in the BAC or included in the  
16 scope of the BAC. Should there be no place for them or  
17 should there be two separate. Because that seems  
18 like -- maybe that would affect the way that I would  
19 feel about this.

20 MR. BROOKSHIRE: If it said DOT instead of  
21 BAC, then everybody says yes. Right. But that's not  
22 what we're here to do.

23 MR. POLLACK: It's a structural question. I  
24 mean that's right. And like I think there's concurrence  
25 around the need which is how -- you know, you're

1 definitely right, there's only been one alternative  
2 proposed for how to meet that need. And I think the  
3 question might be better framed as recognizing there's a  
4 need and recognizing this committee's the closest thing  
5 to a body of help to find how to feel it, how would this  
6 body recommend that the state meet that need, and our  
7 answer would probably not be just bring them in, it  
8 would be, okay, well, we can suggest what that structure  
9 might look like. But if faced with that single  
10 alternative, you're right, it's pretty limiting.

11 MR. GLEASON: Yeah, and I think the committee  
12 has the ability to answer it that way if that's how they  
13 want to answer it. We're asking this as a way of  
14 provoking a conversation and perhaps risking  
15 oversimplifying it when we do that.

16 I think it's had the impact though of teasing  
17 out what -- and some opinions on this that I really had  
18 not through enough. I think that, you know, the issue  
19 of focus and -- you know, in my mind when I think of  
20 Jeff, your comments of -- you know, at the end of the  
21 day we'll have a committee on bikes, a working group on  
22 bikes, a working group on pedestrians, a working group  
23 on micromobility. I'm kind of okay with two, but when  
24 it goes to three is when I begin to lose it, and I sense  
25 that's some of it too.

1           And I -- the reality of what we call  
2 micromobility, it's already included in some of what we  
3 talk about normally anyways, and it's actually a subset  
4 of the micromobility, personal mobility device  
5 conversation that we're not comfortable with. Because  
6 at one level bikes and wheelchairs are all personal  
7 mobility devices, and they always have been and they  
8 always will be and they need to be a part of our  
9 conversation.

10           When you read about it, you find people -- it  
11 is about speed. It's about the characteristics of the  
12 device that drivers are in one direction or the other,  
13 not so much about some overarching group that it belongs  
14 to. You know, it goes over six or ten miles an hour and  
15 maybe it doesn't belong on the sidewalk, maybe it  
16 belongs on a separate bike lane, clearly not in the  
17 street.

18           So it's difficult to escape the overlapping  
19 nature of it.

20           MR. POLLACK: Yeah, to that point we make this  
21 differentiation within bicycles. Right. I mean if  
22 you're wearing spandex and you're on skates, so you have  
23 more in common with an electric scooter than you do with  
24 somebody with, you know, a little car seat on the way to  
25 get ice cream with their toddler.

1 All right. So I mean I think if we're going  
2 to talk about it in the mode agnostic, this is a  
3 committee about micromobility, and the key  
4 differentiator is speed and relative comfort of users,  
5 you know what, so in a way it's like the mode is sort of  
6 the wrong construct. It's like an artificial division.

7 The whole point being though that I think if  
8 we start to broaden the scope according to mode instead  
9 of according to the user experience and sort of user  
10 application, that we run the risk of getting our focus  
11 off of infrastructure. At the end of the day, you guys  
12 build infrastructure and we're here to advise you on it,  
13 and so we need to think about how best to inform that  
14 process.

15 Focusing artificially on the modal  
16 distinctions may actually not be the best way. So to  
17 your point.

18 MR. GLEASON: So are you still a no, no having  
19 said that?

20 MR. POLLACK: Have the questions changed yet?

21 MR. GLEASON: Okay, we'll change the question.

22 MR. POLLACK: Does TX DOT need to devote  
23 resources in earnest to both of these issues?  
24 Absolutely.

25 Is it best accomplished by simply expanding

1 the scope of its one existing micromobility committee,  
2 which is us, no.

3 So the need is there, yes. The simple scope  
4 expansion is probably not the answer. Should we as a  
5 committee add to our agenda for the year, consideration  
6 of these issues and make recommendations around them,  
7 absolutely.

8 MS. WEAVER: In a lot of committees I think --  
9 well, I guess I keep going back to is that you asked me  
10 to send someone from the Dallas-Fort Worth region or  
11 your part of the world or wherever to come talk about  
12 pedestrian stuff, that's always some people that are  
13 also the focus of bias (phonetic) DOT.

14 So when you think about filling two  
15 committees, I mean most agencies are set up by head  
16 coordination. And so I think why separate the  
17 conversation of we do a street comprehensively. We do  
18 the road, we do the sidewalk, we build the bike lane and  
19 we don't come back in later and build the cycle track  
20 necessarily.

21 You know, we're doing a lot of retrofit, but  
22 when you look at context sensitive complete streets and  
23 you're looking at a corridor of improvements, to me you  
24 want -- if you get some silos between the pedestrian  
25 advocacy and infrastructure and funding and education,

1 and then you silo over here, I think both of them can  
2 get lost in the conversation because they're not really  
3 talking to each other.

4 MR. POLLACK: So does this become the  
5 micromobility committee where micromobility is any way  
6 of moving people outside of those big metal boxes? I  
7 mean honestly, because -- and that's not necessarily a  
8 bad thing. I'm saying that might be a better thing, and  
9 you could say, well, that's just expanding the scope of  
10 the bike lane, it's not. It's reinventing the concept  
11 around this idea that we should be thinking about moving  
12 people, not moving cars full stop. And this committee  
13 is the incubator for those ideas. The constituency  
14 would have to change.

15 Bikes would still be a central part. I mean  
16 they're one of the obvious modes, but my point is if  
17 we're still going to talk about modes, I don't think a  
18 simple scope expansion is the answer. If we're going to  
19 talk about paradigm shift, then yeah, maybe there is  
20 some integration.

21 Which I know -- I can tell by your face that  
22 it seems like I was contradicting myself, but my point  
23 is that I don't think it's a simple sort of stated  
24 course and expand. I think that if we're going to talk  
25 about really broadening across micromobility modes,

1 including bikes, the structure fundamentally changes.  
2 Not necessarily a bad thing, but it's not just a simple  
3 expand the scope of the BAC.

4 MS. GARCIA: I didn't say like, oh, this is  
5 just an expansion versus this is a complete shift, but I  
6 think we need a complete shift, and at the very least an  
7 expansion is step one.

8 MR. POLLACK: I don't know that -- that's my  
9 point. I guess I don't see an expansion as step one. I  
10 see -- I see this to some extent as a binary -- like we  
11 shut this off for what it is and kind of start from the  
12 ground up with examining fundamentally what the mission  
13 is, what the scope is.

14 I don't think -- I think if you just sort of  
15 try to do this organically where you're like, ah, we'll  
16 just expand and see what happens, you're not being  
17 strategic, I don't think we have the end in mind. I  
18 think that's sort of one step at a time and see where we  
19 end up, which I don't think is the best way to serve the  
20 needs of the state. I think we need to be more  
21 deliberate than that.

22 MS. WEAVER: Well, I think we have to be  
23 careful on -- I don't want to be at all condescending.  
24 We're here to help move everybody but cars. Because  
25 people come to us and want to talk about paddling

1 trails, people want to talk about horses, and I don't  
2 want to be on a committee about equestrian travel. You  
3 know, I'm not really interested in -- yeah, in canoe  
4 launches. So, you know, you can get crazy with it, but  
5 it's not the car.

6 So -- but -- every -- we always say, and  
7 you've all heard the lingo, everyone's a pedestrian at  
8 some point, and because of unfortunately the state of  
9 our infrastructure, most bicyclists have to be  
10 pedestrians as part of the trail, unfortunately where we  
11 land.

12 So I would still advocate that I think the  
13 expansion of a bicycle and pedestrian committee is the  
14 right evolution. Micromobility is something that's sort  
15 of congenital to that, to the conversation, but, you  
16 know, maybe the state needs to go back and look at  
17 resources and looks at the functionality of that. And  
18 is it all the same people or are there enough -- is  
19 there enough diversity in the conversation, in the world  
20 of that at all levels. But even the smaller your  
21 community gets, the less expertise you're going to have  
22 in very specified modes. Because Austin will have very  
23 specific bike experts and they're going to have some of  
24 the best in the state, but I wouldn't argue, and no  
25 offense to our smaller communities, they're not going to

1 have somebody that necessarily can speak to the world as  
2 intelligently as maybe others could.

3 MR. GLEASON: If I could, I think I -- let's  
4 remind ourselves what the specific request of the  
5 commission of this committee was, and I think -- I would  
6 encourage the committee to answer that charge as  
7 directly as you can.

8 MS. WEAVER: Okay.

9 MR. GLEASON: Then I think if the committee  
10 wants to take another step with your answer and explore  
11 some of these other conversations, I think that would be  
12 a welcomed piece of input. But I do think that as a  
13 committee, I would recommend that you clearly and  
14 succinctly answer that --

15 MS. WEAVER: At least answer this question.

16 MR. GLEASON: -- today so they recognize that  
17 they're getting the answer to the question they asked,  
18 even if you all think at the end of the day they asked  
19 the wrong question.

20 MS. WEAVER: Right, correct.

21 Did we get Bobby back or no? Bobby, hello?  
22 All right. We'll keep trying.

23 All right. Marc, were you about to add  
24 something?

25 MR. WILLIAMS: No. I was going to -- I think

1 Eric and I were on the same wavelength in terms of  
2 thought. I would encourage you all to -- as Eric said,  
3 think about what the question was.

4 Fundamentally do we expand -- should we look  
5 at expanding the scope, and it could be a yes, it could  
6 be a no, it could be a maybe, it could be with  
7 specificity, it could be acknowledging that there's not,  
8 you know, consensus on the committee on where that would  
9 go, but noting that yes, the committee already does  
10 incorporate the -- you know, you believe that the  
11 committee already incorporates these in a lot of the  
12 thought process and the discussion.

13 So there's different ways to respond to it,  
14 but I think Eric is correct, we do -- I think it would  
15 be appropriate for the committee to provide some  
16 response specifically to this question and then take up  
17 for another day the broader issues or continue to talk  
18 about that, you know, going forward. And I don't think  
19 either there's a specific deadline, you know, from the  
20 commission. The commission's not saying, you know,  
21 where's that -- you know, where's that response.

22 I do think that there's, you know, some  
23 consideration for some timeliness. So if it's over the  
24 next meeting or two that the committee really feels like  
25 it needs to give the thought and the consideration

1 necessary to go through that and answer it effectively  
2 and to kind of lay the foundation for where this  
3 committee may go. I mean you all may not bring this up  
4 again. This may be so painful that you're I don't want  
5 to deal with this anymore, we're not going to have that  
6 question again.

7 But, you know, it's still it's an important  
8 decision that you are all making because it is -- it is  
9 laying the -- you know, a foundation for where this  
10 committee may go over the next few years, and we may not  
11 reexamine this question again, you know, for some time.

12 MS. WEAVER: Yeah. So right now we have five  
13 yeses for adding pedestrian options and three noes. We  
14 have four yeses for micromobility and four noes, so that  
15 one's a little more unclear, and then we haven't heard  
16 from Bobby or from Clint, who is not with us today from  
17 Houston.

18 So I think there's still more discussion to be  
19 had in this area possibly. There's one more question  
20 that you wanted us to kind of walk through in your  
21 presentation, Noah, related to structure and size, and  
22 we need to get to that real quick.

23 MR. HEATH: Yeah, and I'm not sure that  
24 question is --

25 MS. WEAVER: Or do you want us to wait and get

1       this fundamental --

2                   MR. HEATH: I think the fundamental question  
3 needs to be answered first and this can wait.

4                   MS. WEAVER: Okay.

5                   MR. WILLIAMS: Let me ask. Is there anything  
6 that we can do from a staff standpoint, even if it's  
7 just, you know, allowing each of you all to, here, put  
8 your ideas down on paper, submit them to Bonnie and her  
9 team. Let them kind of go through and see, hey, do we  
10 see any common ground, you know, from the different  
11 perspectives and then be able to share that and let you  
12 all see it as well. You know, I would hope that it's  
13 something that you're not opposed to having your names  
14 on it, but, you know, maybe there's a way to kind of  
15 look at some common ground, common themes.

16                   Once we kind of get, you know, a brief  
17 paragraph from each of you all on the scope, the charge  
18 from the commission, and then let's address that. And  
19 then if there's further discussion such as changing  
20 these, you know, we can even kind of pose that question  
21 as well.

22                   MS. WEAVER: Okay.

23                   MR. WILLIAMS: There may be some consensus on  
24 a few of these, and that way we can kind of work through  
25 that and then bring that back to you guys.

1           MR. ROTNOFSKY: You know, I don't know if this  
2 was earlier when you showed us I think it was 12 DOTs  
3 that have this combined. Other than like doing some  
4 just research on that, was there any kind of discussion  
5 on how those other states, what was working with these  
6 -- that committee or not working or any dialogue?  
7 Something we can learn from their practices?

8           MR. HEATH: From the state DOTs that I spoke  
9 to over the phone or in person, they seemed to be --  
10 they didn't bring up any issues with the combined. Some  
11 of them had recently combined. I think it could have  
12 been Michigan. There was one that had recently  
13 combined. So they were working through that process,  
14 and they -- so they were -- were stating that, you know,  
15 they had to -- they had a transition period of shifting  
16 the focus away strictly from bicycle over to pedestrian  
17 issues as well.

18           But overall, I didn't hear any comments  
19 stating that they wished that the modes were separate  
20 committees. Overall it seemed that they were okay with  
21 the combined. And for the bicycle advisory committee, I  
22 think Arkansas has a bicycle advisory committee, and it  
23 was either Missouri or Kentucky and -- or Arkansas  
24 created the advisory committee specifically in a  
25 response to the survey that we talked about earlier, the

1 League of American Bicycle Survey to improve their  
2 standing with that.

3 Yes, so they were -- they created it to focus  
4 on bicycles and that was fairly recent.

5 MR. POLLACK: Just as a parting thought, I  
6 mean I would welcome the chance to have a little more  
7 time to contemplate it. I think there is a message to  
8 already back at the commission which is that the need is  
9 -- we collectively recognize the need and are taking the  
10 charge seriously.

11 I'm going to sort of suggest one other point  
12 of contemplation here which is that, you know, as I said  
13 I feel like speed and purpose is more of a  
14 differentiator than mode. I also think that the divide  
15 in need -- the difference in need between rural and  
16 urban is very real, and I think that that might end up  
17 being a natural division over which committees and work  
18 are done.

19 Because I think the way that we solve these  
20 problems in nonmetro areas is very, very different, and  
21 I think that, you know, the needs are so fundamental in  
22 some of our rural communities that lumping modes --  
23 first of all, we're not going to see a thousand -- you  
24 know, 20,000 scooters dropped in rural communities. And  
25 I think what we may find is that combining modes is a

1 very logical and based on resources in rural  
2 communities, and it just simply doesn't work in places  
3 where, you know, these needs have evolved already by  
4 mode.

5 So, you know, as we individually contemplate  
6 this I think that -- and we're trying to sort of come up  
7 with what the structural solution is, I think that that  
8 might actually be a really big part of -- even  
9 reimagining how the bike advisory committee works. Even  
10 if we stay just the bike advisory committee, I think  
11 there probably is some division around rural urban  
12 coming, and I think that's certainly true if we start  
13 talking about other modes.

14 MS. WEAVER: Yeah. So what I'm hearing is I  
15 think we need to bring this topic back next time with  
16 some additional -- if pedestrians are included, what are  
17 the -- what is the world of options that it would like  
18 to look like, and how -- what are the different options  
19 of how micromobility could be included, and if it's not  
20 here, where it would be and is that a realistic request  
21 or ask the state. I mean we're assuming you guys  
22 are even -- have an interest or ability or funding or  
23 resources to do that. So maybe just kind of -- we can  
24 walk through more scenarios.

25 I like Marc's idea of everybody can sort of

1 put their thoughts together on their yes and their no  
2 and how it relates to their part of the world. And I  
3 think that might be helpful and in other common themes  
4 that we all agree with, even if we differ with the  
5 implementation that may look different to all of us,  
6 but -- then that would give you guys some guiding power  
7 of like we really felt people like this, now how do we  
8 do it. You know, that may be a good way to take the  
9 conversation.

10 MR. GLEASON: Okay. So we will follow up with  
11 you all as individuals with -- we'll send an email out  
12 posing some questions to try and recapture the  
13 conversation today to get a better understanding of the  
14 diversity of opinion among committee members and kind of  
15 try and package that up and ship it back out for further  
16 conversation in April.

17 I think my only -- I think it's clear to all  
18 of us, we could probably talk about this for a long  
19 time. And I think this -- today has been really, really  
20 good. Today we got to where we needed to get to I think  
21 as a committee. I'm really happy with the conversation.  
22 Getting it started in October was a little hard I think  
23 and clearly the gates opened today. So I appreciate  
24 that on the part of the committee members.

25 We will try and capture as much as we can and

1 put it back in front of you in April again with an eye  
2 toward I think trying to answer first and foremost the  
3 commission's charge, commission questions of the  
4 committee and go from there.

5 MS. WEAVER: Okay. All right. Good  
6 discussion everyone. Thanks.

7 MR. WILLIAMS: Thank you.

8 MS. WEAVER: Passionate issue. So good.

9 All right. So cruising right along, catching  
10 up a little bit, Bonnie and Carl are going to give us an  
11 update on the Bikeway Design Efforts, Phase I  
12 implementation and Phase II for approach.

13

14 UPDATE ON BIKEWAY DESIGN EFFORT

15

16 MS. SHERMAN: All right. To switch gears  
17 we're are going to give y'all a quick update on where we  
18 are with the Bikeway Design Effort. I'm going to cover  
19 Phase I implementation briefly and then Carl Seifert  
20 will talk about the approach for Phase II.

21 So this list here of the areas of concurrence,  
22 the results of Phase I of the Bikeway Design Effort.  
23 These are enhancements to TX DOT's project development  
24 process that we -- that we developed over the past year.  
25 Last time we brought this to you they had been

1 prioritized based on all of your input. Then our TX DOT  
2 bicycle and pedestrian coordinators provided their  
3 feedback on the priority.

4 In general, they're mostly in the same -- same  
5 order, especially at the top. I think initiate district  
6 bicycle plans statewide might have inched up a pace and  
7 promoting collection of bike/ped data also moved up a  
8 little bit.

9 We had -- let's see. The district staff saw a  
10 greater need for refining existing or creating new TX  
11 DOT training classes and also for refining the comment  
12 response process to better document bikeway needs.

13 The ones that dropped down a little bit were  
14 formalizing bicycle and pedestrian performance measures  
15 as part of the project development scoring and selection  
16 process and updating the standard contracts to ensure  
17 consistent bike/ped accommodation allowing for  
18 disability.

19 Those that are highlighted in blue have some  
20 element that is currently underway. To get into it a  
21 little bit further, standardizing bikeway design  
22 guidance so TX DOT engineers refer to one source. Many  
23 of you all are aware that TX DOT's roadway design manual  
24 is in the process of being updated. That kicked off  
25 around October 1st, I believe. And the folks who are

1 involved with that update are participating in TX DOT's  
2 project team so they're aware of what we're doing in the  
3 Bikeway Design Effort as they are updating this manual.

4 Initiating district bike plans statewide.

5 Over the next year we intend to compile best practices  
6 on district bike plans, and then come probably late  
7 summer time frame I believe we will be working with  
8 another division at TX DOT, the Planning Division in the  
9 procurement of some planning contracts to assist TX DOT  
10 districts to be able to develop some district bike  
11 plans. And then we'll revisit after the first phase of  
12 bike plans at the district level. Revisit what are the  
13 best practices that came out of that so we can continue  
14 to build a kind of a -- not necessarily a consistent,  
15 because we have very different districts across the  
16 state, but find some of those common elements that all  
17 should be included in maybe some best practices and  
18 different sizes or types of districts across the state.

19 Number 3. Continue to incorporate bicycle  
20 criteria into project safety scoring tool. That hasn't  
21 changed, we continue to do that.

22 Number 4. Develop district level bicycle and  
23 pedestrian design subject matter expertise. We have  
24 initiated that by developing a common share point within  
25 TX DOT that staff can access all of the available design

1 tools and guidance, et cetera, that the state has at its  
2 disposal so that everyone across the state has access to  
3 these materials in a common place. And when I say "the  
4 state," I mean our staff. And then we are working to  
5 establish an agencywide community of practice for -- to  
6 congregate the design and planning staff across the  
7 state who have an interest or experience in developing  
8 bikeways so that they can share their experience with  
9 one another.

10 And then we are -- have several items on the  
11 collection of bicycle and pedestrian data. Shawn Turner  
12 with TTI will give a presentation on the training that  
13 is coming up in -- real soon on collecting bike and ped  
14 counts.

15 We have mentioned in the past that we're  
16 developing a pedestrian and bicycle facility inventory  
17 of state roadways. This is being developed by our  
18 Design Division and in coordination with our ADA  
19 designee and will support the development of TX DOT  
20 updated ADA transition plan. But it's a really  
21 exciting, very comprehensive inventory of sidewalks and  
22 bikeways on our system that should be completed pretty  
23 soon.

24 And then we are going to initiate some bike  
25 and ped counts across the state. We have funding to

1 begin that effort, and so we're excited to develop that  
2 over the next couple of years.

3 The next here -- the next five items there,  
4 we've identified various entities within the  
5 organization to reach out to to try to advance some of  
6 these efforts depending on different folks' capacity.

7 And then same thing with the last tier or five  
8 items. The one in the middle there, assessing bicycle  
9 and pedestrian consultant qualifications separately, the  
10 opportunity to affect the precertifications at TX DOT  
11 only comes around once in a while and so we jumped on  
12 it.

13 And we've got some revised precertification  
14 qualifications for consultants in the works and that  
15 should be rolled out probably in about a year. It's a  
16 process to get that all set up.

17 So with that, I'm going to turn it over to  
18 Carl to give you all an update on Phase II.

19 MR. SEIFERT: Absolutely. Thank you so much,  
20 Bonnie, and I will try and keep my comments brief. We  
21 had such a fruitful discussion in our first  
22 presentation. I think that's appropriate.

23 As you can see, Phase II actually started back  
24 in July. Well, why am I talking about an approach now?  
25 Well, the first few meetings that we had with the

1 working group we wanted to hear from them. And so  
2 that's what we did, we heard a number of topics that  
3 helped guide our approach and what we need to cover in  
4 order to appropriately address the concerns of the BAC.

5 So what is the general approach for us is to  
6 take our TX DOT staff, you've heard about a number of  
7 different divisions and districts that are involved in  
8 this. This is not just the three people you see here,  
9 it's a number of other folks that are all coming  
10 together because TX DOT, despite what you might believe,  
11 is actually very interested in making departmentwide  
12 change in this regard. They want this to be  
13 incorporated elsewhere.

14 So we have project team meetings which  
15 actually incorporate those folks so that we can get a TX  
16 DOT side of things on board, and then we have monthly  
17 working group meetings. Several of those people are  
18 here today. And in those meetings we are working  
19 through a number of different topics, and then we come  
20 back -- or we develop recommendations, and then we'll  
21 provide those at the close of each section for the BAC  
22 as a whole to review.

23 So when we think about how we're going to --  
24 what kind of recommendations we expect out of this, this  
25 graphic is just something we put together to kind of

1 wrap our heads around it because we have a federal,  
2 state and local level design standards when it comes to  
3 bikeways and roadway design. We have other guidance and  
4 research. We also have TX DOT project team experience  
5 and we have BAC local experience, and we're trying to  
6 mold all of these inputs together into some -- some  
7 discreet recommendations that the BAC will see at the  
8 close of each phase.

9 Those recommendations might be on TX DOT's  
10 standards, policies and procedures. They may help  
11 influence the ongoing update of TX DOT's Roadway Design  
12 Manual, which always on the side here the unknown  
13 timeline of the federal level guidance for bikeway  
14 design which is ongoing as an update right now. The  
15 latest I've heard is the end of this year. Who knows if  
16 that's true.

17 So what we heard from -- sorry, I'll --  
18 I'll -- I'll introduce it before I get too far in, but  
19 in those introductory meetings we heard from the working  
20 group members a number of different topics about bikeway  
21 design, and as I said, we tried to break that up into  
22 big topics and then kind of schedule it out so that we  
23 can cover these things in a reasonably logical manner.

24 So in order to do that, we created four  
25 different categories. Just facility selection, bikeway

1 design standards, intersections and conflict points and  
2 maintenance. There's a whole lot of categories. This  
3 is a big elephant. So what do you do, you just take one  
4 piece of it at a time.

5 And so over the first few meetings in the  
6 working group we've started to talk about land use  
7 context and design users, facility types and  
8 understanding constraints and tradeoffs. This afternoon  
9 we're going to start talking about wide outside lanes.  
10 So we've got a lot of stuff going on. And as we talked  
11 about with the approach, we're going to hear -- y'all  
12 are going to hear back from us at the conclusion of  
13 several meetings of the working group talking about it.  
14 We hope to have a working group member participate in  
15 those presentations to make sure that we are accurately  
16 representing the ideas.

17 So those four topics are kind of put here on  
18 this schedule. You see we're handing facility selection  
19 first. We'll have a number of working group meetings to  
20 kind of get involved and then we have BAC meetings to --  
21 to -- that's backwards. I'll fix that later. To come  
22 back to y'all with some closure.

23 Is there any questions or discussion about the  
24 approach so far? Wonderful.

25 Well, in April you guys will hear back from us

1 with some notions about improvements to bikeway facility  
2 selection in this regard. Thank you.

3 MS. WEAVER: We have this on the agenda as  
4 possible action items. Would you like to sort of  
5 endorse or take action on with upcoming approach and  
6 next steps?

7 MR. GLEASON: No, we don't need action. It's  
8 just an opportunity for the committee to take action as  
9 you've just described, if you wish.

10 MS. WEAVER: Okay.

11 MR. GLEASON: We weren't necessarily  
12 looking.

13 MS. WEAVER: Okay. And I think -- I think  
14 we'll -- would you like us to?

15 MS. SHERMAN: It's up to you.

16 MS. WEAVER: Okay. Then if everyone from  
17 hearing today what I would say is we'll take action on  
18 everyone from today's current work to date, what's  
19 coming up, and our committee is going to endorse the  
20 process and the approach, the next step that were  
21 brought to us.

22 But can I have a motion on that?

23 MS. GARCIA: Motion to acknowledge and  
24 endorse.

25 MS. WEAVER: Okay.

1 MR. ROTNOFSKY: Second.

2 MS. WEAVER: Thank you, Frank. All in favor  
3 say aye.

4 AUDIENCE: Aye.

5 MS. WEAVER: Any opposed? All right. We  
6 support moving forward.

7 MS. SHERMAN: So Bobby, can you -- I just -- I  
8 muted somebody else? Bobby, can you speak?

9 MS. ROBERTS: Did he want to register a vote?

10 MS. SHERMAN: Bobby, can -- are you -- can you  
11 hear or would you like to try to speak?

12 Okay. We can't hear you if you are trying to  
13 speak.

14 MS. ROBERTS: Is it muted?

15 MS. WEAVER: Okay. All right. So our next  
16 item will be item number seven, presentation by Shawn  
17 Turner on TX DOT activities for bicyclist and pedestrian  
18 counting.

19

20 TX DOT ACTIVITIES FOR BICYCLIST AND PEDESTRIAN COUNTING

21

22 MR. TURNER: Good morning everybody. I'm  
23 Shawn Turner, TTI. And so just by a quick show of  
24 hands, I'm hoping that this is going to be less  
25 controversial, so a quick show of hands who would say we

1 need more and better data on where people are biking and  
2 walking?

3 All right. That's unanimous. I can skip the  
4 first couple of slides. So I'm going to talk about some  
5 activities. I'm the talking head. There are numerous  
6 people that had been involved in this over the past  
7 several years. Some of them are in the room. Jeff and  
8 Eva and Karla has helped in providing count data from  
9 their regions. Terry, Bonnie, Noah, Carl have really  
10 helped in shaping this program. And so I'd like to just  
11 sort of talk through where we are and what we have  
12 planned over the next year or so.

13 This is -- this is a long to do list, Bonnie,  
14 but this is good. And so -- but what we have  
15 highlighted, there's a number of these strategies where  
16 we simply need to have better data, right, and so that's  
17 where we're working on. We're working for better data  
18 to support the decisions that we need.

19 So we've collected count data on cars and  
20 trucks for decades because we make expensive decisions,  
21 we make multi-million dollar decisions and billions of  
22 dollars. We need to do the same or at least we need to  
23 start doing more for biking and walking. And so these  
24 are just -- these are a number of the areas that we've  
25 identified where better count data is going to help us

1 make better decisions.

2 Who puts all their eggs in one basket? Not  
3 me. And so what we've tried to do is we've tried to use  
4 multiple strategies to try and close this data gap, to  
5 try and get better data. Part of that -- and so I'm  
6 going to talk about some of these, but it's multifaceted  
7 and it's not just TX DOT alone, it's TX DOT partnering  
8 with local and metro agencies.

9 So I'm going to talk through several of these.  
10 One of the first things that -- I think it's a big deal  
11 because I think just in a few short years Texas has  
12 become a leader in this, and so essentially what we've  
13 done is we've taken all of the count data, the bicyclist  
14 and pedestrian count data that's being collected around  
15 the state. Primarily it's been cities and MPOs that  
16 have been doing that. We've put that into a single  
17 point and click interface and made it really easy to get  
18 to.

19 Up to this point it's sort of been in, you  
20 know, spreadsheets here and there, it's been in paper  
21 reports. Hopefully you can see this  
22 [mobility.tenu.edu/bike/ped](http://mobility.tenu.edu/bike/ped) data (phonetic). It should  
23 also -- I think they've got this in their handouts. Go  
24 there and check it out. If you see something that you  
25 -- or if there's something that you'd like to see, let

1 us know.

2 Are you thinking about a demo or -- okay. It  
3 was in the box. We've got a fair number of locations in  
4 there. Right now we've got 83 permanent sites. 245  
5 we're hoping and we're working to build this, and what  
6 we're trying to do because again the cities and the MPOs  
7 are largely they've taken the lead thus far on this.  
8 We're trying to get more TX DOT, but they've largely  
9 taken the lead. So we're trying to get them to  
10 essentially make it easy for them to put their data into  
11 this system. And that -- we hope it benefits them  
12 because it's got certain visualization and reporting  
13 features, but it benefits everybody because now all the  
14 data is much easier for everyone to access. So that's  
15 one thing.

16 But right -- so right now though what you're  
17 looking at right now, this is the interface. This is  
18 the system where all of the car and truck counts are  
19 stored for TX DOT. Right. And so right now we've got a  
20 -- we're starting a bike and pedestrian count system  
21 over here. We eventually want to get this integrated,  
22 and in fact we've been talking with and coordinating  
23 with the Transportation Planning and Programming  
24 Division to do just that. And so through the current  
25 system that TPP and within TX DOT uses there's an

1 available module that we -- that TX DOT just hasn't  
2 licensed yet. And so as part of a Phase III within what  
3 TPP calls Stars, their traffic analysis system, we're  
4 hoping to light up this little icon which says NMDS,  
5 that's Nonmotorized Data System. Right. And so what  
6 that means is that we're going to get all of the data  
7 from this system, which is bike/ped counts, we're going  
8 to get that layered on top of the car and truck counts.  
9 Basically get it better integrated and get it better  
10 visible for anybody that's looking for activity counts  
11 around the state.

12 Here's another big thing that I think Texas is  
13 also probably a leader in. Are folks familiar with  
14 Strava generally? Okay. I see a lot of nods. Okay.  
15 So you -- it's a fitness app and so a lot of people are  
16 doing typically recreational activity. Some people turn  
17 on Strava when they do other trips. But Strava gathers  
18 that, they make sure that their users opt in, and then  
19 they basically resale. They combine all the different  
20 users and then they sell that out.

21 So TX DOT has licensed four years of that  
22 statewide data from Strava, and it's available to all  
23 staff and all of the local entities as well. MPOs,  
24 cities and others through a sub license.

25 So one of the -- in some cases it can be a

1 limitation, but one of the things about Strava is that  
2 it's heavily fitness or recreation based. Right. And  
3 so where you have a lot of people that may -- where they  
4 may just be riding their bike to work, they may not be  
5 starting their Strava app, and so it's going to be --  
6 it's going to be underrepresenting that group. And so  
7 what we've done through a research project, and I don't  
8 know if it's along -- no, I'll talk about it on this  
9 slide.

10 What we've done is essentially develop a  
11 process to adjust for that and to estimate the total  
12 number of cyclists, not just the ones that are being  
13 counted through Strava.

14 Again, our goal is just like we have an  
15 average daily traffic for cars and trucks statewide, we  
16 want to have the same thing for cyclists.

17 One of the other things that we've developed  
18 through our research project is just better guidance and  
19 more information on how do we count bicyclists and  
20 pedestrians. It's a little bit more challenging than  
21 cars and trucks. So this is an example of an -- I think  
22 this is a shared-use trail in San Antonio where this is  
23 an inductance loop that's used to count cyclists. This  
24 is what's called a passive infrared so like everyone has  
25 walked through those automatic doors. They -- you know,

1 there's a little sensor up above, it's a very similar  
2 type of technology.

3 And so in this particular case, the infrared  
4 counts everybody that goes across, the loops only count  
5 the cyclists, and then it subtracts. And so these  
6 devices can tell you the direction of travel as well as  
7 whether it was a pedestrian or a cyclist.

8 So we've got guidance on all the different  
9 types of technology. Where you can put them, how many  
10 locations, so on and so forth.

11 We've also got information on -- you know,  
12 when are the best times to collect. So this is -- these  
13 are average bicycling and walking levels -- or these are  
14 actually the adjustment factors throughout the course of  
15 the year.

16 Most people, and rightly so, are counting  
17 during the spring and the fall, whenever things --  
18 whenever conditions are pretty close to average, but  
19 what we found is that you -- that in fact you should be  
20 adjusting those a little bit up or down depending upon  
21 some of the continuous counters and some of the trends  
22 that we've seen.

23 One of the other eggs in our basket is TX DOT  
24 has acquired a number of these portable counters. So  
25 these portable counters can be moved around. And so

1 what you see here, these are some of those infrared  
2 counters, you just strap these on to a light pole or  
3 something like that and it counts the number of people  
4 that are going by on sidewalks. These are two counters  
5 for bikes. Very similar to the same type of thing that  
6 we use for car counting. So these are available for TX  
7 DOT districts, also agencies and others pending  
8 availability.

9 We've already mentioned -- several people have  
10 already mentioned the training. Here's what we're  
11 planning. We basically have three modules. We're going  
12 to talk about uses. Here's all the different things  
13 that you can use this count data for.

14 We're going to talk about how to collect, how  
15 to gather the count data. A lot of this information is  
16 in these research reports. We're really just going to  
17 be summarizing it for folks, and then we're going to  
18 show people this count exchange. Show them how easy it  
19 is and show them all the features that it has in the  
20 hopes that they will put the account data that they're  
21 collecting locally in that count exchange.

22 We're going to do two webinars, two 90-minute  
23 webinars, February 6 and 11th. We're going to do four  
24 in-person full day trainings. The one is -- we're  
25 hoping to get a big crowd for this one, that's in

1 conjunction with the Texas Trails, but we also have a  
2 full-day training planned for Pharr District in March,  
3 Houston in April and then Dallas-Fort Worth with Karla  
4 and Kevin and her folks in Dallas-Fort Worth.

5 This is a pretty new development. I think  
6 Bonnie has mentioned this about getting funding to  
7 basically help accelerate the closing of that data gap.  
8 I think the plan is to focus on strategic locations on  
9 the state highway system. A lot of the counts that we  
10 have right now in our count exchange is on the city  
11 local streets. That tends to be where a lot of the  
12 activity is, but we want to make sure we get those  
13 strategic locations on the state system. And basically  
14 we're going to use some of the same -- the same methods  
15 that we use in car counting where you put out a few  
16 permanent continuous counters where you collect data  
17 year-round, and then you get the portable counters and  
18 you move them around and you can get a lot more  
19 locations for shorter duration of time.

20 With that, any questions? Any discussion, any  
21 feedback?

22 MS. GARCIA: The webinars that you have for  
23 February 6th and 11th, are they covering the same  
24 things?

25 MR. TURNER: Yes. And so our plan is those

1 are going to be a high level what we can get to in 90  
2 minutes. We're going to strongly encourage folks to try  
3 and get to the full-day training. We're also going to  
4 be archiving and making the webinar recordings online  
5 after, after those days.

6 MS. GARCIA: And when will those dates be  
7 locked out?

8 MR. TURNER: Yes. So I think right now we're  
9 working with Joseph Leal in the district. I think we're  
10 close on March, I think it's the first week. We're  
11 hoping to get that locked down soon. Same thing with  
12 the other ones in Houston and Dallas-Fort Worth.

13 MS. WEAVER: I have a few questions.

14 MR. TURNER: Sure.

15 MS. WEAVER: The Strava data, you guys have a  
16 formula now to adjust for the undercount of  
17 nonrecreational trails?

18 MR. TURNER: Yes.

19 MS. WEAVER: How do people get that? They  
20 request it from you or does Bonnie --

21 MR. TURNER: Yes.

22 MS. WEAVER: -- get the data from the state or  
23 what's the best?

24 MR. TURNER: So the Strava or the expansion  
25 method.

1 MS. WEAVER: Well, Strava we have.

2 MR. TURNER: Yes. So the expansion method is  
3 in that report and I'll make sure you get that link.

4 MS. WEAVER: Okay. Awesome. And my second  
5 question is the state equipment that Shawn mentioned, is  
6 that -- are all the districts aware of it or how is that  
7 being communicated to districts? And are districts in  
8 charge of talking to cities or counties that might want  
9 to use it or do we need to help spread the word or --

10 MS. SHERMAN: So this training will be an  
11 opportunity to train people on the use of it and the  
12 availability of it. And hopefully with the -- with  
13 folks establishing bike plans across the districts, is  
14 that those might be some efforts that would be kind of a  
15 primary focus on some of the use of that equipment.

16 MS. WEAVER: Okay. Great. Any other  
17 questions for Shawn? All right. Thanks, Shawn.  
18 Appreciate it.

19 MR. TURNER: Thank you very much.

20 MS. WEAVER: And then I'm actually going to  
21 speak really quick on what we're doing in Dallas-Fort  
22 Worth with bike/ped and a peer exchange that we had with  
23 federal highway to try to figure this out and what we  
24 need to kind of approach and tackle this.

25 ///

1 FEDERAL HIGHWAY ADMINISTRATION PEER EXCHANGE FOR  
2 BICYCLE/PEDESTRIAN COUNT TECHNOLOGY PILOT

3 MS. WEAVER: So in 2011 I wanted to start  
4 counting -- so I manage our bicycle/pedestrian program  
5 and our Metropolitan Planning Organization, our MPO.  
6 And so there was so much like overwhelming where to  
7 start. Like how many counters, where do we count, why  
8 do we count, what kind of counters. Like I was just  
9 sort of like my brain was spinning, and I was invited by  
10 the Federal Highway Administration to participate on the  
11 peer exchange in Georgia.

12 So Atlanta, they have this program called --  
13 well, okay, I'm jumping ahead. So there's lots of  
14 guides, there's lots of resources, I'm not the best at  
15 reading 250 pages and then like going out and doing  
16 something. So I needed -- there's a lot of like here's  
17 how you can do it, but they don't go into the like -- I  
18 don't know, it wasn't enough for me to really understand  
19 how to take this and then create my own program. I  
20 really wanted to learn from other people that had done  
21 this. Not reinvent the wheel and just kind of borrow  
22 what they were doing and expand it and make it relevant.  
23 But I will tell you every -- every time I was learning  
24 about bike/ped, people would flash over porta (phonetic)  
25 by like let me write that down, and I need to go find

1 out more about it because the nuts and bolts of the  
2 day-to-day are in here, but it wasn't enough to really  
3 launch it off.

4 Okay. So there's a program called TPCB,  
5 Transportation Planning Capacity Building, and these are  
6 still around. So the Federal Highway Administration,  
7 you apply to them directly. Cities can do this and YOS  
8 (phonetic) can do this, governmental agencies, and  
9 you're like I got a problem, and I need to bring in  
10 people from across the country that are expertise in  
11 this that are already doing it, and I need them to help  
12 me figure out what I want to do.

13 So I had been to the one in Atlanta about a  
14 program they were doing that we already had, and so this  
15 program was to bring in experts. We brought in the  
16 Colorado DOT, we brought in DVRPC, which is the MPO up  
17 in the Philadelphia area who had been doing lots of  
18 advanced bike/ped counting. We brought in TTI and our  
19 own Shawn Turner who just presented to us because TTI is  
20 doing some cutting edge stuff about this and they were  
21 the best in the state. And then we brought in MTC,  
22 which is the MPO for the San Francisco Bay Area.

23 Because my problem is I have 200 cities and no  
24 cities are created equal. I have a hundred cities under  
25 50,000, I've got cities of 7,000 or 10,000, I've got

1 cities of 100,000, I've got a city of a million, and so  
2 they all look very different. And what type of  
3 equipment did they want. The count locations and  
4 frequency, where do you start. The data management of  
5 that, how would I handle that, do the cities do that, do  
6 I do that, what did that look like.

7 So this report is available on our website,  
8 it's available online. This is a report called "I Don't  
9 Know What I'm Doing, I Don't Know Where To Start, And  
10 Here Are Some Basic Things To Consider," and then the  
11 takeaway is you just jump in and do it.

12 So we really had to question ourselves, and  
13 this conversation went through why do we want to count.  
14 So we were like, well, why does our region care about  
15 data. So we wanted to provide data on nonmotorized  
16 travel volumes.

17 We have a long-range transportation plan that  
18 we're trying to develop performance measures for. I  
19 don't know if I'm increasing bicycle activity if I don't  
20 know how much there is today. Right. That was my  
21 starting point. I was like how many people bike today?  
22 I don't know. So I didn't know if I was moving the  
23 needle by programs that we were implementing, things  
24 that we were building. I had nothing to prove one way  
25 or the other that it made any impact. So that was where

1 I started.

2 I needed to talk to my elected officials about  
3 where people were biking and when. So I heard a  
4 thousand times from elected officials nobody bikes in  
5 the summer. We're spending a lot of money, nobody will  
6 go out, and June, July and August it's hot, nobody  
7 bikes, and we actually found through our data counters  
8 it's the number one month that people actually bicycle.  
9 Shocker.

10 So there was just -- there was just bad  
11 information. Kind of like people's gut told them one  
12 thing, and then I was like, well, I can't -- you may be  
13 right, maybe not. So I had to have a conversation with  
14 elected officials and the data was the way to do that.

15 I wanted to look for trends, how much does  
16 weather impact, how much does time of day impact, how  
17 much does land use impact, and I thought the data would  
18 be a way to do that. And then I also wanted to look at  
19 specific projects. So if we build it, did they come. I  
20 couldn't tell you without data that they did and if it  
21 made any impact. We just spent four million dollars,  
22 was it a good use of our resources. So again, data can  
23 help you answer that question.

24 And then I heard someone say, a gentleman  
25 named Bill Schultheiss who --

1 THE REPORTER: Can you slow down?

2 MS. WEAVER: Yes, I can. There's a gentleman  
3 named Bill Schultheiss with Tool Development Group, and  
4 I was at a conference and he said, If it's not counted,  
5 it doesn't count. And I was like we've counted cars for  
6 50 years and we haven't counted bikes. So I was like I  
7 got to start somewhere on this because I want it to  
8 count in what we're doing with our agency.

9 Okay. But why the regions. Cities can handle  
10 this. Right. Like let's just let them go do their own  
11 thing, they got bright people. Again, it went back to I  
12 have 200 cities. So every city was going to do it a  
13 little different. They were going to buy different  
14 technology. We had people that were exploring this and  
15 they were already on different pages of what they wanted  
16 to do.

17 So for me a regional perspective really would  
18 make my job easier at the end of the day if I was trying  
19 to answer policy questions. We wanted a clearinghouse  
20 for data because our cities have no clue often what the  
21 other cities are doing. So if Dallas is experiencing  
22 certain things, is the City of Denton experiencing that,  
23 is Fort Worth, is the City of Melissa or Euless, there's  
24 a lot of diversity there, and we were trying to look for  
25 common patterns.

1           And then finally we wanted to also like Shawn  
2 mentioned integrate it in our regional traffic count  
3 system. It's our most popular website of our entire  
4 agency. We have dozens and hundreds of people that go  
5 to get car counts every week because they're not  
6 building any new infrastructure without those car  
7 counts. We're not expanding any infrastructure without  
8 those car counts.

9           And so we have tons of historic data for cars  
10 because again we've been counting them for 50 years so  
11 we have patterns, and we have trends and we're making  
12 recommendations based on historical data of what road --  
13 how roadways operate. So that was sort of important to  
14 the conversation.

15           So this is a zoomed-in map of the Dallas-Fort  
16 Worth region. This is not all of our counties or areas,  
17 but this is the primary areas of where we're counting.  
18 So we have -- we went ahead and purchased, I took action  
19 to purchase 11 permanent counters, and then we developed  
20 agreements with these cities to help pay for the data,  
21 and we handle all of the reporting and provide them what  
22 their counters are doing. So we bought 11 counters.

23           We actually did a big purchasing co-op. The  
24 beauty of regional purchasing is we said we're going to  
25 buy our 11, plus we're going to buy some for Plano and

1 Allen and Dallas, we're going to get a better price. So  
2 we combined all of this and we got what I think is a  
3 pretty good deal from the vendor we selected for  
4 permanent counters. We also have mobile counters and  
5 they're sort of spread out in different parts of our  
6 region, and we've coordinated with Stacy Cheer  
7 (phonetic) to see if there's more interest in adding to  
8 that process.

9 Our 2018 report showed that we had 7 million  
10 people being counted at 29 locations. And I will tell  
11 you the first year that we did this report I had 2.5  
12 million people. So there's an addition of more  
13 counters, there's more people moving to our part of the  
14 world. All of Texas is growing. Are they using these  
15 facilities we've built. You know, it's kind of  
16 interesting to look at.

17 Now, there's a lot of challenges with this.  
18 City commitments and partnerships, staff changes,  
19 right-of-way issues, who's going to install, who's on  
20 first. So dealing with those territories. Ongoing data  
21 fees, who's going to pay that. That has to be  
22 understood early and agreed upon by everyone.

23 There's a lot of daily things that can come  
24 into play. So personnel of who's going to replace  
25 batteries and counters and who's going to look at the

1 data and the processing of all of that. So the cities  
2 are taking this on. If nonprofits are taking these on,  
3 if regions are taking this on, thinking about a person  
4 to do it or half-a-time person, all of that is  
5 important.

6 Performance measures. What that really looks  
7 like and can we do it, an apples to apples comparison.  
8 We may have three months of counters down because of  
9 battery or rain or replacements. Adjusting for that in  
10 a continuing onward trend gets a little tricky at times.

11 And then finally there's a big kind of push  
12 and pull between permanent versus mobile counters.  
13 Mobile counters is lot of getting them set up, taking  
14 them back down, moving them around, that's a logistics  
15 issue. And then permanent is my personal preference,  
16 but you can't find out everything you want to know if  
17 you just use permanent counters. So how those two talk  
18 to each other is sometimes a challenge in a program.

19 We do have interlocal agreements. We created  
20 our own contract. I basically wrote a contract and said  
21 this is what I think are the deal points between our  
22 agencies and how we'll operate this. We've got five of  
23 those in place where we bought counters and we share  
24 information. We've worked overtime in some of the  
25 information TTI's come out with and some of the national

1 data on correction factors.

2 We've hosted mobile counter installation  
3 training because those people are constantly turning  
4 over. So that's important to the process. And then  
5 we're putting out reports.

6 And over all of our reports over the 2015 to  
7 '18 we've got 26 million people counted. So that's  
8 pretty awesome to show that many people are out there  
9 using our facilities.

10 So what's next for us. We actually just  
11 finished last month our bike/ped counter on our traffic  
12 count page. So the page that everyone's going to most,  
13 you know, have bike/ped specific icons, and you can  
14 click I want bike/ped data, and that will come up and  
15 that took three years for me to get that done. So that  
16 was exciting.

17 We also our next phase is our looking at land  
18 use. So what counters are more popular. It's no  
19 surprise if it's near a lot of residential or  
20 businesses, those are showing the biggest bang for your  
21 buck. Those are the hardest to build because you've  
22 already got all that land already planned out, but the  
23 stuff that's near the Trinity River in the North 40 the  
24 counts aren't as popular because they're just separated  
25 from where people are actually at.

1           And then we want to look at purchasing more  
2 counters. We want to look at the -- maybe some  
3 long-term maintenance agreement contracts with agencies  
4 to help us do that if -- our personnel is not just  
5 there to necessarily do it ourselves.

6           The other thing I wanted to mention is this is  
7 a really cool resource. The Federal Highway, the same  
8 guy that came out and did our report, his name is Jeremy  
9 Raw, he's in D.C. with Federal Highway, he decided that  
10 Dallas-Fort Worth had really taken that report and done  
11 really well, he's going to expand this to the country.  
12 So he said, I'm going to give MPOs around the U.S. money  
13 to start testing out counters. So he picked 10 MPOs,  
14 \$20,000 each and said pick whatever counter you want, do  
15 whatever process you want, see if it works for you.  
16 We'll have consultants provide technical support. If  
17 you've got questions, they had a little -- work groups  
18 amongst those 10, the kind of lessons learned of what  
19 was working, what wasn't working. The irony was they  
20 asked us if we wanted to participate, and it was like  
21 six months after we bought equipment. I was like, ah,  
22 that would have been great, but because we already had  
23 equipment, we weren't eligible to do it.

24           So this is a really informative guide and this  
25 is -- not everyone's created equal, right, so here's all

1 the places in the country where they did this. So it's  
2 people that have snow, people that have rain, people  
3 that have mountains, people that have beach, people with  
4 really hot weather or cold. So if you're interested in  
5 more kind of how these programs work large scale in  
6 regional perspectives, this is a really great resource  
7 that I would recommend for you.

8 So that's it. Any questions on this? People  
9 wanted to know more about bike/ped data, we've got a lot  
10 of good resources.

11 And in Houston is doing a lot or work and  
12 Austin's counting a lot. I know some of the parks down  
13 in the valley are. I think this is really expanding and  
14 is an exciting part of our industry right now.

15 All right. Thanks guys.

16

17 UPDATE ON LOCAL AND STATEWIDE ISSUES

18

19 MS. WEAVER: All right. So our next part of  
20 the agenda is going around the room and talking about  
21 what's going on in the world of bike/ped planning in  
22 your neck of the woods.

23 So Shawn, do you mind kicking it off? Or  
24 wait, excuse me, Jeff, let's start with you at the end  
25 of the table. What's going on in Corpus Christi?

1 MR. POLLACK: Not as much as I would like is  
2 the short answer.

3 MS. WEAVER: Okay.

4 MR. POLLACK: Our -- our -- ironically despite  
5 all of my earlier comments, our bike/ped committee  
6 actually has been working to try to get some of the data  
7 that come from the scooter pilot, the six-month scooter  
8 pilot in Corpus.

9 My interest in doing that is more about sort  
10 of where the pedestrian needs are, where we can augment  
11 with bike share and ultimately how to inform transient  
12 infrastructure, but it's a case where it's all lumped  
13 together simply because of lack of resources. So it's  
14 sort of -- that's the basis for my strong opinion.

15 MS. WEAVER: Sure.

16 MR. POLLACK: I've been a little bit  
17 disappointed with the pace of implementation of TAP  
18 projects. We've been -- so our funding has been at  
19 risk. We've got projects that, you know, we funded back  
20 when I was the MPO in 2016 that I think are still  
21 languishing. I thought it was (coughing interruption)  
22 money, but based on the statistic dollar point being  
23 brought may be wrong, but the point being that I'm  
24 really struggling with sort of that -- that final step  
25 towards getting things on the ground. So I wish I had

1 more positive remarks, but at the moment it's about sort  
2 of regrouping for us.

3 MS. WEAVER: All right. Frank.

4 MR. ROTNOFSKY: Well, we're excited for our  
5 community on -- in Laredo with county MPO's. Just  
6 embarked on its citywide transportation plan. So we're  
7 really excited about that. And then really kind of a  
8 couple of announcements. We still have two positions  
9 available. So please if we can get the word out to  
10 everyone here and out there we have two positions  
11 available in our city.

12 Our City of Laredo Planning Department is  
13 pursuing an active transportation planner. So if some  
14 of you want to get out of the cold winter of Austin or  
15 north of here and come down to beautiful sunny Laredo,  
16 we have that position available in the City of Laredo  
17 Planning Department. And our City of Laredo Traffic  
18 Department is also advertising a bicycle/pedestrian  
19 coordinator. So obviously we want to get those  
20 positions filled to kind of keep the movement going down  
21 there.

22 MS. WEAVER: Frank, are you familiar with the  
23 APBP Reserve (phonetic)?

24 MR. ROTNOFSKY: No.

25 MS. WEAVER: It's the Association Pedestrian

1 and Bike Professionals, and they do a national reserve  
2 of bike/ped jobs across the country. So if you get on  
3 their roster, anyone in the U.S. --

4 MR. ROTNOFSKY: What is it?

5 MS. WEAVER: APBP, Association of Pedestrian  
6 and Bicycling Professionals, and it's a great -- they do  
7 a biweekly email and it talks about every state in the  
8 country and cities. New guides, new resources, new  
9 policy, new education programs. Like they'll send you  
10 like an email and it's just packed full of cool  
11 information.

12 It talks about our fees coming up, new  
13 studies. It connects you with your state and federal  
14 programs. They're a good organization.

15 MR. ROTNOFSKY: Excellent. I'll pass this on.  
16 Appreciate it.

17 MS. WEAVER: Any other items to share?

18 MR. ROTNOFSKY: Oh, I'm sorry. No, I'm good.

19 MS. WEAVER: Okay. Trent, what's going on in  
20 Tyler?

21 MR. BROOKSHIRE: I had a baby.

22 MS. WEAVER: Oh, congratulations.

23 MR. BROOKSHIRE: Not me, my darling wife. No,  
24 it was pretty bad yesterday or last night, but we had  
25 him right after the last meeting.

1 MR. GLEASON: Up on a bike yet?

2 MR. BROOKSHIRE: Huh?

3 MR. GLEASON: Up on a bike yet?

4 MR. BROOKSHIRE: Not yet, but we're working on  
5 it. And it's -- you know, in my civilian life it's a  
6 very busy time of the year.

7 So really the hand-to-hand combat for me with  
8 the MPO in Tyler and just kind of local outreach to  
9 concerned citizens within Tyler starts in earnest the  
10 month of January. I reached out to city officials and  
11 have connected with kind of the stakeholders for the  
12 bike and some ped, some of the agencies and groups in  
13 town, but I fully anticipate having more to share on the  
14 next meeting.

15 MS. WEAVER: Good luck.

16 What about Eva, what is going on down in your  
17 area?

18 MS. GARCIA: Well, for the Caracara (phonetic)  
19 Trails Network in Cameron County and REV (phonetic) of  
20 the USBR working group had been doing agency outreach  
21 throughout the municipalities where the proposed USBR 55  
22 and 255 would go through. So that's been moving  
23 forward. We're slowly --

24 MS. WEAVER: Explain those real quick for  
25 everybody.

1 MS. GARCIA: United States Bicycle Route.  
2 It's a United States bicycle highway system.  
3 Essentially it's proposed by the Adventure Cycling  
4 Association and they -- I mean it's just a proposed  
5 corridor network at this time.

6 Several states, I believe like 20 states  
7 throughout, has some USBR designated routes. The routes  
8 themselves are designated by AASHTO, the American  
9 Association for State Highway Transportation Officials.  
10 And they only meet twice a year. So they're meeting in  
11 May and then in the fall again. So our chair of the  
12 USBR group was really eager and wanted to get letters of  
13 support. So I have some work to do in coordinating a  
14 meeting with our local bike/ped coordinator in the Pharr  
15 District, and then coming back here to the state  
16 hopefully in April so that application can be submitted.  
17 It's fairly simple and straightforward, and it doesn't  
18 take into account the condition of the roadway. It's  
19 mostly an approval of the numeric, making sure that the  
20 number system is regulated carefully just like our  
21 highway's numbering system is.

22 But locally, the municipalities -- most of the  
23 route is pretty good for cyclists, and there are groups  
24 currently riding and training on that, but there are  
25 areas that need improvement. And so locally they're

1 hoping that they get the designation, then we can sort  
2 of justify the need for improvement of the facilities on  
3 that route. But it's -- you know, because it's through  
4 a cycling association, it is perceived to be a tourism  
5 draw, something to help the local economy bring, you  
6 know, bicycling tourists to the area.

7 And so the USBR 55 goes through from  
8 Brownsville to Oklahoma, and so we're kind of hoping to  
9 bring that -- designate at least the southern end and  
10 then, you know, hopefully if that's a pretty  
11 straightforward process and it works, then maybe  
12 possibly work with Bike Texas to get it designated  
13 throughout the state through the other municipalities.  
14 But it's the first time in Texas that I think we're  
15 seeking this designation. So that's moving forward.

16 Outside of that, there is the bike/ped of  
17 counter. We have a health foundation that has funded 17  
18 eco counters with the live data and the subscription and  
19 everything, and so the Rails to Trails Conservancy in  
20 the D.C. office. Our research director is drawing up  
21 three different scenarios to put into the existing  
22 network, which is gapped, but those scenarios will take  
23 into consideration the proposed planned network so we  
24 can track data use as we continue to build the network.

25 And the real reason behind that is for health,

1 again because we have such high, severe health  
2 disparities in our area, this is looking particularly at  
3 physical activity how if you live closer to a trail that  
4 improves that. So it's really going to be with a health  
5 focus, but of course -- so we have the UT, School of  
6 Public Health, they're from Austin, they'll be  
7 coordinating research around serving people that live  
8 near these trails counters, pre and post building or  
9 expansion of these trails so that we can look at how  
10 over time, you know, if you live closer to a trail or if  
11 it wasn't there before and then is -- then it comes  
12 there, the physical activity levels increase or if  
13 you're more likely to transport through an alternative  
14 tran -- transportation method.

15 And then thirdly, so that's really cool.  
16 We're moving forward. We have really good research team  
17 gathered around that table. We are planning to take a  
18 cohort of the Caracara Trails partners to the Texas  
19 Trails and Active Transportation Conference. We have  
20 been meeting with the School of Public Health to use  
21 some health funds to stipend and budget their travel and  
22 their registration to attend, and then whatever this UT  
23 School of Public Health, they can only work with so many  
24 of their partnering cities that qualify, then the Rail  
25 to Trails Conservancy will send the other partners.



1           So there's a lot going on down south, and so  
2           come down, it's warm. Yeah, it's pretty -- it's pretty  
3           exciting.

4           MS. WEAVER: What was the grant program that  
5           you guys applied for?

6           MS. GARCIA: It's called for short FLAP, but  
7           it's Federal Land Access Program.

8           MS. WEAVER: Okay.

9           MS. GARCIA: So you can use it for trails as  
10          long as they're taking you to a federal land.

11          MS. WEAVER: Gotcha. Okay. David, anything  
12          you'd like to share?

13          MR. HAM: You bet. Still involved in the  
14          Midland area. So that's where most of the activities  
15          are going on, which it is a bicycle/pedestrian advisory  
16          committee and they're run through the MPO.

17          We've completed Phase I of our trail study  
18          between Midland and Odessa. Basically that was where we  
19          were going to put it. We came up with a couple of  
20          options. Now Phase II is going to be how we're going to  
21          -- how we're going to do this. Getting right-of-ways  
22          and money to construct. So we started on that. We've  
23          had one meeting and the next meeting is next week.  
24          Still involved with Loraine at the MPO as far as keeping  
25          up to what they're doing there.

1           Now that I've moved to the Hill Country,  
2 we had a bike giveaway in Burnet that I helped out a  
3 little bit with. Gave away some safety pamphlets to the  
4 kids that got their Christmas bike, and the only other  
5 thing I have to report is there's a lot more hills here  
6 than are in Midland or Odessa. I'm learning a different  
7 style of riding here. So --.

8           MR. OGAN: Electric bike.

9           MR. HAM: I haven't gone that far yet. So  
10 yep, that's about all I have going on right now.

11          MS. WEAVER: All right. Thank you.

12          Rick, what about you?

13          MR. OGAN: Not a whole lot going on in terms  
14 of the MPO right now because we're still waiting to have  
15 another meeting and finalize our bike/ped plan and then  
16 present it to the city council. So hopefully we'll get  
17 that going shortly. It's the new year, so we'll get  
18 that going.

19                 On another note, I attended the TX DOT's  
20 External Partners for the Safety Workgroup, and I found  
21 that quite interesting. Had representatives from all  
22 different -- a cross section of transportation folks, me  
23 representing the bicycles. And they wanted -- their  
24 goal is to have zero by 2050, which means zero  
25 fatalities by the year 2050. They basically wanted us

1 to look at all different forms or different areas such  
2 as our policies and standards, plans, programs, planning  
3 design, construction, maintenance and roadside safety,  
4 just the whole gamut. Just to try and see what we can  
5 do to get the fatalities down to zero.

6 So we had a first meeting. I'm not sure when  
7 the next one is, but I'm looking forward to it.

8 MS. WEAVER: Well, maybe this year if there's  
9 at some point later in the year you want to give a  
10 presentation on that or talk a few minutes more about  
11 more details, we'd love to hear about it because it  
12 sounds exciting.

13 MR. OGAN: Okay. Great.

14 MS. WEAVER: All right. Mr. Mike?

15 MR. SCHOFIELD: Yes. The City of Austin, we  
16 are still making due progress on --

17 THE REPORTER: Can you speak up? I'm sorry.

18 MR. SCHOFIELD: We're still working on  
19 constructing our all ages and abilities bicycle network.  
20 A couple of years ago we made a commitment at the City  
21 Manager's level to install a hundred miles of all ages  
22 and abilities network in two years. So that was last  
23 year. In 2020 it's looking like we'll be close. Might  
24 be a little late on that commitment. That's protected  
25 bike lanes, off-city trails and neighborhood bikeways

1 combined. And as we do that, we're finding that people  
2 are getting more and more educated in the community  
3 about what is an all-ages bikeway, and in some cases  
4 questioning us on things. Like if you really think that  
5 is all ages is a great thing because it's bringing us to  
6 new levels in our design.

7 We have a new speed management group that has  
8 been working on lowering speeds throughout the city.  
9 Anyone who drives around Austin might have noticed some  
10 lower speed limits on arterials, specifically arterials  
11 with high -- high crash rates.

12 We're doing more and more TX DOT collaboration  
13 on their projects which has been great. Recently  
14 collaborating with them on Oakhill Parkway design in the  
15 West Austin to include 14 miles of trail.

16 The upcoming 365, we're working with them on  
17 Schuette (phonetic) path, and next week we have an all  
18 week design -- the I-35 design team. That's for all --  
19 or vehicles for transit or bike and ped, but will  
20 definitely play a part in making sure that there's  
21 shared paths and crossings on the highway incorporated.  
22 So they've been a really good partner.

23 MS. WEAVER: Cool. In Dallas-Fort Worth a  
24 couple of things of interest. We have started what we  
25 call a video to mud series. So the first Friday of

1 every month we're highlighting a video of a trail in the  
2 Dallas-Fort Worth region. So we have 800 miles of built  
3 trail that nobody knows about. So everyone that comes  
4 up, people go I didn't know there was a trail over  
5 there.

6 So we're interviewing elected officials, the  
7 staff members, the public, just do you use this trail,  
8 why do you like this trail, and just trying to connect  
9 the dots. And then our final video will be the region  
10 as a whole and how much money we invest in trails, the  
11 benefits of trails and let's go talk to elected  
12 officials to build more bike/ped facilities. So that's  
13 exciting. And I think we have like six of them right  
14 now. If anyone wants to check them out and -- if those  
15 are of interest to you.

16 We just completed a study on a 13-mile trail  
17 between the cities of Midlothian and Waxahachie, which  
18 you may not be familiar with, but they're south of  
19 Dallas. They're small towns about 25,000 and they have  
20 important downtowns and they're beautiful, but they want  
21 to connect and so their economy kind of connects. So 13  
22 miles, we've now have engineered it. We know what it  
23 costs. You know, we're going to work with those  
24 communities to start taking bikes a bit and build that  
25 over time.

1           We have just selected a consultant for a  
2 project called Bomber Spur. This is in the city of Fort  
3 Worth. There is a natural loop that's been developed in  
4 the Trinity River of a trail system that this gap of  
5 nine miles is completed would create a 52-mile interloop  
6 of the City of Fort Worth. So it's called Bomber Spur  
7 because it's an old standard railroad line where they  
8 used to make bombs for World War II for Lockheed Martin,  
9 and they would move up and down this railroad and -- so  
10 we're going to have that design underway and engineering  
11 will take about a year.

12           We also have a procurement on the street right  
13 now for a design firm to work with us in South Dallas  
14 County. There are four cities, DeSoto, Lancaster,  
15 Duncan Hill and Cedar Hill, and we're going to study a  
16 trail connection that would link all four cities. They  
17 have parts to them, but it's those gaps, those hard to  
18 get pieces that we're trying to connect all the dots.  
19 So that's on the street right now and hopefully we'll  
20 get good proposals.

21           The other procurement that's going to go live  
22 in about a month is -- you guys -- maybe and maybe not,  
23 but I have talked over time about a trail we've fully  
24 funded from Fort Worth to Dallas. So five cities there  
25 in Fort Worth, Dallas, Arlington, Irving and Granbury.

1 We brought all the mayors together to make it a priority  
2 about five years ago and they are fully funded.

3 We're going to do a national branding  
4 procurement. So we want to know how do we make this --  
5 anywhere in the state of Texas if you heard about this  
6 trail, we want you to connect it to our region and come  
7 check it out. We want to make it a national  
8 destination.

9 So we're going to -- the consultant will not  
10 only help with signage and branding and way finding, but  
11 also how do you the host events there. It's 64 miles, I  
12 could do some marathons on there. I don't need to hear  
13 the Boston Marathon. So what do we need to do to get  
14 there, how do you house that many people, do we have  
15 electric, do we have parking, do we have restroom  
16 facilities, where are the economic drivers of this  
17 trail, where could businesses be located.

18 I want to make this a trail destination for  
19 bars and shops and restaurants and housing. So all that  
20 is being studied. We spend a lot of time in our agency  
21 planning them and help build them and then we just leave  
22 them. And this is five cities that are going to need  
23 help with the operations and maintenance. And maybe  
24 starting a friends group to help pay for things and do  
25 these events. So that will be really cool, and if we

1 can get this done, it will be a model for the region  
2 because we're trying to do more in the region. We're  
3 excited about that.

4 MR. POLLACK: The Indianapolis Cultural Trail  
5 or whatever it's called is a great reference for the  
6 U.S. --

7 MS. WEAVER: Is it outside of Indianapolis or  
8 other communities?

9 MR. POLLACK: It starts inside -- as I  
10 understand it, it connects some -- some outlying  
11 communities and it's been economically transformative.  
12 And I think that was sort of organic, but I'm sure -- in  
13 retrospect they have a lot to offer.

14 MS. GARCIA: What is that called?

15 MR. POLLACK: I think it's Cultural Trail.

16 MS. WEAVER: And the final thing is we are  
17 preparing to do in our region a couple of projects. So  
18 we have TTI (phonetic) set aside funds. We have  
19 workshops about it next week, and we're looking to  
20 launch March 2nd. We have about 20 million dollars  
21 contingent upon federal approvals of the next  
22 transportation bill, and we're going to have a bigger  
23 emphasis on our state (unintelligible) as well because  
24 we know there's so much interest in that. So it will be  
25 interesting to see the applications that we get. So

1 that's it in a nutshell.

2 We have a couple of public comment forms. The  
3 first person that would like to speak is Mr. Robin  
4 Stallings.

5 MS. SHERMAN: We can try and use the callers  
6 and see if Bobby -- I think he dropped off, but Bobby,  
7 if you're out there and you want to give us a report?

8 MS. WEAVER: Bobby? All right. Well, less  
9 than successful communication today. All right.  
10 Anything else on that? Anyone else?

11 Okay. Robin, sorry, take it away.

12 MR. STALLINGS: Thank you, Karla. My name is  
13 Robin Stallings. I'm the Executive Director of Bike  
14 Texas. See a lot of new faces here. It's really nice  
15 to see you all.

16 I've been participating in this committee as a  
17 member or outside for about 18 or 19 years. So it's  
18 really nice to see the evolution. I can assure you you  
19 all are getting more done than anybody's ever gotten  
20 done before. It's really awesome.

21 And one thing that I would say on item 5 is I  
22 would strongly encourage that you incorporate both  
23 pedestrian and micromobility devices. We had a  
24 strategic plan with bicyclists, 1,300 people  
25 participated in 2013, and they were strongly in support

1 of Bike Texas, including pedestrians at the time. There  
2 weren't, you know, e-scooters, but -- and we included  
3 like electric bikes for a long time since we first  
4 passed legislation in 2001 for electric bikes and then  
5 again in the past session. So they are completely  
6 inextricably linked and much better to have them in one  
7 shop. Just like we want TX DOT to consider these things  
8 as a transportation department. We don't want a whole  
9 new department that would think about pedestrians over  
10 here while TX DOT's doing all this kind of stuff. So I  
11 think it's the same thing with this committee where you  
12 might think of it as the active transportation committee  
13 or similar to what AASHTO has done where these things  
14 are included.

15 We don't know what those devices are going to  
16 look like in the future, but there needs to be a  
17 clearinghouse to talk about it, and I think it is going  
18 to be largely determined by speed rather than device.  
19 So I think what are the 15-mile an hour devices and what  
20 happens when all these seniors are -- you know, the  
21 silver tsunami, how are we going to manage this mobility  
22 of, you know, all these people. How can they age in  
23 place, what kind of facilities do, you know, they need.  
24 So I think we're going to see an expansion of access  
25 needs.

1           So including that, certainly including members  
2 has pretty much happened where, you know, everybody says  
3 everybody's a pedestrian, but people that care about  
4 every single one of these issues should pretty much be  
5 everybody that's on this committee. So that it's not  
6 just a bicycle focus or just a pedestrian focus. And I  
7 think people with particular expertise in access issues  
8 are a good idea, but they should also care about all the  
9 other users. And I think that's what this committee has  
10 done.

11           Safe routes to school, a lot of the projects  
12 ran through this committee over time, which is largely a  
13 pedestrian program. And so this committee has always  
14 really addressed pedestrians and bicyclists, but it's  
15 about time to make it formal. And at Bike Texas we  
16 would encourage you all to do that.

17           So thanks for that, and I know you all have  
18 got plenty of time to think about that. But I also  
19 wanted to just mention thanks for some of these  
20 shout-outs to Texas Trails and Active Transportation  
21 Conference. It is really an extension and compliments  
22 the work of this committee, and the committee members  
23 can have a lot to do with the success and its relevance  
24 by if you know people in your region, if you have a  
25 list. For example, we've got somebody now on staff

1 that's reaching out. She's a member of the Austin Bike  
2 Advisory Committee, so she's calling Bike Advisory  
3 Committee members, everyone she can get ahold of, and  
4 connecting with them around their cities. Because if  
5 they can't attend themselves, they know who in their  
6 cities need to go.

7 And we found just like we were hearing that,  
8 you know, Tarrant (phonetic) County might be sending 20  
9 or 30 people. The first time in 2012 they had one  
10 person, and then in 2014 they had about five or six, and  
11 then in '16 they had a dozen. And then after that it's  
12 been a couple dozen, and it's extraordinary that it's  
13 been an incredible resource, and it's gotten better  
14 because of their participation and their  
15 cross-fertilization.

16 So if you've got one city, usually it's just  
17 we kind of jokingly, half-jokingly say if you send one  
18 person and they come back and talk about bicycles, they  
19 look a little bit crazy. Bicycles, bicycles. You know,  
20 we know that experience, all of us in this room, but if  
21 there's three or four people from the city, an engineer,  
22 a planner, a policy maker, you know, an advocate that  
23 all come back and are -- especially have different  
24 pieces of the puzzle, then you've got a movement and  
25 you've got the chance to make the kind of changes that

1 they've made in Brownsville, the kind of changes that  
2 they've made in Denton, and the kind of changes that are  
3 going on in Laredo that you just don't expect. It's not  
4 the first thing you think of is bicycles in some of  
5 these towns, but it's beginning to.

6 We just had a meeting with a county judge in  
7 Milam County, and Milam County is kind of somewhere in  
8 the middle between College Station and Waco and Austin,  
9 and they don't have a single trail, but he has 800 miles  
10 of county roads. He has 600 miles of those roads are  
11 gravel. And he was so excited to hear about what  
12 Cameron County is doing and what Dallas and, you know,  
13 Tarrant County are doing with complete networks. And  
14 that realizing that he could tie in some of these other  
15 great things that are going on in College Station with  
16 what's going on in Williamson County, and maybe Travis  
17 County. That I think it's only the beginning, and a lot  
18 of it is central to what this committee has done.

19 The Bicycle Persian Trails Network Map that  
20 bubbled up out of this committee is truly inspiring to  
21 people. And just like it is, really the layout for the  
22 U.S. Bike Route System, it's got a lot of potential.

23 So we hope that you all can think of who else  
24 will help your work in the future from your communities  
25 to get them to this conference. If you've got any lists

1 that you could share with us that are publicly available  
2 and you're comfortable with that or if you need an  
3 e-mail from one of us. Lynn Haas on our staff, she's  
4 our engineer and deeply involved in planning for the  
5 conference, that if there's any way we can help you all.  
6 It looks like we're going to sell out this time. We're  
7 pretty excited about that, but we're still a long way  
8 from doing it. So we want to make sure that we get all  
9 those spots filled by all the people that are helping us  
10 work. Thanks.

11 MS. WEAVER: We have one other gentleman that  
12 would like to speak. Curtis Rogers with the Austin  
13 Bicycle Advisory Council. Curtis.

14 MR. ROGERS: Hi. My name is Curtis. I'm here  
15 not to speak for the council but as speaking to my  
16 experience on the Bicycle Advisory Council. Kind of  
17 echoing the same thoughts.

18 I don't have a serious opinion about combining  
19 with pedestrians like what was mentioned before. We  
20 kind of agree on everything. So I think you would find  
21 that it would be -- if you created a separate one, it  
22 might be kind of redundant. But for the micromobility,  
23 I would encourage you to take a hard look at that and  
24 how it could be to your advantage to take it under one  
25 roof. Not so much speaking for the companies but

1 speaking for the devices.

2 I don't know if micromobility will continue  
3 living on in the current phase that it is. These things  
4 weren't designed to sit outside all the time, but one of  
5 the interesting things that's happening is it is  
6 becoming this introduction of a new device to America.  
7 It's very popular in China obviously. So what we're  
8 seeing is a lot more people are going to be owning them  
9 rather than maybe renting them. So we will see more  
10 devices that will be far better than what we have today  
11 on the roads, and they will be using the same facilities  
12 as the bikes.

13 From office perspective we're seeing it as a  
14 great opportunity going back to the data you were  
15 talking about. One of the cool things is you can get  
16 the data straight from these companies.

17 In Austin they did a good job requiring that  
18 data. So it's a good way of Austin saying, look, you  
19 know, whether or not when we're competing with, you  
20 know, the cars for space, a lot of times they say, well,  
21 we're not going to put it in the bike facilities until  
22 we have bikes first. Well now we have these flood of  
23 people on two wheels, maybe it's micromobility devices.

24 So I would encourage you to think about that.  
25 And even if you don't think that these companies are

1 going to dump scooters on your cities, just wait, they  
2 probably will eventually whenever there's a good  
3 opportunity to.

4 I previously worked at Lyft, and I lot of  
5 people thought Lyft and Uber's never going to come to  
6 these places and now they are. So I do think that  
7 eventually you will want to see somewhat of  
8 representation around that.

9 Last point. We were talking about us against  
10 the car industry. The car industry has got a lot of  
11 large companies behind it the whole time. This is  
12 actually one opportunity where you will have some  
13 companies that will be supporting you in those efforts.

14 MS. WEAVER: Great point. Thanks, Curtis.

15 All right. Our next meeting is in April. I  
16 -- talking to Bonnie, we're going to bring back the Bike  
17 Design Effort, the BAC extension, also the introduction  
18 of multiple changes to the TA program that was mentioned  
19 earlier, and then there will also be potentially a  
20 health pocket. That's something that they all said they  
21 were interested in.

22 Bonnie's reaching out to a couple of speakers  
23 in this area. If you have a particular program or  
24 someone in mind that is a good speaker about health and  
25 active transportation, feel free to e-mail Bonnie and

1 Noah. If their speakers don't pan out, they're looking  
2 to kind of open that up and broaden. You might be able  
3 to help with that or email that.

4 With that, anything else we need to do? I  
5 think we've covered a lot today. I think the meeting is  
6 adjourned. Thanks everybody.

7 (Proceedings concluded at 12:10 p.m.)

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1 STATE OF CALIFORNIA )  
2 COUNTY OF SANTA CLARA )

3 I, Rebecca K. Quinn, CSR No. 5720, in and for  
4 the County of Santa Clara, State of California, hereby  
5 certify that the witness in the foregoing deposition was  
6 duly sworn or affirmed by me to tell the truth, the  
7 whole truth, and nothing but the truth in the  
8 within-entitled case; that the testimony of said witness  
9 was reported by me, a Certified Shorthand Reporter and a  
10 disinterested person, to the best of my ability, and was  
11 thereafter transcribed into typewriting under my  
12 direction and supervision.

13 IN WITNESS WHEREOF, I have hereunto set my  
14 hand.

15  
16  
17 Date: February 14th, 2020.

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20  
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22 \_\_\_\_\_  
23 REBECCA K. QUINN, CSR #5720  
24  
25

<hr/> <b>\$</b> <hr/>	<b>2012</b> 117:9	<hr/> <b>5</b> <hr/>
<b>\$150,000</b> 16:12	<b>2013</b> 114:25	<b>5</b> 4:18 22:6 114:21
<b>\$20,000</b> 96:14	<b>2014</b> 117:10	<b>50</b> 11:20 91:6 92:10
<hr/> <b>-</b> <hr/>	<b>2015</b> 10:3,24,25 95:6	<b>50,000</b> 88:25
<b>-000-</b> 3:6	<b>2016</b> 98:20	<b>500</b> 34:6
<hr/> <b>1</b> <hr/>	<b>2017</b> 10:24 11:2	<b>500,000</b> 34:7 105:13
<b>1,300</b> 114:24	<b>2018</b> 93:9	<b>52-mile</b> 111:5
<b>10</b> 96:13,18	<b>2019</b> 8:6	<b>55</b> 101:21 103:7
<b>10,000</b> 88:25	<b>2020</b> 4:5 108:23	<hr/> <b>6</b> <hr/>
<b>10.5</b> 16:13	<b>2021</b> 10:17	<b>6</b> 4:19 22:6 83:23
<b>100,000</b> 89:1	<b>2050</b> 107:24,25	<b>60</b> 11:2
<b>11</b> 28:3 92:19,22,25	<b>21-and-a-half</b> 105:14	<b>600</b> 118:10
<b>11th</b> 11:13 83:23 84:23	<b>245</b> 79:4	<b>64</b> 112:11
<b>12</b> 8:18 27:17 63:2	<b>25</b> 11:21	<b>6th</b> 11:13 84:23
<b>13</b> 110:21	<b>25,000</b> 110:19	<hr/> <b>7</b> <hr/>
<b>13-mile</b> 110:16	<b>250</b> 8:9 87:15	<b>7</b> 93:9
<b>14</b> 109:15	<b>250,000</b> 105:11	<b>7,000</b> 88:25
<b>15-mile</b> 115:19	<b>255</b> 101:22	<hr/> <b>8</b> <hr/>
<b>16</b> 27:9,14,17 117:11	<b>25th</b> 11:15	<b>8.7</b> 8:13
<b>17</b> 10:3 103:17	<b>26</b> 95:7	<b>800</b> 110:2 118:9
<b>18</b> 8:19 31:13 95:7 114:17	<b>27</b> 11:19	<b>83</b> 79:4
<b>19</b> 10:3 114:17	<b>270</b> 8:9	<hr/> <b>9</b> <hr/>
<b>1st</b> 68:25	<b>27th</b> 13:12	<b>90</b> 85:1
<hr/> <b>2</b> <hr/>	<b>29</b> 12:4 93:10	<b>90-minute</b> 83:22
<b>2.5</b> 93:11	<b>2nd</b> 113:20	<b>911</b> 5:14
<b>20</b> 102:6 105:6 113:20 117:8	<hr/> <b>3</b> <hr/>	<hr/> <b>A</b> <hr/>
<b>20,000</b> 64:24	<b>3</b> 69:19	<b>A&amp;m</b> 11:11
<b>20-minute</b> 24:24	<b>30</b> 8:18 105:6 117:9	<b>AASHTO</b> 28:24 102:8 115:13
<b>200</b> 8:12 9:4 88:23 91:12	<b>30th</b> 8:17 9:9	<b>AASHTO's</b> 28:23
<b>200,000</b> 18:7	<b>365</b> 109:16	<b>abilities</b> 28:13 108:19,22
<b>2001</b> 115:4	<hr/> <b>4</b> <hr/>	
<b>2011</b> 87:3	<b>4</b> 69:22	
	<b>40</b> 95:23	

<b>ability</b> 7:18 18:10 43:25 46:8 52:12 65:22	<b>addressing</b> 47:11 50:10	<b>agreed</b> 93:22
<b>absent</b> 50:17	<b>adjust</b> 81:11 85:16	<b>agreement</b> 47:8 96:3
<b>absolutely</b> 42:6 54:24 55:7 71:19	<b>adjusting</b> 82:20 94:9	<b>agreements</b> 92:20 94:19
<b>abundance</b> 41:9	<b>adjustment</b> 82:14	<b>ahead</b> 33:1 87:13 92:18
<b>academically</b> 21:20	<b>adjustments</b> 50:20 51:8	<b>ahold</b> 117:3
<b>accelerate</b> 84:7	<b>Administration</b> 87:1,10 88:6 105:12	<b>aligns</b> 25:20
<b>access</b> 35:23 69:25 70:2 79:14 106:7 115:24 116:7	<b>administrative</b> 10:5 15:2	<b>all-ages</b> 109:3
<b>Accessibility</b> 31:9	<b>adopted</b> 27:13 28:19	<b>Allen</b> 93:1
<b>accommodation</b> 68:17	<b>advance</b> 71:5	<b>allowing</b> 62:7 68:17
<b>accomplished</b> 54:25	<b>advanced</b> 88:18	<b>alternative</b> 52:1,10 104:13
<b>account</b> 83:20 102:18	<b>advantage</b> 29:16	<b>Alto</b> 105:15,23
<b>accurately</b> 74:15	<b>advantages</b> 26:13 29:5,6	<b>Amarillo</b> 7:17
<b>acknowledge</b> 75:23	<b>Adventure</b> 102:3	<b>ambition</b> 16:4
<b>acknowledging</b> 60:7	<b>advertising</b> 99:18	<b>American</b> 11:17 64:1 102:8
<b>acquired</b> 82:24	<b>advise</b> 10:18 24:14 54:12	<b>amounts</b> 8:23
<b>action</b> 9:13 24:11 75:4,5,7,8,17 92:18	<b>advisors</b> 39:18	<b>amputations</b> 33:9
<b>actions</b> 39:10	<b>advisory</b> 38:21 41:5 44:16 63:21, 22,24 65:9,10 106:15 117:2	<b>analysis</b> 19:3 80:3
<b>active</b> 4:25 6:3 11:14 19:13 27:7, 10 28:24 29:2,20 31:17 99:13 104:19 115:12 116:20	<b>advocacy</b> 40:5 55:25	<b>and/or</b> 25:3 26:16
<b>activities</b> 76:17,20 77:5 105:19 106:14	<b>advocate</b> 58:12 117:22	<b>Angelo</b> 36:4,17 37:19
<b>activity</b> 20:13 80:10,16 84:12 89:19 104:3,12	<b>advocates</b> 25:22 30:8	<b>announcements</b> 99:8
<b>actual</b> 39:12	<b>AFA</b> 16:7,11,21 17:11	<b>answers</b> 51:14
<b>ad</b> 29:15	<b>affect</b> 51:18 71:10	<b>anticipate</b> 101:13
<b>ADA</b> 5:14 31:10 36:6 43:17 50:21, 23 70:18,20	<b>affecting</b> 24:16	<b>anticipation</b> 8:22
<b>add</b> 17:3 55:5 59:23	<b>afraid</b> 42:20 43:12	<b>Antonio</b> 5:2 11:15 81:22
<b>added</b> 49:20	<b>afternoon</b> 74:8	<b>anybody's</b> 114:19
<b>adding</b> 61:13 93:7	<b>age</b> 115:22	<b>anymore</b> 61:5
<b>addition</b> 93:12	<b>agencies</b> 27:24 55:15 78:8 83:7 88:8 94:22 96:3 101:12	<b>APBP</b> 99:23 100:5
<b>additional</b> 20:6 24:22 25:16 26:24 31:6 65:16	<b>agency</b> 27:24 91:8 92:4 101:20 112:20	<b>app</b> 80:15 81:5
<b>address</b> 23:25 28:25 34:22 62:18 72:4	<b>agencywide</b> 70:5	<b>apples</b> 21:20 94:7
<b>addressed</b> 28:16 116:14	<b>agenda</b> 4:14,17 6:13 22:25 23:3 55:5 75:3 97:20	<b>applicants</b> 8:2
	<b>ages</b> 28:12 108:19,21 109:5	<b>application</b> 21:9 54:10 102:16
	<b>agnostic</b> 54:2	<b>applications</b> 8:9,22 113:25
	<b>agree</b> 46:25 47:3 66:4	<b>applied</b> 105:11 106:5
		<b>apply</b> 88:7
		<b>appointments</b> 8:4 50:9
		<b>approach</b> 24:4 48:4 67:12,20 71:24 72:3,5 74:11,24 75:5,20 86:24

<b>appropriately</b> 72:4	<b>Austin</b> 32:13 35:3 37:22 45:6 58:22 99:14 104:6 108:15 109:9,15 117:1 118:8	<b>basically</b> 80:9,19 83:11 84:7,13 94:20 106:18 107:25
<b>approval</b> 6:11 102:19	<b>Austin's</b> 97:12	<b>basis</b> 98:14
<b>approvals</b> 113:21	<b>authorized</b> 11:3	<b>basket</b> 78:2 82:23
<b>approve</b> 6:20	<b>automatic</b> 81:25	<b>batteries</b> 93:25
<b>approved</b> 36:6	<b>automatically</b> 21:8	<b>battery</b> 94:9
<b>April</b> 10:12,13 24:10 66:16 67:1 74:25 84:3 102:16	<b>availability</b> 25:21 83:8 86:12	<b>Bay</b> 88:22
<b>archiving</b> 85:4	<b>average</b> 25:16 81:15 82:13,18	<b>beach</b> 97:3
<b>arduous</b> 16:14 18:5	<b>avoid</b> 36:22	<b>beautiful</b> 99:15 110:20
<b>area</b> 10:7 13:8 38:1 46:9 50:18 61:19 88:17,22 101:17 103:6 104:2 106:14	<b>aware</b> 15:11 31:22 68:23 69:2 86:6	<b>beauty</b> 92:24
<b>areas</b> 5:4 14:1 18:7,21 29:11 38:14 64:20 67:21 77:24 92:16,17 102:25 108:1	<b>awesome</b> 32:2 86:4 95:8 114:20	<b>begin</b> 44:17 52:24 71:1
<b>argue</b> 18:24 58:24	<b>aye</b> 6:25 7:1 76:3,4	<b>beginning</b> 20:3,7 118:5,17
<b>argument</b> 35:18 37:17 38:3	<hr/> <b>B</b> <hr/>	
<b>Arkansas</b> 63:22,23	<b>B-A-C</b> 29:6	<b>believes</b> 50:16
<b>Arlington</b> 111:25	<b>baby</b> 100:21	<b>belong</b> 32:14 53:15
<b>arterials</b> 109:10	<b>BAC</b> 22:18,21,22 23:3,15,19 24:10, 14,21 25:3 26:23 27:15 29:7 30:2, 10 35:4,10 47:10 48:23 51:15,16, 21 57:3 72:4,21 73:5,7 74:20	<b>belongs</b> 53:13,16
<b>artificial</b> 54:6	<b>BAC's</b> 23:13 31:18	<b>benchmark</b> 15:17 20:21
<b>artificially</b> 54:15	<b>back</b> 4:22 9:10,12 10:4 11:19,23 12:21 13:10 14:16 15:13 16:18 20:10 39:11 55:9,19 58:16 59:21 62:25 64:8 65:15 66:15 67:1 71:23 72:20 74:12,22,25 91:11 94:14 98:19 102:15 105:10 117:18,23	<b>beneficial</b> 15:24
<b>assessing</b> 71:8	<b>background</b> 27:3 49:19,24 50:3,5	<b>benefits</b> 79:11,13 110:11
<b>assist</b> 69:9	<b>backing</b> 20:7	<b>bet</b> 106:13
<b>assistive</b> 29:1	<b>backwards</b> 74:21	<b>bias</b> 55:13
<b>association</b> 99:25 100:5 102:4,9 103:4	<b>bad</b> 56:8 57:2 90:10 100:24	<b>bicycle</b> 7:6 12:12 14:19 23:22 24:15,16 25:20 26:5 27:8,17,19,20 28:22 29:10,12 30:1,7 39:10 40:1 41:15 44:15 45:24 47:14,18 49:12 58:13 63:16,21,22 64:1 68:2,6,14 69:19,22 70:11,16 71:8 89:19 90:8 102:1,2 108:19 116:6 118:19
<b>assuming</b> 21:8 65:21	<b>Bahia</b> 105:16,20	<b>bicycle/pedestrian</b> 87:1,4 99:18 106:15
<b>assure</b> 114:18	<b>balance</b> 30:18	<b>bicycles</b> 12:2 28:12 46:11,13 53:21 64:4 107:23 117:18,19 118:4
<b>Astroguides</b> 45:25	<b>balanced</b> 30:15	<b>bicycling</b> 24:19 28:25 82:13 100:6 103:6
<b>Atascosa</b> 105:17	<b>bang</b> 95:20	<b>bicyclist</b> 45:21 76:17,20 78:13
<b>Atlanta</b> 87:12 88:13	<b>barometer</b> 15:19 21:22	<b>bicyclists</b> 11:17 37:21 58:9 81:19 114:24 116:14
<b>attend</b> 104:22 117:5	<b>bars</b> 112:19	<b>bicyclists'</b> 24:15
<b>attended</b> 107:19	<b>based</b> 65:1 68:1 81:2 92:12 98:22	<b>big</b> 11:4 12:4 56:6 65:8 73:22 74:3 78:10 80:12 83:25 92:23 94:11
<b>attention</b> 29:25 32:25	<b>Basic</b> 89:10	<b>bigger</b> 13:13 38:14 113:22
<b>audience</b> 4:7,8,15 7:1 76:4		<b>biggest</b> 95:20
<b>auditorium</b> 5:25		
<b>augment</b> 98:10		
<b>August</b> 8:2 23:18 90:6		

<b>bike</b> 4:23 11:17 12:17,19 16:12,16 37:2,5,22,25 42:11,21 46:16 53:16 55:18 56:10 58:23 65:9,10 69:4,6, 10,12 70:13,24 79:20 81:4 86:13 89:21 98:11 100:1 101:1,3,12 103:12 107:2,4,8 108:25 109:19 114:13 115:1 116:15 117:1,2 118:22	<b>booth</b> 5:15 6:1	<b>built</b> 18:23 37:12 93:15 110:2
<b>bike/ped</b> 11:10 12:3 17:22 27:5,8 68:7,17 80:7 86:22 87:24 88:18 95:11,13,14 97:9,21 98:5 100:2 102:14 103:16 107:15 110:12	<b>borders</b> 44:7	<b>bumped</b> 105:13
<b>bike/pedestrian</b> 41:19	<b>borrow</b> 87:21	<b>bunch</b> 6:1
<b>bikes</b> 32:9 52:21,22 53:6 56:15 57:1 83:5 90:4,7 91:6 110:24 115:3,4	<b>Boston</b> 112:13	<b>Burnet</b> 107:2
<b>bikeway</b> 67:11,14,18,22 68:12,21 69:3 73:13,20,25 75:1 109:3	<b>bought</b> 92:22 94:23 96:21	<b>businesses</b> 95:20 112:17
<b>bikeways</b> 70:8,22 73:3 108:25	<b>box</b> 79:3	<b>busy</b> 101:6
<b>biking</b> 44:11 77:1,23 90:3	<b>boxes</b> 56:6	<b>buy</b> 91:13 92:25
<b>bill</b> 90:25 91:3 113:22	<b>brain</b> 87:9	<b>bylaws</b> 28:9,19
<b>billing</b> 16:6	<b>branding</b> 112:3,10	
<b>billions</b> 77:21	<b>break</b> 73:21	<hr/> <b>C</b> <hr/>
<b>binary</b> 51:12 57:10	<b>breaking</b> 105:22	<b>C's</b> 39:12
<b>bit</b> 40:3,17 50:7 67:10 68:8,13,21 81:20 82:20 98:16 107:3 110:24 117:19	<b>briefing</b> 5:7,9	<b>California</b> 44:5
<b>biweekly</b> 100:7	<b>briefly</b> 67:19	<b>call</b> 4:1 5:14 8:6,7 10:2,17 53:1 109:25
<b>blanking</b> 105:9	<b>bright</b> 6:2 91:11	<b>called</b> 81:24 87:12 88:4 89:8 106:6 111:2,6 113:5,14
<b>blend</b> 45:4	<b>bring</b> 15:13 20:10 42:2 46:12 51:13 52:7 61:3 62:25 63:10 65:15 88:9,15 103:5,9	<b>callers</b> 114:5
<b>blocks</b> 35:22	<b>bringing</b> 49:21 50:13 109:5	<b>calling</b> 9:2 117:2
<b>blue</b> 68:19	<b>brings</b> 44:21	<b>calls</b> 80:3
<b>board</b> 72:16	<b>broad</b> 14:6 49:25	<b>Cameron</b> 101:19 105:6 118:12
<b>boards</b> 9:1	<b>broaden</b> 50:7 54:8	<b>camp</b> 46:22
<b>Bobby</b> 7:11 31:22,25 45:10,13 48:6 59:21 61:16 76:7,8,10 114:6,8	<b>broadening</b> 56:25	<b>canoe</b> 58:3
<b>body</b> 17:2 42:5 52:5,6	<b>broader</b> 49:15 60:17	<b>capacity</b> 26:21 30:2,9,21 71:6 88:5
<b>bolts</b> 88:1	<b>BROOKSHIRE</b> 13:9 15:17,20,23 43:14,19 51:20 100:21,23 101:2,4	<b>capita</b> 12:5
<b>bomb</b> 6:3	<b>brought</b> 39:17 67:25 75:21 88:15, 16,18,21 98:23 112:1	<b>capture</b> 66:25
<b>Bomber</b> 111:2,6	<b>Brownsville</b> 14:18 103:8 118:1	<b>car</b> 33:24 53:24 58:5 79:18 80:8 83:6 84:15 92:5,6,8
<b>bombs</b> 111:8	<b>bubbled</b> 118:20	<b>Caracara</b> 101:18 104:18
<b>Bonnie</b> 5:6 6:8 62:8 67:10 71:20 77:9,13 84:6 85:20	<b>buck</b> 95:21	<b>card</b> 11:18 12:13 39:9,12,20
	<b>bucket</b> 13:10,19	<b>care</b> 89:14 116:3,8
	<b>buckets</b> 13:13 14:2,9	<b>careful</b> 57:23
	<b>budget</b> 104:21	<b>carefully</b> 102:20
	<b>build</b> 34:14 37:9 54:12 55:18,19 69:14 79:5 90:19 95:21 103:24 110:12,24 112:21	<b>Carl</b> 67:10,19 71:18 77:9
	<b>builders</b> 36:7	<b>cars</b> 37:15 56:12 57:24 77:19 81:15,21 91:5 92:9
	<b>building</b> 5:17,20 12:3 88:5 89:24 92:6 104:8	<b>case</b> 5:17,23 6:3 82:3 98:12
		<b>cases</b> 80:25 109:3

<b>catching</b> 67:9	<b>citizens</b> 13:24 101:9	<b>combined</b> 46:2 63:3,10,11,13,21 93:2 109:1
<b>categories</b> 8:21 20:10,13 73:25 74:2	<b>city</b> 16:5 17:12 41:18 84:10 89:1 91:12,22,23 93:18 99:11,12,16,17 101:10 107:16 108:15,20 109:8 111:2,6 117:16,21	<b>combining</b> 46:12 64:25
<b>category</b> 8:11,12	<b>citywide</b> 99:6	<b>comfort</b> 54:4
<b>caught</b> 18:15	<b>civil</b> 31:10 43:17	<b>comfortable</b> 53:5
<b>Cedar</b> 111:15	<b>civilian</b> 101:5	<b>comment</b> 4:11 25:2 68:11 114:2
<b>center</b> 5:21,25	<b>classes</b> 68:11	<b>comments</b> 4:14 40:11 52:20 63:18 71:20 98:5
<b>central</b> 35:9 56:15 118:18	<b>clear</b> 18:6 23:13 24:9 34:18 66:17	<b>commission</b> 4:21 8:16 9:13,20,22 14:25 22:8,15,20 23:9,20 24:12,15 25:6 26:12 31:18 40:16 46:20 48:15,19,22 49:18 50:8,16 51:2,6,9 59:5 60:20 62:18 64:8 67:3
<b>cetera</b> 70:1	<b>clearinghouse</b> 91:19 115:17	<b>commission's</b> 26:19 60:20 67:3
<b>chair</b> 31:23 41:18 102:11	<b>click</b> 78:17 95:14	<b>commissioners</b> 48:18
<b>challenge</b> 40:13 42:13 94:18	<b>Clint</b> 61:16	<b>commit</b> 10:21 31:5
<b>challenged</b> 45:5	<b>close</b> 35:11 72:21 73:8 78:4 82:18 85:10 108:23	<b>commitment</b> 108:20,24
<b>challenges</b> 33:24,25 34:8 93:17	<b>closed</b> 105:18	<b>commitments</b> 7:18 93:18
<b>challenging</b> 81:20	<b>closer</b> 104:3,10	<b>committee</b> 4:10,22 7:16,22,25 10:1,11,18 13:24 14:11 15:14,25 19:23 20:17 22:9 23:25 24:23 25:25 26:15,20,21,23,25 27:1,11, 13,20 28:5,14 30:15,19,20,24 31:1, 2,4 36:8 37:4 38:22 39:16,24 40:7 41:19 42:16 43:4,24 46:18 47:15 49:4,6,7,9,13,17,20,23 50:6,10,11, 15,16 52:11,21 54:3 55:1,5 56:5,12 58:2,13 59:5,6,9,13 60:8,9,11,15, 24 61:3,10 63:6,21,22,24 65:9,10 66:14,21,24 67:4 75:8,19 98:5 106:16 114:16 115:11,12 116:5,9, 12,13,22 117:2,3 118:18,20
<b>chance</b> 6:16 38:12 64:6 117:25	<b>closest</b> 52:4	<b>committee's</b> 14:5 48:1 52:4
<b>change</b> 13:22 21:18 39:25 45:1 49:16 54:21 56:14 72:12	<b>closing</b> 84:7	<b>committees</b> 14:4 27:8,10,23 28:6, 15 39:18 43:7 55:8,15 63:20 64:17
<b>changed</b> 54:20 69:21	<b>closure</b> 74:22	<b>common</b> 53:23 62:10,15 66:3 69:16,24 70:3 91:25
<b>changing</b> 14:25 41:15 44:1 62:19	<b>clue</b> 91:20	<b>commonalities</b> 25:9
<b>characteristics</b> 27:16,22 53:11	<b>co-op</b> 92:23	<b>communicate</b> 21:4
<b>charge</b> 4:21 22:8,20,22 23:9,25 24:14 26:11,19 34:20 43:23 48:15 49:6,10 51:8 59:6 62:17 64:10 67:3 86:8	<b>code</b> 10:5 15:1,2	<b>communicated</b> 86:7
<b>charged</b> 14:25 45:9	<b>codes</b> 14:23	<b>communicating</b> 46:23
<b>charges</b> 23:19	<b>cohort</b> 104:18 105:6	<b>communication</b> 9:16 114:9
<b>charter</b> 44:1	<b>cold</b> 40:14 97:4 99:14	<b>Communications</b> 19:3
<b>check</b> 5:4 39:10 78:24 110:14 112:7	<b>collaborating</b> 109:14	<b>communities</b> 13:19 14:21,22
<b>Cheer</b> 93:6	<b>collaboration</b> 109:12	
<b>Chief</b> 27:25	<b>collect</b> 82:12 83:14 84:16	
<b>choose</b> 49:4	<b>collected</b> 77:19 78:14	
<b>chose</b> 48:23	<b>collecting</b> 70:13 83:21	
<b>Christi</b> 97:25	<b>collection</b> 68:7 70:11	
<b>Christmas</b> 107:4	<b>collectively</b> 64:9	
<b>cities</b> 25:14 45:21 78:15 79:6 80:24 86:8 88:7,23,24,25 89:1,5 91:9,12,20,21 92:20 94:1 100:8 104:24 110:17 111:14,16,24 112:22 117:4,6	<b>College</b> 118:8,15	
	<b>Colorado</b> 88:16	
	<b>combat</b> 101:7	
	<b>combination</b> 21:12	
	<b>combine</b> 80:19	

25:18,19 58:25 64:22,24 65:2 110:24 113:8,11 118:24	<b>congratulations</b> 100:22	<b>continues</b> 16:7
<b>community</b> 14:19 19:10 24:20 25:24 33:8 34:6 46:13 58:21 70:5 99:5 109:2	<b>congregate</b> 70:6	<b>continuing</b> 23:21 94:10
<b>comparison</b> 21:20 94:7	<b>conjunction</b> 84:1	<b>continuous</b> 27:14 82:21 84:16
<b>competitive</b> 8:6	<b>connect</b> 105:15,21 110:8,21 111:18 112:6	<b>contract</b> 94:20
<b>compile</b> 69:5	<b>connected</b> 101:11	<b>contracting</b> 19:25 20:3
<b>complete</b> 11:1 39:11,14 55:22 57:5,6 118:13	<b>connecting</b> 117:4	<b>contracts</b> 68:16 69:9 96:3
<b>completed</b> 70:22 106:17 110:16 111:5	<b>connection</b> 111:16	<b>contradicting</b> 56:22
<b>completely</b> 35:18,25 36:8 41:10 115:5	<b>connects</b> 100:13 105:24 110:21 113:10	<b>contributes</b> 29:17
<b>completion</b> 8:5	<b>consensus</b> 60:8 62:23	<b>controversial</b> 76:25
<b>compliments</b> 116:21	<b>consequence</b> 42:21	<b>conversation</b> 7:19,24 20:2,4 46:2, 13 47:7,10,25 51:4 52:14 53:5,9 55:17 56:2 58:15,19 66:9,13,16,21 89:13 90:13 92:14
<b>composition</b> 49:6,17	<b>consequences</b> 29:18	<b>conversations</b> 59:11
<b>comprehensive</b> 70:21	<b>Conservancy</b> 103:19 104:25	<b>cool</b> 5:3 96:7 100:10 104:15 109:23 112:25
<b>comprehensively</b> 25:11 29:16 55:17	<b>consideration</b> 9:21 55:5 60:23,25 103:23	<b>coordinated</b> 93:6
<b>comprised</b> 41:7	<b>considerations</b> 25:8 27:18 29:6, 24	<b>coordinating</b> 79:22 102:13 104:7
<b>concept</b> 56:10	<b>considered</b> 24:23 27:17 34:12 47:25	<b>coordination</b> 11:5 55:16 70:18
<b>concern</b> 24:19 25:14 34:10 40:3	<b>considers</b> 29:7	<b>coordinator</b> 99:19 102:14
<b>concerned</b> 101:9	<b>consistent</b> 68:17 69:14	<b>coordinators</b> 27:6 68:2
<b>concerns</b> 25:18 26:4 50:24 51:13 72:4	<b>constantly</b> 37:23 95:3	<b>copy</b> 6:14
<b>concludes</b> 12:9	<b>constituency</b> 56:13	<b>Corpus</b> 97:25 98:8
<b>conclusion</b> 74:12	<b>constraints</b> 74:8	<b>correct</b> 21:20 59:20 60:14
<b>conclusively</b> 41:2	<b>construct</b> 54:6 106:22	<b>correction</b> 95:1
<b>concurrence</b> 51:24 67:21	<b>constructing</b> 108:19	<b>corridor</b> 55:23 102:5
<b>condensed</b> 26:9	<b>construction</b> 10:25 16:12,16 20:2 24:17 36:5,13 108:3	<b>costs</b> 33:22 110:23
<b>condescending</b> 57:23	<b>consultant</b> 71:9 111:1 112:9	<b>coughing</b> 98:21
<b>condition</b> 102:18	<b>consultants</b> 71:14 96:16	<b>council</b> 28:23 107:16
<b>conditional</b> 9:3,9,12	<b>contemplate</b> 64:7 65:5	<b>count</b> 11:10 77:8,19,25 78:13,14 79:20 81:19,23 82:4 83:13,15,18, 21 84:10 87:1,7,8 89:3,13 91:5,8 92:2 95:12
<b>conditions</b> 82:18	<b>contemplation</b> 64:12	<b>counted</b> 81:13 91:4,5,6 93:10 95:7
<b>conference</b> 5:1 11:15 19:14,15 91:4 104:19 116:21 118:25	<b>context</b> 7:23 8:25 9:6 14:11 38:13 46:9 55:22 74:7	<b>counter</b> 95:2,11 96:14 103:17
<b>conflict</b> 74:1	<b>contingent</b> 113:21	<b>counters</b> 82:21,24,25 83:2,4 84:16,17 87:7,8 90:7 92:19,22 93:4,13,25 94:8,12,13,17,23 95:18 96:2,13 103:18 104:8
<b>conflicted</b> 7:18	<b>continuation</b> 22:17	<b>counties</b> 86:8 92:16
<b>congenital</b> 58:15	<b>continue</b> 8:24 10:8 14:5 60:17 69:13,19,21 103:24	

<b>counting</b> 76:18,20 82:16 83:6 84:15 87:4 88:18 92:10,17 97:12	<b>cycling</b> 102:3 103:4	<b>dedicated</b> 18:18,21
<b>country</b> 46:25 88:10 96:11 97:1 100:2,8 107:1	<b>cyclist</b> 34:21 82:7 105:20	<b>defined</b> 44:7
<b>counts</b> 70:14,25 79:18 80:7,8,10 82:4 83:3 84:9 92:5,7,8 95:24	<b>cyclists</b> 34:19 37:10 81:12,16,23 82:5 102:23	<b>deliberate</b> 57:21
<b>county</b> 99:5 101:19 105:6 111:14 117:8 118:6,7,10,12,13,16,17	<hr/> <b>D</b> <hr/>	<b>deliberately</b> 20:23
<b>couple</b> 17:11 36:17 71:2 77:4 99:8 106:19 108:20 109:24 113:17 114:2 117:12	<b>D.C.</b> 96:9 103:20	<b>delve</b> 23:2
<b>court</b> 34:17	<b>daily</b> 81:15 93:23	<b>demo</b> 79:2
<b>cover</b> 31:12 67:18 72:3 73:23	<b>Dallas</b> 45:7 47:3 91:21 93:1 110:19 111:13,24,25 118:12	<b>Denton</b> 91:22 118:2
<b>covered</b> 29:3	<b>Dallas-fort</b> 38:14 55:10 84:3,4 85:12 86:21 92:15 96:10 109:23 110:2	<b>department</b> 17:24,25 19:3 24:19 27:25 41:1 99:12,17,18 115:8,9
<b>covering</b> 84:23	<b>danger</b> 33:14 37:10 42:2	<b>departmentwide</b> 72:11
<b>covers</b> 27:2	<b>darling</b> 100:23	<b>depending</b> 71:6 82:20
<b>craft</b> 49:4	<b>darn</b> 32:17	<b>design</b> 4:23 19:24 20:1 23:22 24:17 29:10 31:8 34:14 37:25 42:15 67:11,14,18,22 68:21,23 69:3,23,25 70:6,18 73:2,3,11,14,21 74:1,7 108:3 109:6,14,18 111:10, 13
<b>crammed</b> 18:5	<b>data</b> 26:4 34:7 68:7 70:11 77:1,8, 16,17,19,25 78:4,5,13,14,22 79:10, 14 80:5,6,22 83:13,15,20 84:7,16 85:15,22 89:4,15 90:7,14,17,20,22 91:20 92:9,12,20 93:20 94:1 95:1, 14 97:9 98:6 103:18,24	<b>designate</b> 103:9
<b>crash</b> 109:11	<b>date</b> 9:10 75:18	<b>designated</b> 102:7,8 103:12
<b>crazy</b> 36:17 58:4 117:19	<b>dates</b> 85:6	<b>designation</b> 103:1,15
<b>cream</b> 53:25	<b>David</b> 37:16 39:3 106:11	<b>designee</b> 31:11 43:17 70:19
<b>create</b> 27:11 36:20 44:7 87:19 111:5	<b>day</b> 12:17 17:19 38:16 52:21 54:11 59:18 60:17 83:24 90:16 91:18	<b>designing</b> 38:4
<b>created</b> 13:16 40:13 63:24 64:3 73:24 88:24 94:19 96:25	<b>day-long</b> 11:13	<b>Desoto</b> 111:14
<b>creating</b> 68:10	<b>day-to-day</b> 88:2	<b>destination</b> 112:8,18
<b>criteria</b> 69:20	<b>days</b> 85:5	<b>detailed</b> 8:9
<b>criteria's</b> 21:10	<b>de</b> 41:5	<b>details</b> 108:11
<b>critically</b> 39:20	<b>deadline</b> 60:19	<b>determined</b> 115:18
<b>cross</b> 50:12 107:22	<b>deal</b> 16:20 17:8 61:5 78:10 93:3 94:21	<b>detracting</b> 40:12
<b>cross-fertilization</b> 117:15	<b>dealing</b> 50:14 93:20	<b>develop</b> 36:10 69:10,22 71:1 72:20 81:10 89:18
<b>crossings</b> 35:13 109:21	<b>decades</b> 77:20	<b>developed</b> 46:19 67:24 70:17 81:17 92:19 111:3
<b>crowd</b> 83:25	<b>decent</b> 32:13	<b>developing</b> 69:24 70:7,16
<b>cruising</b> 67:9	<b>decided</b> 96:9	<b>development</b> 29:11 67:23 68:15 70:19 84:5 91:3
<b>Cultural</b> 113:4,15	<b>decision</b> 7:24 18:14 61:8	<b>device</b> 33:24 53:4,12 115:18
<b>curious</b> 48:12	<b>decisions</b> 19:9 77:18,20,21 78:1	<b>devices</b> 24:3 26:5 29:1 33:7,12 34:11,25 53:7 82:6 114:23 115:15, 19
<b>current</b> 24:14 75:18 79:24		<b>devote</b> 54:22
<b>cutting</b> 88:20		
<b>cycle</b> 16:25 55:19		

<b>diabetes</b> 33:9,10	<b>distance</b> 44:12,13	<b>drives</b> 109:9
<b>dialogue</b> 63:6	<b>distinctions</b> 54:16	<b>driving</b> 12:25
<b>differ</b> 66:4	<b>distribution</b> 26:3	<b>dropped</b> 64:24 68:13 114:6
<b>difference</b> 64:15	<b>district</b> 17:21 68:5,9 69:4,6,10,12, 22 84:2 85:9 102:15	<b>Ds</b> 39:19
<b>differences</b> 43:13	<b>districts</b> 69:10,15,18 72:7 83:7 86:6,7,13	<b>due</b> 25:4 28:16 33:10 38:20 108:16
<b>differentiation</b> 53:21	<b>diverge</b> 20:23	<b>Duncan</b> 111:15
<b>differentiator</b> 54:4 64:14	<b>diversity</b> 49:21 58:19 66:14 91:24	<b>duration</b> 84:19
<b>difficult</b> 19:20 53:18	<b>divide</b> 64:14	<b>DVRPC</b> 88:16
<b>difficulty</b> 10:8	<b>division</b> 43:17 54:6 64:17 65:11 69:8 70:18 79:24	<b>dynamic</b> 45:1
<b>Digest</b> 22:13	<b>Division's</b> 31:10	<hr/> <b>E</b> <hr/>
<b>diluted</b> 41:21	<b>divisions</b> 31:8 72:7	<b>e-scooter</b> 44:25 47:2
<b>diminished</b> 29:25	<b>document</b> 6:14 68:12	<b>e-scooter's</b> 32:23
<b>direction</b> 14:4,12 20:12 23:13 24:10 29:8 32:25 33:16 40:24 53:12 82:6	<b>dodging</b> 37:23	<b>e-scooters</b> 32:12 33:2,6 44:23 115:2
<b>directions</b> 29:9	<b>dollar</b> 16:13 77:21 98:22	<b>eager</b> 102:12
<b>directive</b> 40:14	<b>dollars</b> 8:10,12 77:22 90:21 113:20	<b>earlier</b> 63:2,25 98:5
<b>directly</b> 26:11,18 59:7 88:7	<b>door</b> 4:12,24 5:15,19	<b>early</b> 93:22 105:4
<b>director</b> 28:2 103:20 114:13	<b>doors</b> 81:25	<b>earnest</b> 54:23 101:9
<b>disability</b> 68:18	<b>DOT</b> 11:12 15:6 17:15 18:2 23:22 24:16 25:6 27:6 28:2 29:10 31:6 34:24 36:13 40:23 42:4 43:3 51:20 54:22 55:13 68:1,11,22 69:8,9,25 70:19 71:10 72:6,10,16 73:4 76:17, 20 78:7 79:8,19,25 80:1,21 82:23 83:7 88:16 109:12 115:7	<b>easier</b> 79:14 91:18
<b>disabled</b> 25:24	<b>DOT's</b> 67:23 68:23 69:1 73:9,11 107:19 115:10	<b>easily</b> 12:20 13:1,8 15:12 19:17
<b>disadvantages</b> 26:13	<b>dots</b> 27:7,9,11 28:18,20 63:2,8 110:9 111:18	<b>easy</b> 45:6 78:17 79:10 83:18
<b>disappear</b> 37:6	<b>dovetails</b> 41:11	<b>eco</b> 103:18
<b>disappointed</b> 98:17	<b>downtowns</b> 110:20	<b>economic</b> 112:16
<b>disconnect</b> 46:7	<b>dozen</b> 117:11,12	<b>economically</b> 113:11
<b>discreet</b> 73:7	<b>dozens</b> 92:4	<b>economy</b> 103:5 110:21
<b>discuss</b> 4:9 24:11	<b>draw</b> 103:5	<b>edge</b> 88:20
<b>discussed</b> 23:1 24:4 25:1,21 26:1, 3	<b>drawing</b> 103:20	<b>educated</b> 109:2
<b>discussing</b> 22:19 23:23	<b>drive</b> 14:14,17 15:21 32:15 33:24 35:20	<b>education</b> 12:15,24 13:3,4,7 55:25 100:9
<b>discussion</b> 4:20 6:17 19:5 20:10 22:4,7,15,18 23:5,6,8 24:9,24 25:12,22,23 26:9 31:15,22 32:3 49:1 60:12 61:18 62:19 63:4 67:6 71:21 74:23 84:20	<b>drivers</b> 53:12 112:16	<b>effectively</b> 43:7 44:25 61:1
<b>disparate</b> 43:11		<b>efficacy</b> 18:24
<b>disparities</b> 40:18 104:2		<b>effort</b> 8:6 29:10 67:14,18,22 69:3 71:1
<b>disparity</b> 13:17 40:21 41:13		<b>efforts</b> 12:1 23:21 40:1 67:11 71:6 86:14
<b>disposal</b> 70:2		<b>eggs</b> 78:2 82:23
		<b>elected</b> 90:2,4,14 110:6,11

<b>election</b> 105:4	<b>environments</b> 44:6	<b>Executive</b> 114:13
<b>electric</b> 47:6 53:23 107:8 112:15 115:3,4	<b>equal</b> 88:24 96:25	<b>exhaust</b> 15:21
<b>element</b> 68:20	<b>equally</b> 13:16	<b>exhausting</b> 15:20
<b>elements</b> 14:13 69:16	<b>equestrian</b> 58:2	<b>exhibits</b> 3:10
<b>elephant</b> 74:3	<b>equipment</b> 86:5,15 89:3 96:21,23	<b>existing</b> 55:1 68:10 103:21
<b>eligible</b> 96:23	<b>equity</b> 26:3	<b>exit</b> 5:19
<b>email</b> 28:20 66:11 100:7,10	<b>equivalent</b> 42:5	<b>expand</b> 7:24 24:21 26:16 30:2 56:24 57:3,16 60:4 87:22 96:11 105:22
<b>embarked</b> 99:6	<b>Eric</b> 4:19 7:4 9:8 12:11 16:2 20:9 60:1,2,14	<b>expanding</b> 15:2 23:25 31:18 39:1 54:25 56:9 60:5 92:7 97:13
<b>emergencies</b> 5:13	<b>escape</b> 53:18	<b>expands</b> 26:20
<b>emergent</b> 28:17	<b>essentially</b> 35:11 78:12 79:10 81:10 102:3	<b>expansion</b> 15:1 22:19,23 23:16 25:7 26:13 29:6 38:22 39:15 45:14 55:4 56:18 57:5,7,9 58:13 85:24 86:2 104:9 115:24
<b>emphasis</b> 48:2 113:23	<b>establish</b> 23:13 70:5	<b>expect</b> 37:3 72:24 118:3
<b>encourage</b> 12:16 59:6 60:2 85:2 114:22 116:16	<b>establishing</b> 41:5 86:13	<b>expedite</b> 11:9 16:4
<b>encouragement</b> 12:15,24 13:7	<b>estimate</b> 81:11	<b>expensive</b> 77:20
<b>end</b> 4:14 9:5 18:20 23:14 33:11 40:3 43:4,7 52:20 54:11 57:17,19 59:18 64:16 73:15 91:18 97:24 103:9	<b>Euleless</b> 91:23	<b>experience</b> 33:18 50:5 54:9 70:7, 8 73:4,5 117:20
<b>ended</b> 34:15	<b>Eva</b> 6:22 77:8 101:16	<b>experiences</b> 34:3 49:22
<b>endorse</b> 75:5,19,24	<b>evacuate</b> 5:17,19	<b>experiencing</b> 91:21,22
<b>ends</b> 16:18 41:6 105:23	<b>evaluate</b> 15:6	<b>expertise</b> 43:5 49:22 50:12 58:21 69:23 88:10 116:7
<b>energy</b> 13:24 44:16	<b>evaluated</b> 14:20 20:11	<b>experts</b> 30:7,8 31:7 41:8 58:23 88:15
<b>enforce</b> 34:20	<b>evaluation</b> 11:25	<b>Explain</b> 101:24
<b>enforcement</b> 13:6 34:13 36:16 50:3	<b>events</b> 112:11,25	<b>explaining</b> 21:9
<b>engage</b> 10:11	<b>eventually</b> 79:21	<b>explore</b> 43:25 59:10
<b>engineer</b> 117:21	<b>everybody's</b> 24:8 116:3	<b>exploring</b> 91:14
<b>engineered</b> 110:22	<b>everyone's</b> 31:3 58:7 95:12 96:25	<b>expression</b> 31:17
<b>engineering</b> 43:20 111:10	<b>evolution</b> 40:21 41:13 58:14 114:18	<b>extension</b> 116:21
<b>engineers</b> 18:2 46:1 68:22	<b>evolved</b> 65:3	<b>extent</b> 57:10
<b>enhance</b> 23:21	<b>evolves</b> 20:4	<b>External</b> 107:20
<b>enhancements</b> 29:12 67:23	<b>evolving</b> 47:4,13	<b>extinguishers</b> 5:18
<b>ensure</b> 50:8 68:16	<b>examining</b> 57:12	<b>extraordinary</b> 117:12
<b>entered</b> 5:15,20	<b>Excellent</b> 100:15	<b>eye</b> 67:1
<b>entire</b> 28:5 31:1,4 45:9 92:3	<b>exchange</b> 83:18,21 84:10 86:22 87:1,11	
<b>entities</b> 17:6 71:4 80:23	<b>excited</b> 71:1 99:4,7 113:3 118:11	
<b>environment</b> 45:1	<b>exciting</b> 70:21 95:16 97:14 105:21 106:3 108:12 110:13	
<b>environmental</b> 20:1 44:3	<b>excuse</b> 97:24	

<b>F</b>		
<b>face</b> 56:21	<b>figure</b> 86:23 88:12	<b>footnote</b> 42:25
<b>faced</b> 52:9	<b>fill</b> 21:9,15	<b>foremost</b> 67:2
<b>faces</b> 114:14	<b>filled</b> 15:6 21:13 22:21 23:18 99:20	<b>form</b> 21:9
<b>facilitate</b> 23:4	<b>filling</b> 7:22 55:14	<b>formal</b> 9:12 25:5,8 29:21 116:15
<b>facilities</b> 12:3 23:22 26:6 31:8 93:15 95:9 103:2 110:12 112:16 115:23	<b>final</b> 10:16 98:24 110:9 113:16	<b>formalizing</b> 68:14
<b>facility</b> 31:9 70:16 73:25 74:7,18 75:1	<b>finalize</b> 107:15	<b>formally</b> 28:15,19,24 29:4
<b>fact</b> 42:2 44:25 79:22 82:19	<b>finally</b> 11:16 92:1 94:11	<b>formed</b> 30:23 46:19
<b>facto</b> 41:5	<b>Finance</b> 17:25	<b>forming</b> 16:6 40:16
<b>factors</b> 44:3 82:14 95:1	<b>find</b> 16:24 21:24 27:7 52:5 53:10 64:25 69:16 87:25 94:16	<b>forms</b> 4:11 108:1 114:2
<b>fair</b> 79:3	<b>finding</b> 109:1 112:10	<b>formula</b> 85:16
<b>fairly</b> 30:3 64:4 102:17	<b>finished</b> 95:11	<b>Fort</b> 91:23 111:2,6,24,25
<b>fall</b> 82:17 102:11	<b>fire</b> 5:17,18	<b>forward</b> 30:25 31:4,12 50:6 51:1 60:18 76:6 101:23 103:15 104:16 108:7
<b>Falls</b> 37:19	<b>firm</b> 111:13	<b>forwarding</b> 8:18
<b>familiar</b> 32:8,12 80:13 99:22 110:18	<b>first-aid</b> 5:16	<b>found</b> 12:16 27:9,14 41:19 82:19 90:7 107:20 117:7
<b>fatalities</b> 107:25 108:5	<b>Fish</b> 105:3,17	<b>foundation</b> 61:2,9 103:17
<b>fatality</b> 25:15 45:20	<b>fitness</b> 80:15 81:2	<b>frame</b> 8:3 10:14 69:7
<b>fault</b> 34:21	<b>fits</b> 48:3	<b>framed</b> 52:3
<b>favor</b> 6:25 76:2	<b>fix</b> 74:21	<b>Francis</b> 8:11
<b>feasibility</b> 105:14	<b>FLAP</b> 105:10 106:6	<b>Francisco</b> 88:22
<b>features</b> 79:13 83:19	<b>flash</b> 87:24	<b>Frank</b> 39:7 76:2 99:3,22
<b>February</b> 11:13 83:23 84:23	<b>flexible</b> 46:8	<b>free</b> 4:12
<b>federal</b> 8:23 9:6 17:24 25:17 46:4 73:1,13 86:23 87:1,10 88:6 96:7,9 100:13 105:11 106:7,10 113:21	<b>flip</b> 4:18 41:16	<b>frequency</b> 89:4
<b>feedback</b> 17:9 20:8 23:10 24:8 25:6 68:3 84:21	<b>floor</b> 5:16,18	<b>frequently</b> 30:25
<b>feeds</b> 20:4	<b>fluid</b> 47:21	<b>Fresnos</b> 105:23
<b>feel</b> 4:12 36:1 51:6,19 52:5 64:13	<b>focus</b> 13:23 14:15,17 21:18 25:14, 18 43:22 44:15 45:21 46:8 47:15 50:7 52:19 54:10 55:13 63:16 64:3 84:8 86:15 104:5 116:6	<b>Friday</b> 109:25
<b>feels</b> 26:23,24 33:22 60:24	<b>focused</b> 14:12 23:9 27:8,19 45:20 47:10 49:12	<b>friendly</b> 11:17 12:13 14:19 39:10
<b>fees</b> 93:21 100:12	<b>Focusing</b> 54:15	<b>friends</b> 112:24
<b>felt</b> 66:7	<b>Fodder</b> 19:4	<b>front</b> 5:15,19 67:1
<b>fence</b> 5:21	<b>folks</b> 4:8 6:1 41:7 68:25 72:9,15 80:13 83:17 84:4 85:2 86:13 107:22	<b>fruitful</b> 71:21
<b>fewer</b> 28:3 30:7	<b>folks'</b> 71:6	<b>Fs</b> 39:19
	<b>follow</b> 11:16 66:10	<b>full</b> 56:12 83:24 100:10
	<b>foot</b> 32:24	<b>full-day</b> 84:2 85:3
		<b>fully</b> 17:20 101:13 111:23 112:2
		<b>function</b> 26:22 27:15
		<b>functionality</b> 58:17

<b>fundamental</b> 42:14 62:1,2 64:21	<b>give</b> 5:7 60:25 66:6 67:10,17 70:12 71:18 96:12 108:9 114:7	<b>groups</b> 30:22 35:3 96:17 101:12 102:23	
<b>fundamentally</b> 57:1,12 60:4	<b>giveaway</b> 107:2	<b>growing</b> 93:14	
<b>funded</b> 98:19 103:17 111:24 112:2	<b>giving</b> 31:16	<b>guard</b> 5:14 6:1	
<b>funding</b> 8:10,12,21 9:7 10:9 12:14 17:7 19:16 25:16 29:15 55:25 65:22 70:25 84:6 98:18	<b>GLEASON</b> 7:8,13 9:11,15,18 10:1, 23 12:22 14:3 15:8,13,19,22 16:1 18:6,9,12 20:15,22,25 21:12,18 22:1 52:11 54:18,21 59:3,9,16 66:10 75:7,11 101:1,3	<b>guess</b> 17:23 48:11 55:9 57:9	
<b>funds</b> 9:19 16:25 104:21 113:18	<b>glossing</b> 43:12	<b>guidance</b> 47:11 68:22 70:1 73:3, 13 81:18 82:8	
<b>future</b> 8:23 11:8 19:5,23 20:14 44:20 115:16 118:24	<b>goal</b> 23:12 81:14 107:24	<b>guide</b> 4:23 47:7 72:3 96:24	
<b>FYI</b> 19:19	<b>Gonzalez</b> 31:23 32:1,5 45:12,16	<b>guidelines</b> 19:24	
<hr/> <b>G</b> <hr/>			
<b>gain</b> 12:20 13:8 24:9	<b>good</b> 4:3 5:11 6:19 7:9 16:22 17:7 19:22 20:8 22:4 32:5 33:18 42:9, 10,12 50:4 66:8,20 67:5,8 76:22 77:14 90:22 93:3 97:10 100:14,18 101:15 102:23 104:16 109:22 111:20 116:8	<b>guides</b> 87:14 100:8	
<b>gamut</b> 108:4	<b>Gotcha</b> 106:11	<b>guiding</b> 66:6	
<b>gang</b> 32:4	<b>government</b> 25:17 46:5	<b>gut</b> 90:11	
<b>gap</b> 78:4 84:7 111:4	<b>governmental</b> 88:8	<b>guy</b> 96:8	
<b>gapped</b> 103:22	<b>grab</b> 4:12	<b>guys</b> 23:11 54:11 62:25 65:21 66:6 74:25 85:15 97:15 106:5 111:22	
<b>gaps</b> 111:17	<b>grade</b> 11:25 13:2	<hr/> <b>H</b> <hr/>	
<b>GARCIA</b> 6:21 12:12,23 14:16 15:9 17:10,18 18:8,11 19:8 21:4 31:20 33:5 38:20 43:16 57:4 75:23 84:22 85:6 101:18 102:1 106:6,9 113:14	<b>Granbury</b> 111:25	<b>half</b> 10:25	
<b>gateman</b> 12:1	<b>Grande</b> 105:16,20	<b>half-a-time</b> 94:4	
<b>gates</b> 66:23	<b>grandmother</b> 34:16	<b>half-jokingly</b> 117:17	
<b>gather</b> 5:20 83:15	<b>grant</b> 105:10 106:4	<b>HAM</b> 37:17 39:5 106:13 107:9	
<b>gathered</b> 104:17	<b>graphic</b> 72:25	<b>hamstringing</b> 17:5	
<b>gatherers</b> 80:17	<b>gravel</b> 118:11	<b>hand-to-hand</b> 101:7	
<b>Gave</b> 107:3	<b>great</b> 10:22 13:1 86:16 96:22 97:6 100:6 108:13 109:5,13 113:5 118:15	<b>handing</b> 74:18	
<b>gears</b> 67:16	<b>greater</b> 68:10	<b>handle</b> 42:9 89:5 91:9 92:21	
<b>general</b> 25:2 27:16,22 68:4 72:5	<b>grind</b> 16:7	<b>handouts</b> 78:23	
<b>generally</b> 10:3 28:3,9 80:14	<b>grinds</b> 16:17	<b>hands</b> 47:10 76:24,25	
<b>gentleman</b> 90:24 91:2	<b>ground</b> 11:21 12:21 57:12 62:10, 15 98:25 105:22	<b>hands-free</b> 48:8	
<b>gentlemen</b> 39:6	<b>grounds</b> 16:23	<b>hanging</b> 19:11	
<b>genuinely</b> 51:5	<b>group</b> 11:1 30:23 40:15 41:5,12 42:3 44:10 52:21,22 53:13 72:1,17 73:20 74:6,13,14,19 81:6 91:3 101:20 102:12 109:7 112:24	<b>happen</b> 16:14 43:3	
<b>geographic</b> 49:23		<b>happened</b> 116:2	
<b>Georgia</b> 87:11		<b>happy</b> 66:21	
<b>get all</b> 80:6		<b>hard</b> 40:14 66:22 111:17	
<b>gig</b> 44:22		<b>harder</b> 12:14	
		<b>hardest</b> 95:21	
		<b>hazard</b> 36:21	
		<b>head</b> 55:15 77:5	

<b>heads</b> 73:1	118:23	<b>importance</b> 40:12
<b>health</b> 103:17,25 104:1,4,6,20,21, 23	<b>hopes</b> 83:20	<b>important</b> 21:1 39:16,20 43:12 46:21 61:7 92:13 94:5 95:4 110:20
<b>hear</b> 32:1 35:7 45:18 48:7,10 63:18 72:1 74:11,12,25 76:11,12 105:10 108:11 112:12 118:11	<b>hoping</b> 76:24 79:5 80:4 83:25 85:11 103:1,8 105:1,5	<b>improve</b> 12:15 13:2 15:24 41:24 64:1
<b>heard</b> 58:7 61:15 72:2,6 73:15,17, 19 90:3,24 112:5	<b>horizon</b> 10:1	<b>improvement</b> 13:23 102:25 103:2
<b>hearing</b> 65:14 75:17 117:7	<b>horses</b> 58:1	<b>improvements</b> 55:23 75:1
<b>HEATH</b> 22:17 61:23 62:2 63:8	<b>host</b> 105:3 112:11	<b>improves</b> 44:21 104:4
<b>heavily</b> 81:2	<b>hosted</b> 11:11 95:2	<b>improving</b> 14:24
<b>heavy</b> 32:17	<b>hot</b> 90:6 97:4	<b>in-depth</b> 23:6 24:9
<b>helped</b> 72:3 77:8,10 107:2	<b>hour</b> 53:14 115:19	<b>in-person</b> 83:24
<b>helpful</b> 20:11 66:3	<b>house</b> 32:16 112:14	<b>inched</b> 68:6
<b>helps</b> 47:11	<b>housing</b> 112:19	<b>inclement</b> 5:23
<b>hesitate</b> 14:14	<b>Houston</b> 45:6 61:17 84:3 85:12 97:11	<b>inclined</b> 26:24
<b>hey</b> 45:13 62:9	<b>hundred</b> 88:24 108:21	<b>include</b> 22:23 24:22 25:3 26:16 29:9,12,13 38:23 109:15
<b>high</b> 11:25 24:25 26:7 33:8 38:17 85:1 104:1 109:11	<b>hundreds</b> 92:4	<b>included</b> 22:9 23:19 27:23 51:15 53:2 65:16,19 69:17 115:2,14
<b>high-level</b> 23:8	<b>hurt</b> 34:15,16	<b>includes</b> 30:24
<b>higher</b> 25:15		<b>including</b> 11:25 24:2,17 27:18 28:12 57:1 115:1 116:1
<b>highest</b> 9:5 33:9	<b>I-35</b> 35:9 109:18	<b>inclusive</b> 29:18,19
<b>highlighted</b> 68:19 77:15	<b>ice</b> 53:25	<b>inclusivity</b> 33:17
<b>highlighting</b> 110:1	<b>icon</b> 80:4	<b>incorporate</b> 60:10 69:19 72:15 114:22
<b>highway</b> 84:9 86:23 87:1,10 88:6 96:7,9 102:2,9 105:11 109:21	<b>icons</b> 95:13	<b>incorporated</b> 72:13 109:21
<b>highway's</b> 102:21	<b>idea</b> 33:19 43:25 56:11 65:25 116:8	<b>incorporates</b> 60:11
<b>highways</b> 24:18	<b>ideas</b> 33:3 56:13 62:8 74:16	<b>increase</b> 30:16 40:4 104:12
<b>Hill</b> 107:1 111:15	<b>identified</b> 71:4 77:25	<b>increasing</b> 30:21 89:19
<b>hills</b> 107:5	<b>II</b> 67:12,20 71:18,23 106:20 111:8	<b>incredible</b> 117:13
<b>historic</b> 92:9	<b>III</b> 80:2	<b>incubator</b> 56:13
<b>historical</b> 92:12 105:15	<b>immediately</b> 7:25	<b>Indianapolis</b> 113:4,7
<b>hold</b> 9:12 45:16	<b>impact</b> 19:10 30:9 34:13 40:17 52:16 89:25 90:16,17,21	<b>individual</b> 14:21 41:22 43:5
<b>holds</b> 44:21	<b>impacts</b> 26:21 35:13	<b>individually</b> 65:5
<b>home</b> 35:19 36:7	<b>implement</b> 23:17 36:10	<b>individuals</b> 9:15 49:22 66:11
<b>honestly</b> 56:7	<b>implementation</b> 66:5 67:12,19 98:17	<b>inductance</b> 81:23
<b>honored</b> 42:20	<b>implemented</b> 46:14	<b>industry</b> 97:14
<b>honors</b> 42:19	<b>implementing</b> 89:23	<b>inevitability</b> 40:10
<b>hope</b> 48:8 62:12 74:14 79:11		<b>inextricably</b> 115:6

<b>infer</b> 13:10	<b>interface</b> 78:17 79:17	<b>joint</b> 41:18
<b>influence</b> 73:11	<b>interlocal</b> 94:19	<b>jokingly</b> 117:17
<b>inform</b> 26:15 54:13 98:11	<b>interloop</b> 111:5	<b>Joseph</b> 85:9
<b>information</b> 5:5 13:1 27:3 81:19 82:11 83:15 90:11 94:24,25 100:11	<b>interruption</b> 98:21	<b>judge</b> 118:6
<b>informative</b> 5:3 96:24	<b>intersections</b> 74:1	<b>July</b> 10:13 71:24 90:6
<b>infrared</b> 81:24 82:3 83:1	<b>interviewing</b> 110:6	<b>jump</b> 13:22 22:5 31:21 89:11
<b>infrastructure</b> 12:14 16:22 29:14 40:19 42:11,21 47:18,25 54:11,12 55:25 58:9 92:6,7 98:12	<b>introduce</b> 73:18	<b>jumped</b> 71:11
<b>initial</b> 23:8 24:8	<b>introduction</b> 24:7	<b>jumping</b> 87:13
<b>initiate</b> 68:5 70:24	<b>introductory</b> 73:19	<b>June</b> 10:12 90:6
<b>initiated</b> 22:19 69:24	<b>inventory</b> 70:16,21	<b>junior</b> 16:20
<b>Initiating</b> 69:4	<b>invest</b> 110:10	<b>justify</b> 103:2
<b>input</b> 20:1 48:25 51:6 59:12 68:1	<b>invited</b> 36:7 87:9	
<b>inputs</b> 73:6	<b>involved</b> 37:19 50:18 69:1 72:7 74:20 77:6 106:13,24	<hr/> <b>K</b> <hr/>
<b>inside</b> 5:24 113:9	<b>ironically</b> 98:4	<b>Karla</b> 50:14 77:8 84:3 114:12
<b>inspiring</b> 118:20	<b>irony</b> 96:19	<b>keen</b> 16:16
<b>install</b> 93:19 108:21	<b>irregardless</b> 38:24	<b>keeping</b> 8:10 106:24
<b>installation</b> 95:2	<b>Irving</b> 111:25	<b>Kentucky</b> 63:23
<b>Institute</b> 11:11	<b>issue</b> 23:3 26:2,10,14,18 27:2 28:17 29:5 30:6 34:21 39:20 48:19 51:2,3 52:18 67:8 94:15	<b>Kevin</b> 84:4
<b>instructions</b> 6:4	<b>issues</b> 24:15 27:8 28:22,25 30:11, 14 34:22 37:7 42:5 54:23 55:6 60:17 63:10,17 93:19 97:17 116:4, 7	<b>key</b> 54:3
<b>insuring</b> 25:23	<b>item</b> 4:18 22:5,6 76:16 114:21	<b>kick</b> 105:22
<b>integrate</b> 92:2	<b>items</b> 4:9 6:17 24:18 25:12 70:10 71:3,8 75:4 100:17	<b>kicked</b> 68:24
<b>integrated</b> 79:21 80:9		<b>kicking</b> 97:23
<b>integration</b> 56:20	<hr/> <b>J</b> <hr/>	<b>kids</b> 107:4
<b>intelligently</b> 59:2	<b>jam</b> 36:20	<b>killed</b> 45:22,23
<b>intend</b> 69:5	<b>January</b> 8:17 9:9 101:10	<b>Kim</b> 13:14
<b>intent</b> 9:18 10:11,15	<b>Jeff</b> 46:23 52:20 77:7 97:24	<b>kind</b> 13:10,15,17 17:18 19:20 23:8 26:19 29:3 30:12 32:17 37:2 43:21 44:21 48:2 52:23 57:11 61:2,20 62:9,14,16,20,24 63:4 65:23 66:14 69:14 72:24,25 73:22 74:17,20 86:14,24 87:8,21 90:11 93:15 94:11 96:18 97:5 99:7,20 101:8,11 103:8 110:21 115:10,23 117:17,25 118:1,2,7
<b>interaction</b> 11:5	<b>Jeff's</b> 43:14	<b>kits</b> 5:16
<b>interacts</b> 47:17	<b>Jeremy</b> 96:8	<b>knew</b> 13:15
<b>interest</b> 10:4 16:16 30:11,13 31:18 49:14 65:22 70:7 93:7 98:9 109:24 110:15 113:24	<b>job</b> 42:12 91:18	<b>knowledge</b> 21:1
<b>interested</b> 21:13 50:2 58:3 72:11 97:4	<b>jobs</b> 100:2	
<b>interesting</b> 22:12 93:16 107:21 113:25	<b>joined</b> 7:11,16 31:23	
<b>interests</b> 49:15,25 50:24	<b>joining</b> 5:12 7:10	

<b>L</b>	<p><b>lessons</b> 96:18</p> <p><b>letters</b> 102:12</p> <p><b>letting</b> 16:4 19:6</p> <p><b>level</b> 12:18 14:20 15:3 18:4,7 21:22 25:1 33:16 34:24 42:20 53:6 69:12,22 73:2,13 85:1 108:21</p> <p><b>levels</b> 58:20 82:13 104:12 109:6</p> <p><b>license</b> 80:24</p> <p><b>licensed</b> 80:2,21</p> <p><b>life</b> 101:5</p> <p><b>light</b> 80:4 83:2</p> <p><b>likewise</b> 7:2</p> <p><b>limbs</b> 33:11</p> <p><b>limitation</b> 81:1</p> <p><b>limiting</b> 52:10</p> <p><b>limits</b> 109:10</p> <p><b>lingo</b> 58:7</p> <p><b>link</b> 86:3 111:16</p> <p><b>linked</b> 115:6</p> <p><b>list</b> 9:3,9,12 16:19 67:21 77:13 116:25</p> <p><b>listening</b> 49:1</p> <p><b>lists</b> 118:25</p> <p><b>literally</b> 17:9</p> <p><b>live</b> 35:20 44:11,12 103:18 104:3,7, 10 111:21</p> <p><b>lives</b> 34:19</p> <p><b>local</b> 11:6 17:21 18:12 26:2 30:5 33:14 73:2,5 78:8 80:23 84:11 97:17 101:8 102:14 103:5 105:1</p> <p><b>locally</b> 17:22 83:21 102:22,25 105:24</p> <p><b>located</b> 5:14,16,18 112:17</p> <p><b>location</b> 37:13 38:9</p> <p><b>locations</b> 79:3 82:10 84:8,13,19 89:3 93:10</p> <p><b>locked</b> 85:7,11</p> <p><b>Lockheed</b> 111:8</p> <p><b>logical</b> 26:20 65:1 73:23</p>	<p><b>logistics</b> 94:14</p> <p><b>long</b> 11:22 44:23 66:18 77:13 106:10 115:3</p> <p><b>long-range</b> 89:17</p> <p><b>long-term</b> 96:3</p> <p><b>longer</b> 17:6</p> <p><b>looked</b> 8:8 28:23 29:10</p> <p><b>loop</b> 31:3 81:23 111:3</p> <p><b>loops</b> 82:4</p> <p><b>Loraine</b> 106:24</p> <p><b>Los</b> 105:23</p> <p><b>lose</b> 39:25 46:7 52:24</p> <p><b>losing</b> 16:24 33:11 34:19</p> <p><b>lost</b> 11:21 56:2</p> <p><b>lot</b> 11:5 27:11 28:18 33:10 38:14 41:15 44:14 46:17 48:21 55:8,21 60:11 74:2,10 80:14,15 81:3 83:15 84:9,11,18 87:16 90:5 91:24 93:17, 23 94:13 95:19 97:9,11,12 106:1 107:5,13 112:20 113:13 114:14 116:11,23 118:17,22</p> <p><b>lots</b> 39:12 87:13,14 88:17</p> <p><b>love</b> 108:11</p> <p><b>lower</b> 35:12 109:10</p> <p><b>lowering</b> 109:8</p> <p><b>luck</b> 101:15</p> <p><b>lump</b> 40:20 43:3</p> <p><b>lumped</b> 98:12</p> <p><b>lumping</b> 41:20 42:2 64:22</p>
		<b>M</b>
<p><b>lack</b> 17:13 26:4 42:25 98:13</p> <p><b>Laguna</b> 105:17</p> <p><b>Lancaster</b> 111:14</p> <p><b>land</b> 58:11 74:6 90:17 95:17,22 105:16,18 106:7,10</p> <p><b>lane</b> 53:16 55:18 56:10</p> <p><b>lanes</b> 37:2,5 74:9 108:25</p> <p><b>languishing</b> 98:21</p> <p><b>Laredo</b> 99:5,12,15,16,17 118:3</p> <p><b>large</b> 5:25 18:17,21 97:5</p> <p><b>largely</b> 41:7 79:7,8 115:18 116:12</p> <p><b>larger</b> 18:13</p> <p><b>lastly</b> 105:8</p> <p><b>late</b> 69:6 108:24</p> <p><b>latest</b> 73:15</p> <p><b>launch</b> 88:3 113:20</p> <p><b>launches</b> 58:4</p> <p><b>law</b> 36:16 50:3</p> <p><b>laws</b> 12:6 13:21</p> <p><b>lay</b> 41:9 61:2</p> <p><b>layered</b> 80:8</p> <p><b>laying</b> 61:9</p> <p><b>layout</b> 118:21</p> <p><b>lead</b> 79:7,9</p> <p><b>leader</b> 78:12 80:13</p> <p><b>League</b> 11:17 64:1</p> <p><b>Leal</b> 85:9</p> <p><b>learn</b> 63:7 87:20</p> <p><b>learned</b> 96:18</p> <p><b>learning</b> 87:23 107:6</p> <p><b>leave</b> 19:11 112:21</p> <p><b>left</b> 5:20 10:25</p> <p><b>legal</b> 32:21</p> <p><b>legislation</b> 12:6 13:20 32:21 115:4</p> <p><b>lens</b> 20:12</p>		<p><b>macroeconomically</b> 43:21</p> <p><b>made</b> 11:22 18:14 35:10 78:17 89:25 90:21 108:20 118:1,2</p> <p><b>main</b> 23:10 25:12 26:9 31:16</p> <p><b>maintenance</b> 24:17 34:1,2 74:2 96:3 108:3 112:23</p> <p><b>make</b> 4:25 8:4 9:19 14:6 18:3 19:17 22:22 23:24 24:18 29:3,15 31:22 32:21 34:9 35:5 46:17 49:20, 21 50:11,19,20 53:20 55:6 74:15</p>

77:20,21 78:1 79:10 80:18 84:12 86:3 87:22 91:18 111:8 112:1,4,7, 18 116:15 117:25	108:6 118:6	<b>mind</b> 8:10 17:7 52:19 57:17 97:23
<b>maker</b> 117:22	<b>meetings</b> 7:19 10:13 71:25 72:14, 17,18 73:19 74:5,13,19,20	<b>minor</b> 49:10
<b>makes</b> 14:15 25:10	<b>Melissa</b> 91:23	<b>minority</b> 42:24
<b>making</b> 10:6 11:24 12:2 15:10,11 19:9 28:13 33:17 49:24 61:8 72:11 85:4 92:11 102:19 108:16 109:20	<b>member</b> 74:14 114:17 117:1	<b>minuses</b> 39:13
<b>Makto</b> 45:25	<b>members</b> 28:4,6,10 30:10,13,16, 24 49:19 50:11 66:14,24 73:20 110:7 116:1,22 117:3	<b>minute</b> 22:20 23:18,20
<b>manage</b> 87:4 115:21	<b>membership</b> 7:9	<b>minutes</b> 6:11,15 7:3 31:13 85:2 108:10
<b>management</b> 89:4 109:7	<b>mention</b> 4:16 96:6 116:19	<b>mission</b> 57:12
<b>manager</b> 18:1	<b>mentioned</b> 16:3 20:9 70:15 83:9, 10 84:6 86:5 92:2	<b>Missouri</b> 63:23
<b>Manager's</b> 108:21	<b>merge</b> 48:4	<b>mix</b> 46:3
<b>manner</b> 27:15 73:23	<b>merges</b> 47:17	<b>mixed</b> 40:6
<b>manual</b> 68:23 69:3 73:12	<b>merit</b> 40:12	<b>mobile</b> 93:4 94:12,13 95:2
<b>manuals</b> 46:1	<b>message</b> 64:7	<b>mobility</b> 24:2 29:1,15 33:6,11,23 35:1 36:15 40:13 41:1 42:5,10,13 43:10 45:4,5 49:15 53:4,7 115:21
<b>map</b> 92:15 118:19	<b>metal</b> 56:6	<b>mobility.tenu.edu/bike/ped</b> 78:22
<b>Marathon</b> 112:13	<b>method</b> 85:25 86:2 104:14	<b>modal</b> 54:15
<b>marathons</b> 112:12	<b>methods</b> 84:14	<b>mode</b> 25:13,21 26:1 27:19 28:18 29:7,12 30:1,4,19 32:13 41:16 43:6 49:12 54:2,5,8 64:14 65:4
<b>Marble</b> 37:19	<b>metro</b> 18:21 78:8	<b>model</b> 113:1
<b>Marc</b> 59:23	<b>Metropolitan</b> 87:5	<b>modes</b> 24:22 25:10,11 29:2,16,20 31:17 33:5 40:20 41:22 46:24 47:18 48:3,5 49:11 56:16,17,25 58:22 63:19 64:22,25 65:13
<b>Marc's</b> 65:25	<b>Michigan</b> 63:12	<b>modification</b> 4:17
<b>March</b> 5:1 11:15 84:2 85:10 113:20	<b>micromobility</b> 22:24 24:3 25:4,5 26:1,3,5,17 28:16,21 30:3,5,6,11, 14 33:5 34:11 37:11 40:20 41:6 44:19 45:5,15 46:22 47:5,16,17,21 48:3 50:14 52:23 53:2,4 54:3 55:1 56:5,25 58:14 61:14 65:19 114:23	<b>modifications</b> 4:21 6:18 10:6
<b>marked</b> 3:10 5:16,18	<b>mid-30s</b> 11:24	<b>modify</b> 48:1
<b>market</b> 44:22	<b>mid-size</b> 16:8 18:18	<b>module</b> 80:1
<b>Martin</b> 111:8	<b>middle</b> 36:18,19 71:8 118:8	<b>modules</b> 83:11
<b>materials</b> 6:14 70:3	<b>Midland</b> 37:19 106:14,18 107:6	<b>mold</b> 73:6
<b>matter</b> 30:7 31:7 69:23	<b>Midlothian</b> 110:17	<b>mom</b> 35:18,20
<b>MATTERS</b> 7:6	<b>Mike</b> 108:14	<b>moment</b> 99:1
<b>mayors</b> 112:1	<b>Milam</b> 118:7	<b>momentum</b> 40:1
<b>Mccloud</b> 13:14	<b>mile</b> 105:14	<b>money</b> 16:6 18:22 37:9 44:16 46:5 90:5 96:12 98:22 106:22 110:10
<b>means</b> 17:23 18:1 41:3,8 49:5 80:6 107:24	<b>miles</b> 53:14 108:21 109:15 110:2, 22 111:5 112:11 118:9,10	<b>month</b> 12:19 90:8 95:11 101:10 110:1 111:22
<b>measures</b> 18:17 68:14 89:18 94:6	<b>million</b> 8:10,12,13 12:5 16:13 89:1 90:21 93:9,12 95:7 113:20	<b>monthly</b> 72:16
<b>medical</b> 5:13		
<b>meet</b> 18:2,3 42:19 52:2,6 102:10		
<b>meeting</b> 4:5,18 6:7,15 8:17 9:10 15:1 19:23 22:18 23:1,7,14 24:6,8 25:1 30:25 60:24 100:25 101:14 102:10,14 104:20 106:23 107:15		

<b>months</b> 94:8 96:21	<b>natural</b> 64:17 111:3	22:6 30:7,16 34:10 69:19,22 72:2, 6,9,19 73:20 74:19 76:16 77:15,24 79:3 81:12 82:24 83:3 90:8 102:20
<b>morning</b> 4:4 5:11 7:9 32:5 76:22	<b>nature</b> 28:17 31:17 53:19	
<b>mother</b> 34:15	<b>nearing</b> 8:5	<b>numbering</b> 102:21
<b>motion</b> 6:20,21 75:22,23	<b>necessarily</b> 11:4 21:19 28:7 41:9 42:6,15 47:12 49:16 50:7 55:20 56:7 57:2 59:1 69:14 75:11 96:5	<b>numbers</b> 38:18
<b>motorist</b> 34:21	<b>neck</b> 97:22	<b>numeric</b> 102:19
<b>motorists</b> 33:15	<b>needed</b> 66:20 87:16 90:2	<b>numerous</b> 77:5
<b>motorized</b> 33:7,12 35:21	<b>needle</b> 13:13 20:19 89:23	<b>nursing</b> 35:19
<b>mountain</b> 45:17 48:6	<b>neighborhood</b> 108:25	<b>nuts</b> 88:1
<b>mountains</b> 44:7 97:3	<b>neighborhoods</b> 38:17	<b>nutshell</b> 114:1
<b>move</b> 5:24 13:13 20:18,21 22:2 31:2,11 57:24 84:18 111:9	<b>network</b> 101:19 102:5 103:22,23, 24 108:19,22 118:19	<hr/> <b>O</b> <hr/>
<b>moved</b> 31:4 68:7 82:25 107:1	<b>networks</b> 118:13	<b>Oakhill</b> 109:14
<b>movement</b> 99:20 117:24	<b>Nevada</b> 44:5	<b>observation</b> 18:23
<b>moving</b> 20:6 40:24,25 43:10 56:6, 11,12 76:6 89:22 93:13 94:14 101:22 103:15 104:16	<b>news</b> 6:19	<b>observing</b> 21:11
<b>MPO</b> 36:4 87:5 88:16,22 98:20 101:8 106:16,24 107:14	<b>nice</b> 114:14,18	<b>obvious</b> 56:16
<b>MPO's</b> 99:5	<b>night</b> 100:24	<b>occupation</b> 44:13
<b>MPOS</b> 78:15 79:6 80:23 96:12,13	<b>NMDS</b> 80:4	<b>occur</b> 17:14 30:12,14,18
<b>MTC</b> 88:21	<b>Noah</b> 22:7 61:21 77:9	<b>occurrence</b> 30:4
<b>mud</b> 109:25	<b>Noah's</b> 4:20	<b>October</b> 6:15 24:7 66:22 68:25
<b>multi-million</b> 77:21	<b>nods</b> 80:14	<b>Odessa</b> 106:18 107:6
<b>multi-mobile</b> 34:25	<b>noes</b> 61:13,14	<b>off-city</b> 108:25
<b>multifaceted</b> 78:6	<b>noncomplete</b> 33:25	<b>offense</b> 58:25
<b>multiple</b> 78:4	<b>nonmetro</b> 64:20	<b>offer</b> 14:3 113:13
<b>multiuse</b> 38:6,15	<b>nonmotorized</b> 80:5 89:15	<b>offered</b> 49:3
<b>municipalities</b> 16:8 101:21 102:22 103:13 105:21,25	<b>nonprofits</b> 94:2	<b>office</b> 32:17 103:20
<b>municipality</b> 14:18 16:15	<b>nonrecreational</b> 85:17	<b>officer</b> 36:16
<b>muted</b> 76:8,14	<b>nonurban</b> 8:19,23 10:7	<b>officials</b> 27:24 90:2,4,14 101:10 102:9 110:6,12
<b>mutual</b> 24:19	<b>north</b> 95:23 99:15	<b>Ogan</b> 32:8,11 35:15,17 36:24 38:6 50:2 107:8,13 108:13
<hr/> <b>N</b> <hr/>	<b>note</b> 4:24 107:19	<b>Oklahoma</b> 103:8
<b>named</b> 90:25 91:3	<b>notes</b> 26:8	<b>on-site</b> 6:5
<b>names</b> 62:13	<b>noticed</b> 109:9	<b>one's</b> 45:2 61:15
<b>national</b> 12:19 25:15 94:25 100:1 105:2,15,17 112:3,7	<b>noting</b> 60:9	<b>ongoing</b> 73:11,14 93:20
	<b>notions</b> 75:1	<b>online</b> 5:5 85:4 89:8
	<b>NPO</b> 16:7	<b>onward</b> 94:10
	<b>NPS</b> 105:16	<b>open</b> 105:19
	<b>number</b> 4:18,19 7:16,18 21:13	

<b>open-minded</b> 51:3	<b>packed</b> 17:15 100:10	<b>Passionate</b> 67:8
<b>opened</b> 66:23	<b>packet</b> 22:9 23:4 26:10	<b>passive</b> 81:24
<b>operate</b> 32:16 41:12 92:13 94:22	<b>paddling</b> 57:25	<b>past</b> 7:17 32:20 67:24 70:15 77:6 115:5
<b>operations</b> 112:23	<b>pages</b> 87:15 91:15	<b>path</b> 37:25 109:17
<b>opinion</b> 38:8 40:25 43:15 48:20 66:14 98:14	<b>painful</b> 61:4	<b>paths</b> 37:5 38:6,15,25 109:21
<b>opinions</b> 52:17	<b>Palo</b> 105:15,23	<b>patterns</b> 91:25 92:11
<b>opportunity</b> 12:7 27:1 71:10 75:8 86:11	<b>pamphlets</b> 107:3	<b>pay</b> 92:20 93:21 112:24
<b>opposed</b> 7:2 62:13 76:5	<b>paper</b> 26:10,14,18 27:2 29:5 62:8 78:20	<b>ped</b> 46:16 70:13,25 101:12 109:19
<b>opt</b> 80:18	<b>papers</b> 22:11 23:3	<b>pedestrian</b> 7:6 24:2 25:13,21 26:6 27:17 28:22 29:7 30:6,11,13 31:7,8 37:23 41:17,18 42:5,10,13 45:2,20, 24 46:18 47:15,18 49:14 55:12,24 58:7,13 61:13 63:16 68:2,14 69:23 70:11,16 71:9 76:17,20 78:14 79:20 82:7 98:10 99:25 100:5 114:23 116:3,6,13
<b>option</b> 30:16	<b>paradigm</b> 41:10 56:19	<b>pedestrians</b> 22:24 25:3,5 26:4,16 27:21 28:12 29:9,13 33:2 36:2 37:20 38:1 44:9 45:3,14,22 46:12, 15,21 51:12,15 52:22 58:10 65:16 81:20 115:1,9 116:14
<b>options</b> 24:1,2,12 30:12 61:13 65:17,18 106:20	<b>paragraph</b> 62:17	<b>peer</b> 86:22 87:1,11
<b>orange</b> 6:2	<b>Park</b> 105:2,15	<b>peeves</b> 36:3
<b>order</b> 4:1 22:20 23:18,20 68:5 72:4 73:24	<b>parked</b> 37:15	<b>pending</b> 83:7
<b>ordinance</b> 36:5	<b>parking</b> 112:15	<b>people</b> 5:3 12:5 33:7,10 34:5,6 35:19 36:17,21 37:11,13 38:15,18 39:13 40:25 44:14 50:17 53:10 55:12 56:6,12 57:25 58:1,18 66:7 72:8,17 77:1,6 80:15,16 81:3 82:16 83:3,9,18 85:19 86:11 87:20,24 88:10 89:21 90:3,8 91:11,14 92:4 93:10,12,13 95:3,7,8,25 97:2,3,8 104:7 105:6 109:1 110:4 112:14 114:24 115:22 116:3,7,24 117:9,21 118:21
<b>organic</b> 113:12	<b>parks</b> 97:12 105:2	<b>people's</b> 90:11
<b>organically</b> 57:15	<b>Parkway</b> 109:14	<b>perceived</b> 103:4
<b>organization</b> 21:15 40:24 71:5 87:5 100:14	<b>parsed</b> 43:5	<b>percent</b> 11:2
<b>outlying</b> 113:10	<b>part</b> 14:5 32:3 39:22 42:14 43:3 53:8 55:11 56:15 58:10 65:8 66:2, 24 68:15 78:5 80:2 93:13 97:14,19 109:20	<b>percentage</b> 34:4
<b>outreach</b> 13:4 101:8,20	<b>participate</b> 7:19 74:14 87:10 96:20	<b>perception</b> 29:25
<b>overarching</b> 47:22 53:13	<b>participated</b> 114:25	<b>performance</b> 68:14 89:18 94:6
<b>overlapping</b> 29:14 31:16 53:18	<b>participating</b> 69:1 114:16	<b>period</b> 63:15
<b>overlooked</b> 20:8	<b>participation</b> 117:14	<b>permanent</b> 79:4 84:16 92:19 93:4 94:12,15,17
<b>oversimplifying</b> 52:15	<b>parties</b> 21:14	
<b>overtime</b> 94:24	<b>parting</b> 64:5	
<b>overview</b> 11:12 26:7	<b>partner</b> 27:24 109:22	
<b>overwhelming</b> 87:6	<b>partnering</b> 78:7 104:24	
<b>owned</b> 105:16	<b>partners</b> 104:18,25 107:20	
	<b>partnerships</b> 93:18	
<hr/> <b>P</b> <hr/>	<b>parts</b> 42:7,8 93:5 111:17	
<b>PA</b> 6:4	<b>Paso</b> 7:13	
<b>PAC</b> 35:4,10	<b>pass</b> 45:17 48:6 100:15	
<b>pace</b> 40:21 41:13,21 68:6 98:17	<b>passed</b> 7:3 16:19 115:4	
<b>package</b> 66:15	<b>passing</b> 12:6 13:21 16:3	

<b>Persian</b> 118:19	86:13 108:2	<b>precertifications</b> 71:10
<b>person</b> 18:4 19:2 63:9 94:3,4 114:3 117:10,18	<b>play</b> 40:2 93:24 109:20	<b>predictable</b> 41:16
<b>personal</b> 24:2 29:1 33:6,11,16,23 53:4,6 94:15	<b>plenty</b> 12:7 116:18	<b>preference</b> 94:15
<b>personnel</b> 6:5 93:24 96:4	<b>plug</b> 4:25	<b>premature</b> 47:9
<b>perspective</b> 16:5,6 24:16 35:4 48:13 91:17	<b>point</b> 11:6 15:14 16:18 17:5 19:5 43:2 53:20 54:7,17 56:16,22 57:9 58:8 64:11 69:24 78:17,19 89:21 98:22,23 108:9	<b>preparing</b> 113:17
<b>perspectives</b> 49:2,3 62:11 97:6	<b>points</b> 74:1 94:21	<b>present</b> 22:7 107:16
<b>pet</b> 36:3	<b>pole</b> 83:2	<b>presentation</b> 4:20 22:25 61:21 70:12 71:22 76:16 108:10
<b>Pharr</b> 84:2 102:14	<b>policies</b> 13:5 14:19,22 24:16 34:12 39:13 40:6 73:10 108:2	<b>presentations</b> 74:15
<b>phase</b> 29:9 67:11,12,19,20,22 69:11 71:18,23 73:8 80:2 95:17 106:17,20	<b>policy</b> 91:19 100:9 117:22	<b>presented</b> 88:19
<b>phases</b> 20:6	<b>Pollack</b> 16:2 17:16 18:15 19:4,20 40:9 48:12 51:23 53:20 54:20,22 56:4 57:8 64:5 98:1,4,16 113:4,9, 15	<b>pretty</b> 28:17 38:17 42:9 52:10 70:22 82:18 84:5 93:3 95:8 100:24 102:23 103:10 106:2 116:2,4
<b>Philadelphia</b> 88:17	<b>pool</b> 8:1	<b>previous</b> 24:5
<b>phone</b> 7:11 28:21 31:24 63:9	<b>popular</b> 8:12 32:19 92:3 95:18,24	<b>price</b> 93:1
<b>phonetic</b> 12:1 16:4 45:25 55:13 78:22 87:24 88:8 93:7 99:23 101:18,19 109:17 113:18 117:8	<b>porta</b> 87:24	<b>Primarily</b> 78:15
<b>physical</b> 104:3,12	<b>portable</b> 29:1 82:24,25 84:17	<b>primary</b> 86:15 92:17
<b>pick</b> 96:14	<b>portion</b> 8:23	<b>principally</b> 49:12
<b>picked</b> 96:13	<b>pose</b> 48:23 62:20	<b>prioritize</b> 20:17
<b>piece</b> 41:17 59:12 74:4	<b>posing</b> 66:12	<b>prioritized</b> 68:1
<b>pieces</b> 111:18 117:24	<b>position</b> 8:15 99:16	<b>priority</b> 68:3 112:1
<b>pilot</b> 87:1 98:7,8	<b>positions</b> 99:8,10,20	<b>problem</b> 18:17 88:9,23
<b>place</b> 10:16 14:22 43:9 44:13 51:12,16 70:3 94:23 115:23	<b>positive</b> 99:1	<b>problems</b> 64:20
<b>placeholder</b> 27:23,25 28:1	<b>possibility</b> 37:14	<b>procedure</b> 23:16
<b>places</b> 65:2 97:1	<b>possibly</b> 61:19 103:12	<b>procedures</b> 73:10
<b>plan</b> 27:12 36:10 46:11 70:20 84:8, 25 89:17 99:6 107:15 114:24	<b>post</b> 104:8	<b>Proceed</b> 5:25
<b>plan's</b> 27:13	<b>potential</b> 22:19,23 29:17 118:22	<b>process</b> 5:22 10:15 11:9 16:7,11, 14,16,17,21 17:4,21 19:7,25 25:5,8 29:11 54:14 60:12 63:13 67:24 68:12,16,24 71:16 75:20 81:11 93:8 95:4 96:15 103:11
<b>planned</b> 20:19 77:12 84:2 95:22 103:23	<b>potentially</b> 44:17	<b>processes</b> 17:11
<b>planner</b> 99:13 117:22	<b>power</b> 66:6	<b>processing</b> 94:1
<b>planning</b> 11:25 28:2 69:8,9 70:6 79:23 83:11 87:5 88:5 97:21 99:12, 17 104:17 105:4 108:2 112:21	<b>powered</b> 32:23	<b>procurement</b> 69:9 111:12,21 112:4
<b>Plano</b> 92:25	<b>practice</b> 27:4 70:5	<b>productive</b> 6:6
<b>plans</b> 18:3 20:5 68:6 69:4,6,11,12	<b>practices</b> 21:24 47:16 63:7 69:5, 13,17	<b>Professionals</b> 100:1,6
	<b>pre</b> 104:8	<b>program</b> 8:20 10:3,5,23 17:5 18:7 31:9 47:23 77:10 87:4,12,19 88:4, 14,15 94:18 106:4,7 116:13
	<b>precertification</b> 71:13	

<b>Programming</b> 79:23	50:22 62:7 66:1 67:1 72:25 74:17	<b>read</b> 22:10 53:10
<b>programs</b> 18:13,21 47:19 89:23 97:5 100:9,14 108:2	78:16 79:10 82:9 83:20 84:15 103:21 106:19	<b>Reader's</b> 22:13
<b>progress</b> 11:22,24 12:3 14:6 108:16	<b>puts</b> 47:10 78:2	<b>reading</b> 87:15
<b>progressive</b> 44:6	<b>putting</b> 95:5	<b>ready</b> 9:5
<b>project</b> 8:6,9,18 9:3,9,12 11:6 16:12,17,18 18:1,9 19:16 35:9 42:14 67:23 68:15 69:2,20 72:14 73:4 81:7,18 111:2	<b>puzzle</b> 117:24	<b>real</b> 8:5 9:8 61:22 64:16 70:13 101:24 103:25
<b>projects</b> 8:7,19,20,24 9:4 10:2,7,8, 17,24,25 11:2,4 15:3 16:4,11 17:7, 22 18:10,22 35:6 90:19 98:18,19 109:13 113:17 116:11	<hr/> <b>Q</b> <hr/>	<b>realistic</b> 65:20
<b>promoting</b> 12:18 68:7	<b>qualifications</b> 71:9,14	<b>reality</b> 53:1
<b>proposals</b> 111:20	<b>qualify</b> 104:24	<b>realizing</b> 118:14
<b>proposed</b> 52:2 101:21 102:3,4 103:23	<b>question</b> 31:16 40:23 43:16 48:23 51:23 52:3 54:21 59:15,17,19 60:3, 16 61:6,11,19,24 62:2,20 86:5 89:12 90:23	<b>reappear</b> 37:6
<b>protected</b> 108:24	<b>questioning</b> 109:4	<b>reason</b> 103:25
<b>prove</b> 89:24	<b>questions</b> 4:14 12:11 21:18 51:11 54:20 66:12 67:3 74:23 84:20 85:13 86:17 91:19 96:17 97:8	<b>reasonable</b> 31:19
<b>provide</b> 24:12,15 25:6,7 26:24 29:15,21 47:11 60:15 72:21 89:15 92:21 96:16	<b>quick</b> 4:17 7:9 8:8 9:8 61:22 67:17 76:23,25 86:21 101:24	<b>reasons</b> 37:4
<b>provided</b> 23:3 26:10 68:2	<b>quickest</b> 38:11	<b>rebuttal</b> 35:15
<b>providing</b> 77:8	<b>quickly</b> 7:8 8:5 17:15	<b>recap</b> 23:1
<b>provoking</b> 52:14	<hr/> <b>R</b> <hr/>	<b>recapture</b> 66:12
<b>PSA's</b> 12:24	<b>Rail</b> 104:24	<b>receive</b> 7:15 25:16
<b>public</b> 4:11 7:6 20:1 28:1,3,5,7 39:18 104:6,20,23 105:18 110:7 114:2	<b>railroad</b> 111:7,9	<b>received</b> 6:14 22:10
<b>pull</b> 31:9 48:21 49:7 94:12	<b>Rails</b> 103:19	<b>recent</b> 8:2 11:18 64:4
<b>purchase</b> 92:19	<b>rain</b> 94:9 97:2	<b>recently</b> 35:6 63:11,12 109:13
<b>purchased</b> 92:18	<b>ramps</b> 34:2	<b>recipients</b> 16:24
<b>purchasing</b> 17:23 92:23,24 96:1	<b>ran</b> 116:12	<b>recognize</b> 19:9 59:16 64:9
<b>purely</b> 21:10 38:6	<b>range</b> 18:19 24:1 49:25	<b>recognizing</b> 42:23 43:10 52:3,4
<b>purpose</b> 26:14 64:13	<b>rank</b> 11:19 13:12	<b>recollection</b> 17:2
<b>pursuing</b> 13:20 99:13	<b>ranking</b> 13:23	<b>recommend</b> 9:23 22:22 23:16 30:13 52:6 59:13 97:7
<b>purview</b> 44:2	<b>rate</b> 25:15 33:9	<b>recommendation</b> 9:20
<b>push</b> 19:14 30:25 32:18 94:11	<b>rates</b> 33:9 109:11	<b>recommendations</b> 8:18 22:23 23:17,24 24:11,12,18 26:15,24 29:19 35:5,10 47:15 49:5 55:6 72:20,24 73:7,9 92:12
<b>Pushing</b> 12:19	<b>Raw</b> 96:9	<b>recommended</b> 29:12
<b>put</b> 9:2 13:1 19:18 22:11 33:23 36:14 37:10 39:24 42:8 43:21,22	<b>reach</b> 71:5 105:5	<b>recommending</b> 8:16
	<b>reached</b> 101:10	<b>record</b> 16:10
	<b>reaching</b> 117:1	<b>recordings</b> 85:4
		<b>recreation</b> 38:8 81:2
		<b>recreational</b> 38:7 80:16 105:19
		<b>recruiting</b> 30:10

<b>recruitment</b> 28:10	96:8,10 107:5 114:7	<b>results</b> 14:7 67:22
<b>redone</b> 36:14	<b>REPORTER</b> 32:10 35:7 91:1 108:17	<b>retrofit</b> 55:21
<b>reexamine</b> 61:11	<b>reporting</b> 79:12 92:21	<b>retrospect</b> 113:13
<b>refer</b> 68:22	<b>reports</b> 78:21 83:16 95:5,6	<b>REV</b> 101:19
<b>reference</b> 113:5	<b>represent</b> 49:14	<b>review</b> 6:16 22:10,22 23:24 24:18 72:22
<b>refining</b> 68:10,11	<b>representation</b> 25:24 29:22 30:19	<b>revised</b> 71:13
<b>Refuge</b> 105:17	<b>representative</b> 28:4	<b>revisit</b> 69:11,12
<b>regard</b> 36:1 72:12 75:2	<b>representatives</b> 28:5,8 105:1 107:21	<b>revolving</b> 21:8
<b>region</b> 46:16 55:10 89:14 92:16 93:6 110:2,9 112:6 113:1,2,17 116:24	<b>represented</b> 28:14	<b>Rick</b> 107:12
<b>regional</b> 25:13 91:17 92:2,24 97:6	<b>representing</b> 49:24 50:23 74:16 107:23	<b>riding</b> 81:4 102:24 107:7
<b>regions</b> 77:9 91:9 94:3	<b>request</b> 59:4 65:20 85:20	<b>right-of-way</b> 93:19
<b>register</b> 76:9	<b>requests</b> 8:13	<b>right-of-ways</b> 106:21
<b>registration</b> 104:22	<b>requirement</b> 17:17	<b>rightly</b> 82:16
<b>regrouping</b> 99:2	<b>resale</b> 80:19	<b>rights</b> 31:10 43:17
<b>regulated</b> 102:20	<b>research</b> 63:4 73:4 81:7,18 83:16 103:20 104:7,16	<b>rising</b> 15:23 45:9
<b>regulations</b> 14:23 17:24 37:18	<b>researched</b> 27:6	<b>risk</b> 16:24 54:10 98:19
<b>reimaging</b> 65:9	<b>reservations</b> 39:8	<b>risking</b> 52:14
<b>reinvent</b> 87:21	<b>reserve</b> 99:23 100:1	<b>River</b> 95:23 111:4
<b>reinventing</b> 56:10	<b>residential</b> 95:19	<b>road</b> 33:13,14 35:13,23 36:18,19, 25 38:10 55:18 92:12
<b>related</b> 24:1 26:18 28:25 42:5 47:16 61:21	<b>resignation</b> 7:15	<b>roadblocks</b> 36:11
<b>relates</b> 26:11 28:22 66:2	<b>resource</b> 36:9 44:16 48:14 96:7 97:6 117:13	<b>roads</b> 34:1 36:14 39:1 118:10
<b>relative</b> 54:4	<b>resources</b> 13:7 31:6,11 42:3 46:5, 8,14 54:23 58:17 65:1,23 87:14 90:22 97:10 98:13 100:8	<b>roadside</b> 108:3
<b>relevance</b> 116:23	<b>respect</b> 10:7,23 11:1 38:20 40:15 42:12	<b>roadway</b> 29:22 32:22 34:16 35:2 68:23 73:3,11 102:18
<b>relevant</b> 87:22	<b>respond</b> 16:2 60:13	<b>roadways</b> 23:22 34:14 70:17 92:13
<b>remaining</b> 9:4	<b>response</b> 60:16,21 63:25 68:12	<b>Rob</b> 21:14
<b>remarkably</b> 13:14	<b>responsibility</b> 31:19	<b>ROBERTS</b> 48:8 76:9,14
<b>remarks</b> 99:1	<b>rest</b> 45:8	<b>Robin</b> 105:5 114:3,11,13
<b>remind</b> 59:4	<b>restaurants</b> 112:19	<b>rolled</b> 71:15
<b>reminder</b> 4:8 8:8	<b>restroom</b> 112:15	<b>rollerblades</b> 32:19
<b>replace</b> 93:24	<b>result</b> 16:21	<b>room</b> 16:9 44:10 77:7 97:20 117:20
<b>replaced</b> 33:20	<b>resulted</b> 8:1	<b>roster</b> 17:3 100:3
<b>replacements</b> 94:9		<b>ROTNOSKY</b> 21:6,17,25 39:8 63:1 76:1 99:4,24 100:4,15,18
<b>replacing</b> 30:18		<b>route</b> 8:19 29:21 102:1,23 103:3
<b>report</b> 4:19 11:18 12:13 14:4,7,12 20:12,18 22:4 29:8 39:9,12,19 42:24 48:2 86:3 89:7,8 93:9,11		

118:22	<b>seeking</b> 17:6 103:15	<b>shifting</b> 63:15
<b>routes</b> 8:7 38:17 102:7 116:11	<b>Segways</b> 44:23	<b>ship</b> 66:15
<b>rules</b> 10:4,6,15,16,19 19:18	<b>Seifert</b> 67:19 71:19	<b>Shocker</b> 90:9
<b>run</b> 11:22 37:14 54:10 106:16	<b>seismic</b> 13:22	<b>shooter</b> 6:3
<b>rural</b> 49:25 64:15,22,24 65:1,11	<b>selected</b> 93:3 111:1	<b>shop</b> 35:24 115:7
<hr/> <b>S</b> <hr/>		
<b>safe</b> 6:6 8:6,19 12:6 13:21 35:13 116:11	<b>selection</b> 68:15 73:25 74:18 75:2	<b>shops</b> 38:18 112:19
<b>safer</b> 38:16	<b>sell</b> 80:20	<b>short</b> 9:21 17:19 18:5 78:11 98:2 106:6
<b>safety</b> 5:7,9 25:14,17 26:4 28:1 34:10 39:18 46:11 69:20 107:3,20 108:3	<b>send</b> 9:15 55:10 66:11 100:9 104:25 105:1 117:17	<b>shorter</b> 84:19
<b>San</b> 5:2 11:15 36:4,17 37:19 81:22 88:22	<b>sending</b> 117:8	<b>shortly</b> 107:17
<b>scale</b> 26:2 40:19 97:5	<b>seniors</b> 115:20	<b>shot</b> 50:15
<b>scenarios</b> 65:24 103:21,22	<b>sense</b> 14:15 25:10 46:17 52:24	<b>shout-outs</b> 116:20
<b>schedule</b> 10:20,21 24:7 73:22 74:18	<b>sensitive</b> 46:9 55:22	<b>show</b> 76:23,25 83:18,19 95:8
<b>SCHOFIELD</b> 34:23 35:9 51:10 108:15,18	<b>sensor</b> 82:1	<b>showed</b> 63:2 93:9
<b>school</b> 8:7,11,19 12:17 104:5,20, 23 116:11	<b>separate</b> 27:20,21 35:4 43:4 46:6 51:17 53:16 55:16 63:19	<b>showing</b> 95:20
<b>schools</b> 38:18	<b>separated</b> 95:24	<b>shut</b> 57:11
<b>Schuette</b> 109:17	<b>separately</b> 25:11 42:1 71:9	<b>side</b> 47:1 50:21 72:16 73:12
<b>Schultheiss</b> 90:25 91:3	<b>series</b> 109:25	<b>sidewalk</b> 32:14 36:5,25 53:15 55:18
<b>scooter</b> 32:24 37:23 53:23 98:7	<b>serve</b> 57:19	<b>sidewalks</b> 5:21 33:25 34:1 36:2,6, 14 37:1,12 70:21 83:4
<b>scooters</b> 32:18 35:21 37:20 47:5 64:24	<b>serves</b> 35:3	<b>sign</b> 4:12
<b>scope</b> 7:25 22:19,23 24:21 25:7 31:19 38:23 39:1 51:16 54:8 55:1,3 56:9,18 57:3,13 60:5 62:17	<b>service</b> 24:1 105:2	<b>signage</b> 37:6 112:10
<b>scoping</b> 42:15	<b>servicing</b> 104:7	<b>signed</b> 43:24
<b>scored</b> 9:5	<b>session</b> 115:5	<b>silo</b> 56:1
<b>scores</b> 20:18	<b>set</b> 8:7 10:16 36:5 55:15 71:16 94:13 113:18	<b>silos</b> 55:24
<b>scoring</b> 68:15 69:20	<b>sets</b> 49:19	<b>silver</b> 115:21
<b>seat</b> 53:24	<b>setting</b> 12:2 26:7	<b>similar</b> 28:11 82:1 83:5 115:13
<b>seats</b> 27:23	<b>severe</b> 104:1	<b>similarly</b> 24:23 44:25
<b>section</b> 50:12 72:21 107:22	<b>shaping</b> 77:10	<b>simple</b> 12:16 55:3 56:18,23 57:2 102:17
<b>security</b> 6:5	<b>share</b> 33:18 62:11 69:24 70:8 94:23 98:11 100:17 101:13 106:12	<b>simply</b> 44:6 54:25 65:2 77:16 98:13
	<b>shared</b> 38:25 109:21	<b>single</b> 18:4 52:9 78:16 116:4 118:9
	<b>shared-use</b> 81:22	<b>sir</b> 16:3
	<b>Shawn</b> 7:15,16 70:11 76:16,23 86:5,17 88:19 92:1 97:23	<b>sit</b> 45:6
	<b>SHERMAN</b> 5:11 6:9,23 67:16 75:15 76:7,10 86:10 114:5	<b>sites</b> 79:4
	<b>shift</b> 56:19 57:5,6	<b>situation</b> 18:16

<b>six-month</b> 98:7	109:7,10 115:18	<b>starts</b> 16:25 47:11 101:9 113:9
<b>size</b> 16:12 17:4 26:25 61:21	<b>speeds</b> 35:12 47:6 109:8	<b>state</b> 5:4 11:17 12:4,13,20 13:25
<b>sizes</b> 37:6 69:18	<b>spend</b> 112:20	14:23 18:7,11 21:14 27:4,5,6,7,9,
<b>skateboards</b> 32:18	<b>spending</b> 12:5 90:5	23 28:15 33:10,13 34:7 40:5 41:1
<b>skates</b> 53:22	<b>spent</b> 19:24 44:17 90:21	42:12 43:8 44:3 45:8,9,20 46:4,10,
<b>skill</b> 49:19	<b>spinning</b> 87:9	19,25 47:17 52:6 57:20 58:8,16,24
<b>skip</b> 77:3	<b>spoke</b> 28:11,20 63:8	63:8 65:21 69:16,18 70:1,2,4,7,17,
<b>slide</b> 23:14 24:4,5,6,25 81:9	<b>sponsors</b> 11:6 18:9	25 73:2 78:15 80:11 84:9,13 85:22
<b>slides</b> 77:4	<b>sprawl</b> 44:4	86:5 88:21 100:7,13 102:9,15
<b>slow</b> 91:1	<b>spread</b> 86:9 93:5	103:13 112:5 113:23
<b>slowly</b> 101:23	<b>spreadsheets</b> 78:20	<b>state's</b> 13:16 48:13
<b>small</b> 8:24 16:8 110:19	<b>spring</b> 82:17	<b>stated</b> 56:23
<b>smaller</b> 13:19 58:20,25	<b>Spur</b> 111:2,6	<b>statement</b> 28:11 29:4
<b>snow</b> 97:2	<b>squished</b> 17:19 18:19	<b>statements</b> 28:11
<b>solution</b> 34:24 35:1 43:1 65:7	<b>St</b> 8:11	<b>states</b> 63:5 102:1,2,6
<b>solve</b> 64:19	<b>Stacy</b> 93:6	<b>statewide</b> 8:14 12:18 14:20 15:3
<b>some-odd</b> 9:4	<b>staff</b> 9:19 15:25 16:20 18:14,18	26:2 27:12 34:24 35:5 68:6 69:4
<b>sophisticated</b> 43:19	31:6,10 48:13,14 62:6 68:9 69:25	80:22 81:15 97:17
<b>sort</b> 14:10 15:14 20:3,10 21:22	70:4,6 72:6 80:23 93:18 105:12	<b>stating</b> 63:14,19
30:25 40:14,19 41:5,12 46:22	110:7 116:25	<b>Station</b> 118:8,15
47:20 48:4 54:5,9 56:23 57:14,18	<b>stage</b> 105:4	<b>statistic</b> 98:22
58:14 64:11 65:6,25 75:4 77:11	<b>stakeholders</b> 101:11	<b>status</b> 9:16
78:19 87:9 92:13 93:5 98:9,14,24	<b>Stallings</b> 114:4,12,13	<b>statute</b> 38:22
99:1 103:1 113:12	<b>stand</b> 48:15	<b>stay</b> 5:24 47:3 65:10
<b>sounds</b> 108:12	<b>standard</b> 68:16 111:7	<b>steeped</b> 43:20
<b>source</b> 19:16 68:22	<b>standardized</b> 37:1,3,8,13	<b>step</b> 7:20 13:22 26:20 57:7,9,18
<b>south</b> 106:1 110:18 111:13	<b>standardizing</b> 68:21	59:10 75:20 98:24
<b>southern</b> 103:9	<b>standards</b> 18:2,3 73:2,10 74:1	<b>steps</b> 23:15 75:6
<b>space</b> 33:17 34:3,9 40:13 41:8	108:2	<b>stipend</b> 104:21
<b>spandex</b> 53:22	<b>standing</b> 64:2	<b>stop</b> 36:20 56:12
<b>speak</b> 32:10 35:8 59:1 76:8,11,13	<b>standpoint</b> 48:14,15 62:6	<b>stopping</b> 9:21
86:21 108:17 114:3	<b>stands</b> 40:6	<b>stored</b> 79:19
<b>special</b> 33:23	<b>Stars</b> 80:3	<b>straight</b> 31:14
<b>specific</b> 25:13 27:12 30:10,23	<b>start</b> 16:15 32:3 36:20 37:24 40:9	<b>straightforward</b> 102:17 103:11
31:12 58:23 59:4 60:19 90:19	54:8 57:11 65:12 74:9 77:23 87:3,7	<b>strap</b> 83:2
95:13	89:4,9 91:7 96:13 97:24 110:24	<b>strategic</b> 14:4,12 20:12 29:8 46:11
<b>specifically</b> 15:15 50:23 60:16	<b>started</b> 4:4 22:18 66:22 71:23 74:6	48:2 57:17 84:8,13 114:24
63:24 105:7 109:10	90:1 106:22 109:24	<b>strategies</b> 77:15 78:4
<b>specificity</b> 60:7	<b>starting</b> 19:25 79:20 81:5 89:21	<b>Strava</b> 80:14,17,22 81:1,5,13
<b>speed</b> 30:17 47:6 53:11 54:4 64:13	112:24	85:15,24 86:1
		<b>street</b> 32:15 47:1,2,3 53:17 55:17
		111:12,19

<b>streets</b> 39:11,14 55:22 84:11	<b>super</b> 5:2 105:4,21	<b>technology</b> 40:22 41:6,13,14 44:21 82:2,9 87:1 91:14
<b>strictly</b> 63:16	<b>support</b> 23:21 25:3 70:19 76:6 77:18 96:16 102:13 105:12 114:25	<b>tells</b> 47:3
<b>strong</b> 98:14	<b>surprise</b> 16:9 95:19	<b>temper</b> 40:11
<b>stronger</b> 48:2	<b>survey</b> 14:10 20:25 21:21 27:5 50:11 63:25 64:1	<b>temperature</b> 44:3
<b>strongly</b> 43:14 85:2 114:22,25	<b>switch</b> 67:16	<b>ten</b> 45:22 53:14
<b>structural</b> 51:23 65:7	<b>system</b> 6:4 70:22 79:11,18,20,25 80:3,5,7 84:9,13 92:3 102:2,20,21 111:4 118:22	<b>tenant</b> 47:22
<b>structurally</b> 41:11 42:18,22		<b>term</b> 8:20
<b>structure</b> 26:21,25 30:9 43:8 46:4 52:8 57:1 61:21	<hr/> <b>T</b> <hr/>	<b>terms</b> 8:3 40:21 42:21 60:1 107:13
<b>structured</b> 46:19	<b>TA</b> 8:7,24 10:3,23	<b>territories</b> 93:20
<b>structures</b> 41:23	<b>table</b> 11:19 34:12 97:25 104:17	<b>Terry</b> 77:9
<b>struggling</b> 98:24	<b>tackle</b> 27:12 86:24	<b>testing</b> 96:13
<b>studied</b> 112:20	<b>takeaway</b> 89:11	<b>Texas</b> 4:25 11:11,14 12:4 19:13 21:2 22:8,15 25:14,19 27:19 28:4 39:21 44:4 78:11 80:12 84:1 93:14 103:12,14 104:18 105:2 112:5 114:14 115:1 116:15,20
<b>studies</b> 100:13	<b>taking</b> 10:10 38:11 64:9 94:2,3,13 106:10 110:24	<b>texting</b> 12:25
<b>study</b> 105:14 106:17 110:16 111:15	<b>talk</b> 14:8 15:15 19:6 22:6 24:13 30:1 33:1 53:3 54:2 55:11 56:17, 19,24 57:25 58:1 60:17 66:18 67:20 74:6 77:4,11 78:6,9 81:8 83:12,14 90:2 94:17 108:10 110:11 115:17 117:18	<b>themes</b> 62:15 66:3
<b>stuff</b> 5:3 14:24 25:1 55:12 74:10 88:20 95:23 115:10	<b>talked</b> 17:2 25:13,20 28:20 48:18 63:25 74:10 111:23	<b>thing</b> 4:16 37:11 47:4 52:4 56:8 57:2 71:7 79:15 80:12 81:16 83:5 85:11 90:12 91:11 96:6 107:5 109:5 113:16 114:21 115:11 118:4
<b>style</b> 107:7	<b>talking</b> 15:2 31:13 35:25 39:1,15 41:2 44:9 56:3 65:13 71:24 74:9,13 77:5 79:22 86:8 97:20	<b>things</b> 4:10 11:3,8 12:6,7 16:3 32:19 38:4,19 41:20 45:7 72:16 73:23 78:10 81:1,17 82:17 83:12 84:24 89:10,23 91:22 93:23 98:25 109:4,24 112:24 115:7,13 118:15
<b>subject</b> 30:6 31:7 69:23	<b>talks</b> 26:12 100:7,12	<b>thinking</b> 51:1 56:11 79:2 94:3
<b>submission</b> 9:22	<b>TAP</b> 16:4 19:16 98:17	<b>thirdly</b> 104:15
<b>submit</b> 62:8	<b>target</b> 13:18	<b>thought</b> 7:20 9:11 36:9 60:2,12,25 64:5 90:17 98:21
<b>submitted</b> 102:16	<b>targeting</b> 13:21	<b>thoughts</b> 10:12 23:8 33:4 45:14 50:25 51:5 66:1
<b>subscription</b> 103:18	<b>Tarrant</b> 117:8 118:13	<b>thousand</b> 64:23 90:4
<b>subset</b> 53:3	<b>task</b> 27:12 30:23,25 31:2,4	<b>threat</b> 6:3
<b>subtracts</b> 82:5	<b>tasks</b> 29:8 31:12	<b>throwing</b> 42:18
<b>success</b> 116:23	<b>team</b> 62:9 69:2 72:14 73:4 104:16 109:18	<b>tide</b> 45:9
<b>successful</b> 114:9	<b>teasing</b> 52:16	<b>tie</b> 118:14
<b>succinctly</b> 59:14	<b>technical</b> 96:16 105:12	<b>tied</b> 15:23
<b>suggest</b> 6:18 21:1 52:8 64:11	<b>technological</b> 41:8	<b>tier</b> 71:7
<b>suited</b> 43:6		
<b>sum</b> 42:7,8		
<b>summarized</b> 24:25		
<b>summarizing</b> 83:17		
<b>summary</b> 23:2		
<b>summer</b> 69:7 90:5		
<b>sunny</b> 99:15		
<b>sunset</b> 27:13		

<b>ties</b> 20:13	<b>trail</b> 12:2 58:10 81:22 104:3,10 105:14,23,24 106:17 109:15 110:1, 3,4,7,8,16 111:4,16,23 112:6,17,18 113:4,15 118:9	<b>trucks</b> 77:20 81:15,21
<b>time</b> 4:13 7:14 8:2 9:23 10:14,17 11:21 13:7 14:13 17:2 18:5 22:10 30:15 31:5,14 32:20 41:4 44:24 57:18 61:11 64:7 65:15 66:19 67:25 69:7 74:4 84:19 87:23 90:16 101:6 102:5 103:14 104:10 110:25 111:23 112:20 115:1,3 116:12,15, 18 117:9	<b>trails</b> 4:25 11:14 19:13 37:22 58:1 84:1 85:17 101:19 103:19 104:8,9, 18,19,25 106:9 108:25 110:10,11 116:20 118:19	<b>true</b> 21:19 36:23 42:11 44:14 65:12 73:16
<b>timeline</b> 73:13	<b>train</b> 86:11	<b>tsunami</b> 115:21
<b>timeliness</b> 60:23	<b>trained</b> 17:24 19:15	<b>TTI</b> 70:12 76:23 88:18,19 113:18
<b>times</b> 82:12 90:4 94:10	<b>training</b> 11:10 13:6 17:13,16,17 18:4 19:12 68:11 70:12 83:10 84:2 85:3 86:10 95:3 102:24	<b>TTI's</b> 94:25
<b>TMA</b> 18:14	<b>trainings</b> 17:14 83:24	<b>turn</b> 4:13 5:6,20 7:4 71:17 80:16
<b>TMAS</b> 19:9	<b>tran</b> 104:14	<b>Turner</b> 70:11 76:17,22,23 84:25 85:8,14,18,21,24 86:2,19 88:19
<b>today</b> 4:7 23:24 59:16 61:16 66:13, 19,20,23 72:18 75:17 89:20,21 114:9	<b>transformative</b> 113:11	<b>turning</b> 95:3
<b>today's</b> 4:17 75:18	<b>transient</b> 98:11	<b>turns</b> 41:24
<b>toddler</b> 53:25	<b>transit</b> 109:19	<b>Twain</b> 7:16
<b>told</b> 90:11	<b>transition</b> 30:17 63:15 70:20	<b>tweak</b> 49:10
<b>tons</b> 92:9	<b>transport</b> 104:13	<b>tweaks</b> 51:8
<b>tool</b> 69:20 91:3	<b>transportation</b> 5:1 7:6 11:11,15 19:13 22:8,15 24:1 25:10 27:21 28:18,24 29:2,20 31:17 32:14 79:23 88:5 89:17 99:6,13 102:9 104:14,19 107:22 113:22 115:8,12 116:20	<b>TX</b> 11:12 15:6 17:15 18:2 23:22 24:16 25:6 29:10 31:6 34:24 36:13 40:23 42:4 54:22 67:23 68:1,10,22, 23 69:1,8,9,25 70:19 71:10 72:6, 10,15 73:4,9,11 76:17,20 78:7 79:8,19,25 80:1,21 82:23 83:6 107:19 109:12 115:7,10
<b>tools</b> 30:22 70:1	<b>transportational</b> 8:20	<b>Tyler</b> 100:20 101:8,9
<b>top</b> 68:5 80:8	<b>travel</b> 58:2 82:6 89:16 104:21	<b>type</b> 35:12 36:13 82:2 83:5 89:2
<b>topic</b> 19:22 24:7 27:2 65:15	<b>traveling</b> 36:19 38:9	<b>types</b> 69:18 74:7 82:9
<b>topics</b> 23:10 26:10 31:12 72:2,19 73:20,22 74:17	<b>Travis</b> 118:16	<b>typically</b> 80:16
<b>tornado</b> 5:23	<b>treat</b> 32:18 33:2	<hr/> <b>U</b> <hr/>
<b>total</b> 8:18 81:11	<b>treated</b> 36:2	<b>U.S.</b> 96:12 100:3 105:3,17 113:6 118:22
<b>tourism</b> 103:4	<b>treating</b> 41:25	<b>Uh-huh</b> 18:8
<b>tourists</b> 103:6	<b>tremendous</b> 13:17	<b>ultimately</b> 47:7 98:11
<b>Tours</b> 12:2	<b>trend</b> 34:11 94:10	<b>unanimous</b> 77:3
<b>town</b> 101:13	<b>trends</b> 82:21 90:15 92:11	<b>unclear</b> 61:15
<b>towns</b> 110:19 118:5	<b>Trent</b> 46:23 100:19	<b>undercount</b> 85:16
<b>TPCB</b> 88:4	<b>tricky</b> 94:10	<b>underrepresenting</b> 81:6
<b>TPP</b> 79:25 80:3	<b>Trinity</b> 95:23 111:4	<b>understand</b> 13:5,12 14:1 17:13, 20,25 35:18,25 40:4 46:2 49:2 87:18 113:10
<b>track</b> 55:19 103:24	<b>trips</b> 80:17	<b>understanding</b> 23:13 29:17 34:8 50:12,17 66:13 74:8
<b>tradeoffs</b> 74:8	<b>truck</b> 79:18 80:8	<b>understood</b> 93:22
<b>traffic</b> 37:15 80:3 81:15 92:2 95:11 99:17		

<b>underway</b> 68:20 111:10	<b>view</b> 43:20	3:4
<b>unintelligible</b> 11:7 35:2 113:23	<b>visible</b> 80:10	<b>webinar</b> 85:4
<b>unique</b> 28:4 37:17	<b>visitors</b> 4:6	<b>webinars</b> 11:12 83:22,23 84:22
<b>unit</b> 5:14 105:16,20	<b>visualization</b> 79:12	<b>website</b> 28:10 89:7 92:3
<b>United</b> 102:1,2	<b>volumes</b> 89:16	<b>websites</b> 27:7
<b>universal</b> 16:11	<b>vote</b> 44:11 76:9	<b>weeds</b> 41:21
<b>universally</b> 41:2		<b>week</b> 8:17 23:4 85:10 92:5 106:23 109:17,18 113:19
<b>unknown</b> 73:12	<hr/> <b>W</b> <hr/>	<b>weigh</b> 45:11
<b>unknowns</b> 30:2	<b>Waco</b> 118:8	<b>weight</b> 13:10 14:2
<b>unresolvable</b> 19:21	<b>wait</b> 8:2 61:25 62:3 97:24	<b>welcomed</b> 59:12
<b>upcoming</b> 8:25 75:5 109:16	<b>waited</b> 46:18	<b>West</b> 109:15
<b>update</b> 4:23 7:9 31:1 67:11,14,17 69:1 71:18 73:11,14 97:17	<b>waiting</b> 105:10 107:14	<b>wheel</b> 87:21
<b>updated</b> 68:24 70:20	<b>Wal-mart</b> 35:23	<b>wheelchairs</b> 33:7,13 35:21 36:17 37:21 38:1 47:6 53:6
<b>updating</b> 68:16 69:3	<b>walk</b> 15:14 61:20 65:24	<b>white</b> 22:10
<b>urban</b> 8:24 26:2 30:5 49:25 64:16 65:11	<b>walked</b> 81:25	<b>wide</b> 74:9
<b>USBR</b> 101:20,21 102:7,12 103:7	<b>walking</b> 28:25 33:15 44:12 77:2,23 82:13	<b>wider</b> 23:25
<b>user</b> 35:3 54:9	<b>wanted</b> 4:10,16 25:22 31:22 51:5 61:20 72:1 87:3,20 89:15 90:15,18 91:15,19 92:1 96:6,20 97:9 102:12 107:23,25 116:19	<b>wife</b> 100:23
<b>users</b> 25:5 29:22 41:9 50:1 54:4 74:7 80:18,20 116:9	<b>War</b> 111:8	<b>Wildlife</b> 105:2,3,17,18
<b>UT</b> 104:5,22	<b>warm</b> 106:2	<b>WILLIAMS</b> 48:17,25 59:25 62:5,23 67:7
<hr/> <b>V</b> <hr/>	<b>watering</b> 46:3	<b>Williamson</b> 118:16
<b>vacancies</b> 22:21 23:19 30:12,14, 18 33:20	<b>wavelength</b> 60:1	<b>windows</b> 5:24
<b>vacancy</b> 7:22	<b>Waxahachie</b> 110:17	<b>winter</b> 99:14
<b>valid</b> 49:3	<b>ways</b> 11:8 30:1 48:21 49:7 60:13	<b>wished</b> 63:19
<b>valley</b> 97:13	<b>wearing</b> 53:22	<b>Wonderful</b> 74:24
<b>variety</b> 49:7	<b>weather</b> 5:23 90:16 97:4	<b>woods</b> 97:22
<b>vehicle</b> 33:23	<b>WEAVER</b> 4:3 6:8,13,22,24 7:2,12 9:8,14,17,25 10:22 12:10 19:2,22 20:16,24 21:3 22:3 31:21 32:2,6 33:3 35:16 36:23 37:16 38:13 39:3, 6 40:8 45:10,13,18 48:9,24 55:8 57:22 59:8,15,20 61:12,25 62:4,22 65:14 67:5,8 75:3,10,13,16,25 76:2,5,15 85:13,15,19,22 86:1,4, 16,20 87:3 91:2 97:19 98:3,15 99:3,22,25 100:5,17,19,22 101:15, 24 106:4,8,11 107:11 108:8,14 109:23 113:7,16 114:8	<b>word</b> 86:9 99:9
<b>vehicles</b> 109:19	<b>WEAVER.....4</b>	<b>work</b> 10:20 12:17 14:5 19:23 38:10,15,18 40:15 62:24 64:17 65:2 75:18 81:4 96:17 97:5,11 102:13 103:12 104:23 110:23 111:13 116:22 118:24
<b>vendor</b> 93:3		<b>worked</b> 94:24
<b>version</b> 22:13 32:24		<b>Workgroup</b> 107:20
<b>versus</b> 57:5 94:12		<b>workgroups</b> 43:5
<b>Vice</b> 31:23		<b>working</b> 16:5 17:12 30:22,23 52:21,22 63:5,6,13 69:7 70:4 72:1, 17,18 73:19 74:6,13,14,19 77:17
<b>vicious</b> 16:25		
<b>video</b> 109:25 110:1,9		

79:5 85:9 96:19 98:6 101:4,20  
108:18 109:8,16

**works** 65:9 71:14 96:15 103:11

**workshop** 11:14

**workshops** 113:19

**world** 55:11 58:19 59:1 65:17 66:2  
93:14 97:21 111:8

**worlds** 47:20

**worry** 45:3

**worse** 43:23

**worst** 20:18

**worth** 8:10 9:6 13:19 38:14 55:10  
84:3,4 85:12 86:22 91:23 92:16  
96:10 109:23 110:2 111:3,6,24,25

**wrap** 73:1

**write** 87:25

**written** 22:12

**wrong** 34:18 35:22 54:6 59:19  
98:23

**wrote** 94:20

---

**Y**

---

**y'all** 5:15 67:17 74:11,22

**year** 7:17 11:21 20:5 55:5 67:24  
69:5 71:15 73:15 77:12 82:15  
93:11 101:6 102:10 107:17,25  
108:8,9,23 111:11

**year-round** 84:17

**years** 7:16 9:6 16:21,23 17:11  
20:20 21:7 36:4 46:20 61:10 71:2  
77:7 78:11 80:21 91:6 92:10 95:15  
108:20,22 112:2 114:17

**yeses** 61:13,14

**yesterday** 100:24

**YOS** 88:7

---

**Z**

---

**zoomed-in** 92:15