



2017-2021 Strategic Plan

AGENCY STRATEGIC PLAN

FISCAL YEARS 2017-2021

BY

TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT)

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June 24, 2016

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TxDOT Mission

Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

TxDOT Values

People

People are the Department's most important customer, asset, and resource. The well-being, safety, and quality of life for Texans and the traveling public are of the utmost concern to the Department. We focus on relationship building, customer service, and partnerships.

Accountability

We accept responsibility for our actions and promote open communication and transparency at all times.

Trust

We strive to earn and maintain confidence through reliable and ethical decision-making.

Honesty

We conduct ourselves with the highest degree of integrity, respect, and truthfulness.

TxDOT Vision

A forward-thinking leader delivering mobility, enabling economic opportunity, and enhancing quality of life for all Texans.

Agency Goals and Action Plan

TxDOT's vision is to be a forward-thinking leader that delivers mobility, enables economic opportunity and enhances the quality of life for all Texans. More effective strategies can be brought to bear to reduce congestion, improve safety and mobility, and enhance economic competitiveness. Texas experienced 3,534 fatalities and 17,152 serious injuries on the Texas roadway system in 2014. TxDOT must work with the public and its transportation partners to reduce these fatalities and serious injuries. Congestion is a further concern. For example, by 2025, congestion is projected to increase by 37 percent. To make Texas roadways safer while addressing mobility challenges, TxDOT must rely on state-of-the-art practices for both the delivery of projects and for its efficient operations.

This Action Plan for the TxDOT 2017-2021 Strategic Plan includes TxDOT's seven new strategic goals as well as a sampling of initiatives that will continue TxDOT's successful path forward.

<i>Strategic Goal 1: Deliver the Right Projects</i>	<i>Strategic Goal 2: Focus on the Customer</i>	<i>Strategic Goal 3: Foster Stewardship</i>	<i>Strategic Goal 4: Optimize System Performance</i>	<i>Strategic Goal 5: Preserve our Assets</i>	<i>Strategic Goal 6: Promote Safety</i>	<i>Strategic Goal 7: Value our Employees</i>
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Strategic Goal 1: Deliver the Right Projects

AGENCY OPERATIONAL GOAL AND ACTION PLAN

Deliver the Right Projects – Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.

SPECIFIC ACTION ITEMS TO ACHIEVE YOUR GOAL

- Use scenario-based forecasting, budgeting and resource management practices to plan and program projects.
- Align plans and programs with strategic goals.
- Adhere to planned budgets and schedules.
- Provide post-delivery project and program analysis.

DESCRIBE HOW YOUR GOAL OR ACTION ITEMS SUPPORT EACH STATEWIDE OBJECTIVE

1. Accountable to tax and fee payers of Texas.

To ensure that TxDOT selects the most appropriate projects, a rigorous analysis must be used to ensure that every project that is considered for selection is prioritized according to state goals and needs and that the project will deliver the expected benefits. TxDOT is revamping its transportation planning process and tools, and applying portfolio and performance management to ensure that the appropriate projects are selected based in a manner that is transparent to the public.

2. Efficient such that maximum results are produced with a minimum waste of taxpayer funds, including through the elimination of redundant and non-core functions.

TxDOT recently realigned across the planning, design and delivery functions to increase its agility and ability to deliver the appropriate projects on time and on budget. By applying portfolio management, TxDOT will improve the coordination across TxDOT's pre-letting activities and resources. TxDOT is working on a new process to measure post-delivery success of all of our projects to learn and identify best practices for future use in our portfolio management and project selection metrics.

3. Effective in successfully fulfilling core functions, measuring success in advancing performance measures, and implementing plans to continuously improve.

By delivering the appropriate projects in a timely manner, TxDOT will fulfil one of its core functions. Projects will be selected based on their ability to meet TxDOT objectives. Key performance metrics will be used to measure the progress and success of these projects. In addition, this new selection process will be regularly reviewed to determine where improvements can be made.

4. Providing excellent customer service.

TxDOT will serve the people of Texas by incorporating local transportation agencies in the selection process, using well-developed metrics to select and prioritize projects and managing those projects in an efficient and effective manner. Projects will be consistent with approved plans and programs after the public has had an opportunity to review and make comments. Adherence to project schedules and costs will assist in meeting the public's expectations.

5. Transparent such that agency can be understood by any Texan.

The project selection process includes a communication process and community engagement that proactively promotes transparency. Projects that are selected and delivered will be consistent with approved plans and programs that are available for public review and comment.

DESCRIBE ANY OTHER CONSIDERATIONS RELEVANT TO YOUR GOAL OR ACTION ITEM

- TxDOT is currently revamping its ten-year planning document – the Uniform Transportation Program (UTP) – to thoroughly modernize how projects are planned and funded in Texas.
- TxDOT is also implementing a new Modernized Project Portfolio Management Solution (MPPM). MPPM will transform TxDOT's portfolio management, project management and contract management. This effort goes to the core of TxDOT's business of design and construction projects and will eventually impact more than 5,000 users. A successful MPPM project will transform organizational capabilities, processes, decisions and systems.

Strategic Goal 2: Focus on the Customer

AGENCY OPERATIONAL GOAL AND ACTION PLAN	
Focus on the Customer – People are at the center of everything we do.	
SPECIFIC ACTION ITEMS TO ACHIEVE YOUR GOAL	
<ul style="list-style-type: none">• Be transparent, open and forthright in agency communications.• Strengthen our key partnerships and relationships with a customer service focus.• Incorporate customer feedback and comments into agency practices, project development and policies.• Emphasize customer service in all TxDOT operations.	
DESCRIBE HOW YOUR GOAL OR ACTION ITEMS SUPPORT EACH STATEWIDE OBJECTIVE	
1. Accountable to tax and fee payers of Texas.	TxDOT employees are accountable to the people of Texas. TxDOT is implementing new tools to improve existing processes to better align our customer's needs to the work TxDOT does. We are employing a state-wide survey process to improve feedback. Our customers can provide their input into processes, procedures and project selections by way of public comment on plans and programs. Project Tracker is available to the public so they can monitor the progress of projects that are of interest them.
2. Efficient such that maximum results are produced with a minimum waste of taxpayer funds, including through the elimination of redundant and non-core functions.	By focusing on the customer, all TxDOT employees work will focus on what is most valued by the customer, and TxDOT will plan accordingly so we can provide the best results to all Texans. Public needs are captured in our planning process, and public feedback contributes to minimizing wasted effort. Surveys are very cost effective mechanisms to determine customer satisfaction.
3. Effective in successfully fulfilling core functions, measuring success in advancing performance measures, and implementing plans to continuously improve.	TxDOT will track key performance metrics associated with focusing on the customer to measure the success of implementing customer service projects.
4. Providing excellent customer service.	Providing the best customer service to everyone is a priority. TxDOT does this by listening, collaborating and demonstrating accountability to all Texans. TxDOT tracks responsiveness and satisfaction rates in our business areas. Through regular surveys, TxDOT will determine whether we are meeting the needs of our external customers. Information obtained from these surveys will then be analyzed to determine whether any changes are needed to operations. TxDOT regularly demonstrate our deep care for the well-being of Texans through litter and safety campaigns, engineering standards, and support during emergencies and severe weather events.
5. Transparent such that agency can be understood by any Texan.	Key performance metrics will be tracked to show the progress of this goal. These results will be shared with the public to promote transparency. The public will also be engaged to ensure two-way communications and to learn the priorities of the people TxDOT serves.
DESCRIBE ANY OTHER CONSIDERATIONS RELEVANT TO YOUR GOAL OR ACTION ITEM	
<ul style="list-style-type: none">- Prepare a comprehensive and coordinated communication program for public outreach and education.- Our revamped Vision, Mission, Values and Goals were intended to better communicate with the public.	

Strategic Goal 3: Foster Stewardship

AGENCY OPERATIONAL GOAL AND ACTION PLAN
<p>Foster Stewardship – Ensure efficient use of state resources.</p>
SPECIFIC ACTION ITEMS TO ACHIEVE YOUR GOAL
<ul style="list-style-type: none"> • Use fiscal resources responsibly. • Protect our natural resources. • Operate efficiently and manage risk.
DESCRIBE HOW YOUR GOAL OR ACTION ITEMS SUPPORT EACH STATEWIDE OBJECTIVE
<ol style="list-style-type: none"> 1. Accountable to tax and fee payers of Texas. TxDOT is responsible for being good stewards of the taxpayer’s funding while making transportation investments on behalf of the state. TxDOT emphasizes this objective by making it a separate strategic goal. 2. Efficient such that maximum results are produced with a minimum waste of taxpayer funds, including through the elimination of redundant and non-core functions. TxDOT will continue to use all state resources including funding, infrastructure, and materials in an efficient manner. Redundant or wasteful practices will be sought out and changed to produce desired results. TxDOT continuously assesses our activities, and surveys other transportation agencies to identify and apply best practices to sustain the right assets and resources. TxDOT’s internal audit and compliance functions monitor and regularly analyze TxDOT activities, identifying shortcomings and working with business units to execute action plans to make corrections and improvements. 3. Effective in successfully fulfilling core functions, measuring success in advancing performance measures, and implementing plans to continuously improve. Fostering stewardship of government resources and assets while performing daily activities is an inherent responsibility of TxDOT employees, and represents the fulfillment of TxDOT’s values: People, Accountability, Trust and Honesty. Key performance metrics help us monitor our actions and identify areas of improvement. 4. Providing excellent customer service. By efficiently and effectively managing state and federal resources, TxDOT employees will be fostering stewardship and responding to customer needs. 5. Transparent such that agency can be understood by any Texan. Key performance metrics for this goal will be tracked. These results will be available for all Texans to see so that TxDOT can be clear and transparent with the public. Information about the progress made by the initiatives included below will be shared.
DESCRIBE ANY OTHER CONSIDERATIONS RELEVANT TO YOUR GOAL OR ACTION ITEM
<ul style="list-style-type: none"> - Fleet Excellence (FLEX) Program - TxDOT introduced the FLEX program in 2014 to streamline shop operations by focusing on increasing shop performance, by improving the parts ordering process and by developing work planning tools. In 2015 TxDOT expanded the program with FLEX II, a four-week program that focuses on each district’s preventive maintenance program. The program has been further extended with FLEX III, which brings hands-on pre-trip inspection training to each district to improve safety and equipment performance. - ProjectWise – TxDOT began the ProjectWise training and implementation in 2015. We have now reached all 25 Districts and some Divisions. The goals of ProjectWise are to foster cross-discipline and cross-division and -district collaboration as well as to create a “file of truth” when sharing or updating files. - Enterprise Information Management – This initiative will improve the ability to effectively manage data and information for capture, storage, delivery, preservation and disposal. - Disposing of Unnecessary State Property – The Real Estate Management and Development Division has a four-step process for handling potential surplus property: identification, asset marketing, price discovery and disposition. In the identification stage, the division works to identify tracts of real property that have market value and determine whether they are necessary

to the highway system. In asset marketing, the division engages brokers and existing relationships in order to disperse information on the available property. In price discovery, the division intakes information from the market, from broker partners, from appraisers and from any other available source as to determine the market value. The disposition phase is guided by the statutes governing the sale or lease of TxDOT real property.

- Modernized Project Portfolio Management System (MPPM) – This initiative will minimize duplication of efforts, streamline internal processes and manage risk.

Strategic Goal 4: Optimize System Performance

AGENCY OPERATIONAL GOAL AND ACTION PLAN
<p>Optimize System Performance – Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.</p>
<p style="text-align: center;">SPECIFIC ACTION ITEMS TO ACHIEVE YOUR GOAL</p> <ul style="list-style-type: none"> • Mitigate congestion. • Enhance connectivity and mobility. • Improve the reliability of our transportation system. • Facilitate the movement of freight and international trade. • Foster economic competitiveness through infrastructure investments.
<p style="text-align: center;">DESCRIBE HOW YOUR GOAL OR ACTION ITEMS SUPPORT EACH STATEWIDE OBJECTIVE</p>
<ol style="list-style-type: none"> 1. Accountable to tax and fee payers of Texas. TxDOT recently revised the Values, Vision, Mission, Goals and Objectives. During this year-long process, careful thought was put into the role of TxDOT in maintaining the state’s transportation system and its responsibilities to the public. By optimizing the system performance of the integrated transportation system, TxDOT is supporting this mission and being accountable to the tax and fee payers of Texas. 2. Efficient such that maximum results are produced with a minimum waste of taxpayer funds, including through the elimination of redundant and non-core functions. TxDOT will provide an integrated transportation system that provides improved reliability, accessible mobility, and enables economic growth. This will provide maximum results with a minimum waste of taxpayer dollars. 3. Effective in successfully fulfilling core functions, measuring success in advancing performance measures, and implementing plans to continuously improve. By providing an optimized transportation system, safety and mobility, TxDOT will be fulfilling a core function. Key performance measures will be used to measure success and determine ways in which to improve. 4. Providing excellent customer service. An integrated transportation system will provide reliable and accessible mobility to the people of Texas. By connecting all aspects of the system, studying the system to make it as safe as possible and implementing changes to reduce congestion and increase reliability, the transportation system will better serve the traveling public. 5. Transparent such that agency can be understood by any Texan. Key performance measures will be used to track the success of the optimization of system performance. These results will be shared in a transparent and easily accessible manner for all Texans. TxDOT will reach out to the public to listen to the voice of the customer.
<p style="text-align: center;">DESCRIBE ANY OTHER CONSIDERATIONS RELEVANT TO YOUR GOAL OR ACTION ITEM</p> <ul style="list-style-type: none"> - Congestion initiative: In September of last year, Governor Gregg Abbott directed TxDOT to: “... create a focused initiative to identify and address the state's most congested chokepoints ...” To date, the Texas Transportation Commission (commission) has allocated \$1.3 billion in funding provided by the Texas Legislature to tackle some of Texas’s most congested roadways. - The commission is carefully considering how the recent passage of additional funding streams like Propositions 1 and 7, and the federal FAST Act (the five-year surface transportation bill), can be put to use to serve Texans. - In addition to its efforts to build and maintain roads and bridges in Texas, TxDOT, as the state’s lead transportation agency, works closely with Texas ports, those involved in Texas’ thriving freight community, railroads located in Texas, public transportation providers and the aviation community. - Traffic Management System Pilot Program – This program could create \$1.2 - \$2.3 billion annually in societal value, reduce congestion, improve reliability and save lives. Estimates are that improvements could result in:

- avoidance of 11,000-20,000 crashes and 40-90 deaths annually and
- reduction of 6 to 14% of delay hours (11-28 million annually).
- Texas Technology Task Force – The Texas’ 83rd Legislature charged TxDOT with examining and evaluating innovative transportation technologies for the purposes of reducing costs, reducing traffic congestion, enhancing safety, and increasing economic productivity.

Strategic Goal 5: Preserve our Assets

AGENCY OPERATIONAL GOAL AND ACTION PLAN Preserve our Assets – Deliver preventive maintenance for TxDOT’s system and capital assets to protect our investments.
<p style="text-align: center;">SPECIFIC ACTION ITEMS TO ACHIEVE YOUR GOAL</p> <ul style="list-style-type: none">• Maintain and preserve system infrastructure to achieve a state of good repair and avoid asset deterioration.• Procure, secure and maintain equipment, technology and buildings to achieve a state of good repair and prolong life cycle and utilization.
<p style="text-align: center;">DESCRIBE HOW YOUR GOAL OR ACTION ITEMS SUPPORT EACH STATEWIDE OBJECTIVE</p> <ol style="list-style-type: none">1. Accountable to tax and fee payers of Texas. By appropriately and continuously preserving our assets, TxDOT protects the investments of the tax and fee payers of Texas; we extend the useful life of the assets and allow us to prioritize resources in other areas like adding new capacity. Our preservation efforts apply to infrastructure, equipment, technology and facilities.2. Efficient such that maximum results are produced with a minimum waste of taxpayer funds, including through the elimination of redundant and non-core functions. Efficient use of taxpayer funds is a priority for TxDOT. TxDOT’s goal is to minimize project life-cycle costs by ensuring proper maintenance practices are performed. Maintenance needs are analyzed, assessed for appropriate solutions and prioritized within their functions and in relation to other strategic goals.3. Effective in successfully fulfilling core functions, measuring success in advancing performance measures, and implementing plans to continuously improve. Providing an integrated transportation system is a core function of TxDOT. Part of providing this system is maintaining it properly to avoid higher maintenance costs in the future or replacement ahead of planned lifecycle. Key performance measures will be reviewed to continuously improve these efforts.4. Providing excellent customer service. By performing proper maintenance on the Texas transportation system, equipment, technology and facilities, TxDOT can minimize incidents that will affect mobility for the traveling public and freight.5. Transparent such that agency can be understood by any Texan. Key performance measures will be tracked and analyzed. These measures will be posted online for all Texans to review.
<p style="text-align: center;">DESCRIBE ANY OTHER CONSIDERATIONS RELEVANT TO YOUR GOAL OR ACTION ITEM</p> <ul style="list-style-type: none">- Automated capture of pavement condition information – This initiative will use sensors to collect pavement condition information remotely.- Facilities deferred maintenance – TxDOT is committed to maintain its facilities in a good state of repair. TxDOT developed a methodology for prioritization of projects based on the age of the facility, deficiency priority and urgency of need for repair and acquisition, and is conducting a state-wide facilities assessment to validate its current priorities and facilities maintenance activities.- TxDOT installed a comprehensive fleet management software system called Fleet Navigator in FY 2014 to improve overall fleet operations and minimize equipment life cycle costs. This system provides robust data and fleet management solutions, including preventive maintenance tracking, bulk fuel management, pool vehicle management and capital asset management.

Strategic Goal 6: Promote Safety

AGENCY OPERATIONAL GOAL AND ACTION PLAN	
Promote Safety - Champion a culture of safety.	
SPECIFIC ACTION ITEMS TO ACHIEVE YOUR GOAL	
<ul style="list-style-type: none"> • Reduce crashes and fatalities by continuously improving guidelines and innovations along with increased targeted awareness and education. • Reduce employee incidents. 	
DESCRIBE HOW YOUR GOAL OR ACTION ITEMS SUPPORT EACH STATEWIDE OBJECTIVE	
<ol style="list-style-type: none"> 1. Accountable to tax and fee payers of Texas. TxDOT strives to achieve the maximum value for the tax and fee payers of Texas by utilizing the most cost-effective highway safety engineering methods, developing results-oriented public education campaigns, and demanding the highest safety standards and procedures for its employees. 2. Efficient such that maximum results are produced with a minimum waste of taxpayer funds, including through the elimination of redundant and non-core functions. TxDOT will develop the most effective methods and procedures to promote safety on Texas roadways and for TxDOT employees, and to minimize waste and redundancy. 3. Effective in successfully fulfilling core functions, measuring success in advancing performance measures, and implementing plans to continuously improve. TxDOT will fulfil its core safety functions by creating a safe transportation system for the traveling public and safe work environments for employees. TxDOT will review key performance measures such as the number of serious injuries, fatalities and crashes on Texas roadways and number of employee safety incidents to develop the most cost-effective safety solutions. 4. Providing excellent customer service. TxDOT will provide excellent customer service to the people of Texas by offering opportunities for the public to express concerns in-person or through mail, email and TxDOT's website. 5. Transparent such that agency can be understood by any Texan. Key performance measures, highway transportation project status reports, financial detail and agency contact information are transparent and available for all Texans to review on txdot.gov. Any other public information is readily available to the public when requested. 	
DESCRIBE ANY OTHER CONSIDERATIONS RELEVANT TO YOUR GOAL OR ACTION ITEM	
<ul style="list-style-type: none"> - TxDOT utilizes the most effective highway transportation safety improvement countermeasures and driver safety education campaigns to improve safety and reduce crashes, serious injuries and fatalities on Texas roadways. - By establishing the Texas Traffic Safety Task Force, TxDOT works with transportation professionals representing a wide variety of transportation-related organizations to identify best practice recommendations and innovative new ideas in an effort to reduce Texas highway fatalities, injuries and crashes. - TxDOT's Safety Process – This initiative is driven by employee engagement. TxDOT has implemented focus initiatives to help achieve Safety Mission Zero. Some of these include: <ul style="list-style-type: none"> - Employee Safety <ul style="list-style-type: none"> o Enhanced Personal Protective Equipment o Employees empowered to call "Time Outs for Safety" o New Employee Safety Orientation - Work Zone Safety - Driver Improvement Program - strives to teach all TxDOT employees to be as safe as possible. <ul style="list-style-type: none"> o Defensive Driving Course o Smith System Driving o Supervisor Drive Along o Safe backing procedures such as pull thru parking, back-in parking, and 360 walk arounds 	

Strategic Goal 7: Value our Employees

AGENCY OPERATIONAL GOAL AND ACTION PLAN	
Value our Employees – Respect and care for the well-being and development of our employees.	
SPECIFIC ACTION ITEMS TO ACHIEVE YOUR GOAL	
<ul style="list-style-type: none"> • Emphasize internal communications. • Support and facilitate the development of a successful and skilled workforce through recruitment, training and mentoring programs, succession planning, trust and empowerment. • Encourage a healthy work environment through wellness programs and work-life balance. 	
DESCRIBE HOW YOUR GOAL OR ACTION ITEMS SUPPORT EACH STATEWIDE OBJECTIVE	
<ol style="list-style-type: none"> 1. Accountable to tax and fee payers of Texas. TxDOT will respect and care for the well-being and development of our employees. This effort will produce a workforce that is better trained and eager to serve the people of Texas to the best of their abilities. 2. Efficient such that maximum results are produced with a minimum waste of taxpayer funds, including through the elimination of redundant and non-core functions. TxDOT employees will work to eliminate redundant and non-core functions to produce maximum results. 3. Effective in successfully fulfilling core functions, measuring success in advancing performance measures, and implementing plans to continuously improve. A well-trained, healthy and positive workforce is a fundamental building block to fulfilling our core functions. By developing our workforce, including them in our important decisions and activities, and caring for their well-being, we promote our core values and encourage a culture of service. Key performance measures will be used to ensure these efforts are useful and to implement plans to continuously improve. 4. Providing excellent customer service. Providing effective internal communications, development programs, and a healthy work environment will produce better informed employees who will provide excellent customer service to the people of Texas. 5. Transparent such that agency can be understood by any Texan. Key performance measures for this goal will be reviewed and analyzed. These results will be shared with the people of Texas in a clear fashion. 	
DESCRIBE ANY OTHER CONSIDERATIONS RELEVANT TO YOUR GOAL OR ACTION ITEM	
<ul style="list-style-type: none"> - Succession Planning – With a large portion of the TxDOT workforce able to retire in the next 10 years, this initiative will seek to plan for their successors. - PeopleSoft (ERP) – Continual improvements will be made to the ERP system to improve performance plans, reviews, training, and hiring information. - Leadership One – Leadership One is a three-month program of multiple training sessions offered four times per year both in Austin and select districts. Participants gain the skills, competencies and values necessary to lead employees effectively, achieve personal mastery, and promote a meaningful culture within TxDOT. The curriculum is a blend of instructor-led classes, book assignments, and guest speakers. Participants are selected through an application process and the cohort model encourages future collaboration among participants beyond the end of formal training. - Training Programs - In FY15, TxDOT averaged 33 learning hours at a cost of about \$600 per employee. TxDOT compares very favorably to other large organizations (public and private) that averaged 35.5 hours at a cost of \$868 per person. While training is charged with compliance training, the majority of our offerings are available to all employees for career growth, individual development, cross training, and in support of succession planning. TxDOT has 347 instructor-led training courses scheduled regularly and on-demand as well as 3,548 computer-based training courses available to all employees. 	

Redundancies and Impediments

Changes to Texas Transportation Code

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
§21.003 (Aviation Advisory Committee (committee)), Transportation Code	Statute requires a six member committee appointed by the Texas Transportation Commission (commission). The committee would be more effective with more members.	Modify statute to either: 1) remove the specific number of members of the committee or 2) grant the commission the authority to set the number of members.	A larger advisory committee will enable a broader representation of the many types and sizes of aviation interests to participate in advising the commission on this vital aspect of the local and state economies and transportation networks.
House Bill 1, 84 th Regular Session, General Appropriations Act (GAA), Art. VII, Department of Transportation, Strategy C.1.5. Support of the Gulf Intracoastal Waterway (GIWW) and Chapter 51 (Texas Coastal Waterway Act), Transportation Code	As the non-federal sponsor of the GIWW, TxDOT has historically acquired right of way (ROW) for placement areas of dredge material based on a 1981 Memorandum of Understanding (MOU) with the US Army Corps of Engineers. Management of dredge material and sediment can extend the life of existing placement areas reducing the need for new ROW. However, appropriations language and statute are unclear on whether TxDOT can use the appropriated funds for Strategy C.1.5. for activities involving dredge material management.	Clarify statute and GAA to allow TxDOT to use appropriated funding for dredge material management. Management of sediment and beneficial use of dredge material that could extend the life of existing placement areas and more efficient use of the GIWW. One way to beneficially use dredge material is by teaming and partnering with other agencies or non-governmental organizations that are looking to conduct marsh restoration or beach nourishment projects.	Proper management of sediments can reduce the need for dredging, help maintain channel dimensions, and increase water quality. Avoid the lengthy ROW acquisition process and high cost of property along the Texas coast.

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
<p>§55.007 (Duties of Committee) and §55.008 (Capital Program), Transportation Code, Chapter 55</p> <p>Port Authority Advisory Committee (PAAC)</p>	<p>Duties of the PAAC are unclear requiring staff to interpret what plans, reports and programs to prepare.</p> <p>Statute requires:</p> <ul style="list-style-type: none"> • Preparation of “a maritime port mission plan” • A review of projects “eligible to be funded” by the Port Access Account Fund • A “report on Texas maritime ports” including “a list of projects that have been recommended by the PAAC” and • The Port Capital Program “defining the goals and objectives of the committee,” which must also “include projects or studies submitted to the PAAC by any maritime port.” 	<p>Streamlining the statute to ensure that the PAAC and TxDOT meet legislative intent without producing multiple, duplicative or competing documents.</p> <p>One report on Texas ports every two years that includes:</p> <ul style="list-style-type: none"> • An assessment of the port industry and system • Recommendations of the PAAC • Connectivity and access needs, including projects and • Projects recommended for funding. 	<p>TxDOT and PAAC staff time, as well as resources such as consultants to prepare multiple documents.</p> <p>Additionally, streamlining will reduce risk of not meeting legislative intent.</p>
<p>§171.052 (Creation of District), §173.051 (Creation of District), and §174.051 (Creation of District), Transportation Code</p> <p>Freight Rail Districts; Intermunicipal Commuter Rail Districts; and Commuter Rail Districts</p>	<p>These statutes do not require these rail districts to notify any state agency of their formation. Currently there is no state oversight of their formation or activities.</p>	<p>The statutes should require these rail districts to notify TxDOT of their formation. In addition, consideration should be given to a formation process similar to Regional Mobility Authorities that requires the Texas Transportation Commission (commission) to approve the formation.</p>	<p>Some oversight of these rail district activities should be assigned to TxDOT and the commission for guidance in compliance with rules, regulations and statewide coordination of rail activities.</p>

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
§172.054 (Notice of Creation), Transportation Code Rural Rail Transportation Districts	This statute requires Rural Rail Transportation Districts to notify the Texas A&M Transportation Institute (TTI) of their formation. Over 40 Rural Rail Districts have been formed since the enabling legislation and there is currently no state oversight of their formation or activities.	The statute should require Rural Rail Transportation Districts to notify TxDOT of their formation. In addition, consideration should be given to a formation process similar to Regional Mobility Authorities that requires the Texas Transportation Commission (commission) to approve the formation.	Some oversight of rural rail transportation district activities should be assigned to TxDOT and the commission for guidance in compliance with rules, regulations, and statewide coordination of rail activities.
§172.160 (Perpetual Succession), Transportation Code Rural Rail Transportation Districts	This statute provides for perpetual succession of Rural Rail Transportation Districts.	The statute should allow for the termination of existence of a rural rail transportation district by action of their Board or through an established timeline of inactivity.	Research conducted by TTI has found that many rural rail districts have been inactive for years and contact information is no longer available for some of them.

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
<p>§201.604(d), Transportation Code, (Environmental Review) and §201.607(Environmental, Historical, or Archaeological Memorandum of Understanding), Transportation Code</p>	<p>§201.604(d) requires TxDOT to coordinate with the Texas Commission on Environmental Quality (TCEQ) and the Texas Parks and Wildlife Department (TPWD) in preparing an environmental review.</p> <p>§201.607 requires TxDOT to have a Memorandum of Understanding (MOU) pertaining to the review of highway projects with each state agency responsible for protection of natural, historical or archaeological resources (i.e., TCEQ, TPWD and the Texas Historical Commission (THC)). These statutes are duplicative of each other with respect to review by TCEQ and TPWD.</p>	<p>Re-write §201.604(d) to require TxDOT to coordinate with TCEQ and TPWD during the preparation of an Environmental Assessment or Environmental Impact Statement.</p> <p>Re-write §201.607 to require TxDOT to have an MOU pertaining to the review of highway projects with just THC.</p>	<p>The THC MOU is the only one of the three that actually replaces existing review requirements (set forth in THC's rules at 13 Texas Administrative Code, Chapter 26) to make the resource agency's review of transportation projects more efficient than it would be under existing rules.</p> <p>The other two MOUs, with TCEQ and TPWD, create redundancies and often delay environmental decisions on projects.</p>

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
Chapter 201, Subchapter I-1 (Environmental Review Process), Transportation Code	Subchapter I-1 was enacted in 2011 to counteract delays in internal environmental reviews of highway projects, which had been taking too long due to inefficient processes and multiple reviews by personnel at both TxDOT and the Federal Highway Administration (FHWA). Subchapter I-1 introduced formal roles for local government project sponsors; internal timing, tracking and reporting procedures and mandatory review phases such as scoping, classification, administrative completeness review, and technical review, each with their own requirements and timelines. TxDOT believes it is the only state DOT subject to these types of internal procedural requirements.	Repeal Subchapter I-1, as its requirements are burdensome and no longer necessary. The assumption by TxDOT of National Environmental Protection Act (NEPA) assignment and responsibilities in 2014 eliminated substantial delays associated with FHWA review of projects. Since 2011, TxDOT has made many improvements to its own processes that have resulted in greatly increased efficiencies, as demonstrated by annual reports to the Legislature showing TxDOT's high rate of compliance with Subchapter I-1 processing deadlines.	Compliance with the procedural requirements of Subchapter I-1 requires a significant amount of training, explanation to local governments, IT resources, tracking, report preparation, and dedication of other agency resources that would be better spent on actually conducting environmental reviews to advance transportation projects. Elimination of these requirements will reduce TxDOT's administrative burden and allow greater flexibility in the application of agency resources, while continuing to allow TxDOT to work cooperatively with local governments on a more informal basis.

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
<p>§222.103(d) (Cost Participation), Transportation Code, and Rider 14 of the House Bill 1, 84th Session, General Appropriations Act</p> <p>§222.103(d) requires TxDOT to report on the status of a toll project at the request of a member of the legislature. Rider 14 requires reporting on all highway construction projects, airport projects, rail projects, toll road projects, turnpike projects, toll authorities, regional mobility authorities, and toll road conversion projects by legislative district, currently under contract or awaiting funding, once a year.</p>	<p>Reporting requirements pursuant to §222.103(d) and Rider 14 are redundant and cause inefficiencies through potential duplication of reporting and increased costs and labor to generate similar reports.</p>	<p>Recommend eliminating the §222.103(d) reporting requirement and combine the reporting with the Rider 14 report.</p>	<p>The reports contain the same information. Developing one inclusive report saves time and has less impact on staff and resources. It also minimizes the publication of conflicting information that could arise based on the timing of each report and data presented.</p>

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
§223.003 (Notice by Mail), Transportation Code	<p>This requires TxDOT to send a notice to contractors of upcoming projects. TxDOT is currently sending 1,250 individual mailings of 5 to 10 pages every month. TxDOT currently sends this via United States Postal Service. The document sent is a text file of the notice currently posted and updated on the TxDOT website.</p> <p>This section also allows TxDOT to charge a fee (currently \$65 per year) to cover postage. There are a number of exemptions to paying the fee, including any qualified contractor and any Disadvantaged Business Enterprise (DBE) and Historically Underutilized Business (HUB).</p>	<p>Modify this section to replace the word “mail” with “send;” that would enable TxDOT to email the lists of upcoming contracts to contractors.</p>	<p>TxDOT would save the cost of printing and mailing about 1,250 documents, consisting of approximately 5-10 pages, each month. This includes the printing, paper, labor, envelopes and postage. This cost for printing and mailing is \$2.77 per piece. This is about \$3,500 per month.</p>

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
§223.005(a) (Bids on Contracts Involving Less Than \$300,000), Transportation Code	<p>This section requires TxDOT district local let maintenance projects to be opened and read publically.</p> <p>If all bidding is accomplished electronically, time could be saved and contractors could be more quickly notified of the bidding outcome by immediately posting bid tabs directly to the internet.</p>	<p>While TxDOT is currently not at the point of 100% electronic bids, when that time comes, deleting the phrase “and read” from the statute would save time by allowing TxDOT to directly post bids online only.</p> <p>§223.004 does not require reading of bids on the statewide letting of low bid contracts. Currently Texas Administrative Code, Title 43, Part 1, Chapter 9, Subchapter B, §9.15 requires public reading of all bids. TxDOT could change the TAC to remove this requirement when all bids are electronic.</p>	<p>Reading of bids is currently part of the letting process. While TxDOT anticipates reading bids for some time, when the time comes that TxDOT has 100% electronic bids, this proposed change to statute will facilitate a more efficient bidding process by enabling TxDOT to post bid results directly to the internet.</p>
§223.010 (Deposit and Investment of Retained Amount), Transportation Code	<p>TxDOT does not withhold retainage anymore. This was a Federal Highway Administration directive.</p>	<p>This whole section could be deleted. It does say “the department may...,” so this may not be an issue. This is just to clean up the statute.</p>	<p>No savings, just eliminate outdated Transportation Code language.</p>
§223.013(b) (Electronic Bidding System), Transportation Code	<p>This section on electronic bidding states that a guaranty check could be used in submitting electronic bids. This cannot be done. Electronic bids require electronic bid bonds.</p>	<p>Delete “guaranty check by a financial institution” and substitute “proposal guaranty.” This not only deletes the guaranty check, but uses the correct term used in the specifications for this guaranty, “proposal guaranty.”</p>	<p>This is a correction and not a cost saving.</p>

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
<p>§223.014 (Bid Guaranty), and §223.015 (Deposit and Investment Guaranty), Transportation Code</p> <p>Title 6. Roadways, Subtitle B. State Highway System, Chapter 223. Bids and Contracts for Highway Projects, Subchapter A</p>	<p>These sections describe bid guaranties, multiple ways that a contractor can make these guaranties, and what TxDOT will do with the funds. TxDOT does not use this nomenclature or mechanism.</p>	<p>§223.014. BID GUARANTY and § 223.015. DEPOSIT AND INVESTMENT OF BID GUARANTY are not used. This requires so much work and handling of money that we only reference a Proposal Guaranty. TxDOT prefers not to allow all kinds of payments and deposits into escrow accounts. This also does not facilitate electronic bidding. Suggest deleting both of these sections.</p>	<p>This is language TxDOT do not use. There is no cost savings associated with removal. It does clean up the language to keep what TxDOT really does intact, which is use a Proposal Guaranty.</p>
<p>§223.016(1) (Form of Proposal Guaranty), Transportation Code</p> <p>Title 6. Roadways, Subtitle B. State Highway System, Chapter 223. Bids and Contracts for Highway Projects, Subchapter A</p>	<p>This section allows the use of a cashier's check as a proposal guaranty. Allowing a cashier's check is not available for use with the TxDOT electronic bid system.</p>	<p>To eventually move to all electronic bidding, TxDOT should not allow cashier's checks as a proposal guaranty. Suggest deleting this part.</p> <p>While TxDOT is not ready to require 100% electronic bidding, §223.016(c) allows "and other method determined to be suitable by the department." This alone would allow cashier's checks as long as necessary for manual or paper bids, but allow TxDOT to disallow cashier's checks when electronic bids are required.</p>	<p>This is not a cost saving item per se, but it helps to facilitate the long-range TxDOT goal of transitioning to all electronic bids.</p>

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
§550.061 (Operator's Accident Report), Transportation Code	Driver's Crash Reports (CR-2)	The operator of a vehicle involved in certain accidents not investigated by law enforcement officers is instructed to make written reports of accidents. The state does not utilize information from CR-2 for the purpose of crash statistics. Collection of data from the CR-2 was discontinued by the state on January 1, 1987.	Estimated savings of 1.5 FTEs staff time to receive, file, search to fulfill request for copies, and destroy the reports after the retention period.

Changes to statute outside of the Texas Transportation Code

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
<p>Civil Practice and Remedies Code, Chapter 17, Subchapter D</p> <p>Long-arm Jurisdiction over Nonresident Motor Vehicle Operator</p>	<p>The Secretary of State (SOS) is designated as the agent for service of process on out-of-state defendants in all tort litigation originating in Texas except for defendants in car crashes that happen on public roadways. Those are carved out and the Texas Transportation Commission Chair is named as the agent for those cases.</p>	<p>Transfer function to the SOS.</p>	<p>Eliminate redundancy.</p>
<p>§2161.122(c), (Information Gathering By State Agency), Government Code</p>	<p>This section, in effect, requires the contractor to report to the state agency, which the agency must compile and report to the Comptroller of Public Accounts (CPA). Inefficient use of time.</p>	<p>Request that the CPA create a web-based electronic reporting system that contractors can utilize to report monthly the required information, which in turn generates the reports for the CPA and at the same time making it available to the agency on line.</p>	<p>The benefit is the reduced work load on staff gathering and reporting information.</p>
<p>HB1295 – §2252.908, Government Code</p> <p>Disclosure of Interested Parties</p>	<p>This statute has been implemented to require certifications whenever a contract is amended, renewed, and extended, which has the practical effect of requiring multiple disclosures for a single contract even if money is not being added to the agreement.</p>	<p>There should be only one disclosure per contract.</p>	<p>Decreased risk that a technical failure on behalf of a vendor in the middle of a project could require TxDOT to cancel the contract.</p>

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
<p>Parks and Wildlife Code, Chapter 26</p> <p>Protection of Public Parks and Recreational Lands</p>	<p>Originally enacted in 1969, Chapter 26 prohibits the use of certain public land like parks for government projects unless a governmental entity first holds a hearing and makes certain determinations. Chapter 26 was based on, and is largely redundant of, §4(f) of the federal Department of Transportation Act of 1966. Under current law, federally funded highway projects in Texas must comply with both §4(f) and Chapter 26, which are largely duplicative but differ slightly in some areas (e.g., no <i>de minimis</i> provisions in Chapter 26, differences in public involvement requirements, and differences in applicability with respect to historic sites).</p>	<p>Add an exception to the applicability of Chapter 26 for transportation projects subject to §4(f).</p>	<p>On projects subject to §4(f), TxDOT and local government sponsors will be able to avoid the administrative burden of complying with both §4(f) and Chapter 26. For example, TxDOT and local government sponsors will be able to make the required determinations in the context of an environmental review document that is subject to public review and comment, without also holding a hearing under Chapter 26 and complying with its requirement of three consecutive weekly newspaper notices. TxDOT and local governments will also be able to fully implement §4(f)'s <i>de minimis</i> provisions.</p>

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
<p>House Bill 1 (GAA), 84th Legislature, Regular Session, General Appropriations Act, Article IX, §7.01(a)(1)</p> <p>Operating Budget</p>	<p>Agencies are required to submit a formal “Operating Budget” to the Legislative Budget Board (LBB) (including entry into the Automated Budget and Estimating System of Texas – ABEST) in relation to an appropriation plan that was just approved by the legislature in the prior legislative session. This is generally a repeat of the amounts appropriated for the agency in the corresponding GAA.</p>	<p>As opposed to submitting a formal operating budget, agencies could provide updated estimates for the years and strategies based on the needs and requirements of the LBB.</p>	<p>All agencies are currently required to submit an operating budget so there would be a statewide savings in that regard from not having to submit a formal document. However, agencies would still need to provide data to the LBB; therefore this would not be a total elimination of the process/procedure.</p>

Changes to Texas Administrative Code

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
<p>Texas Administrative Code (TAC), Title 43 Transportation, Part 1 Texas Department of Transportation, Chapter 9 Contract and Grant Management, Subchapter B Highway Improvement Contracts, Rule §9.13, (a) Notice to Bidders</p>	<p>This section implements proposed changes to Transportation Code §223.003. This requires the department to mail the Notice to Contractors to those who request it and pay a fee to cover mailing cost, unless they are on a list of those exempt from the fee.</p>	<p>Preferred solution: modify the TAC to reference this information on the internet. (This information is already posted and updated on the internet site.) As an alternative solution, the notice could be sent by email. This item would enact what we would like changed in §223.003 of the Transportation Code.</p>	<p>TxDOT would save the cost of the monthly printing and mailing about 1,250 documents (consisting of approximately 24 pages each). This includes the printing, paper, labor, envelopes, and postage. This cost for printing and mailing is \$2.77 per piece. This is about \$3,500 per month.</p>
<p>Texas Administrative Code, Title 43 Transportation, Part 1 Texas Department of Transportation, Chapter 9 Contract and Grant Management, Subchapter B Highway Improvement Contracts, Rule §9.13 Notice of Letting and Issuance of Bid Forms, (b) Fee Exemption</p>	<p>This section outlines those that are exempt from paying the fee to have the Notice to Contractors mailed to them.</p>	<p>If the TxDOT website were used to provide notice or TxDOT emailed the notice, this section could be deleted because costs under either of these scenarios would be so low that TxDOT could absorb the cost.</p>	<p>This change would allow TxDOT to realize the cost savings of the proposal to discontinue the mailings described above and to reduce the burden of maintaining a list and tracking money paid.</p>

Service, Statute, Rule or Regulation (Provided Specific Citation if applicable)	Describe why the Service, Statute, Rule or Regulation is Resulting in Inefficient or Ineffective Agency Operations	Provide Agency Recommendation for Modification or Elimination	Describe the Estimated Cost Savings or Other Benefit Associated with Recommended Change
<p>Texas Administrative Code, Title 43 Transportation, Part 1 Texas Department of Transportation, Chapter 9 Contract and Grant Management, Subchapter B Highway Improvement Contracts, Rule §9.13 Notice of Letting and Issuance of Bid Forms, (d)(2)</p>	<p>This section allows for a contractor to order a bid proposal by sending a request either orally (telephone) or in writing.</p>	<p>By deleting “orally or in writing” and substituting “only by using the Department’s Bid Proposal Request System,” the statute would more accurately reflect the current TxDOT practice.</p>	<p>This proposed change will allow TxDOT to implement a change to automatically send proposals electronically and not print and mail them.</p> <p>TxDOT is currently spending approximately \$7,700 per month to print and mail proposals and addendums to every qualified bidder that requests a proposal. This cost includes paper, printing, labor, envelopes, and mailing costs.</p>

Schedule A: Budget Structure - Approved by Legislative Budget Board and Governor's Office of Budget and Policy

Goals, Objectives and Strategies

Goal A: Project Development and Delivery

Provide the planning, design, management, construction, reconstruction and rehabilitation of the state highway system in a safe, economical and comprehensive manner; timely acquire rights-of-way for a transportation system that is environmentally sensitive and supportive of economic and social prosperity.

Objective 1: Through 2021 ensure Texas industries can efficiently access statewide, regional, national and international markets and gateways; provide coordinated, multimodal transportation facilities and networks to connect all statewide population, economic, recreational and cultural centers; assess and document transportation system needs and available revenues in periodic updates of the long-range Texas Transportation Plan; and explore all available multimodal financing options.

- Strategy 1: Plan, design, and manage transportation projects with in-house resources.
- Strategy 2: Contracted development and delivery of transportation projects.
- Strategy 3: Optimize timing of transportation right-of-way acquisition.
- Strategy 4: Contracts for the construction of the transportation system and facilities.
- Strategy 5: Contracts for the transportation system maintenance program.
- Strategy 6: Support total project costs for construction, maintenance, and acquisition of rights-of-way for non-tolled public roadways funded from oil and natural gas tax-related transfers to the State Highway fund pursuant to Proposition 1, 2014.
- Strategy 7: Support total project costs for non-tolled transportation projects funded from state sales and use tax and motor vehicle sales and rental tax allocations to the State Highway Fund pursuant to Proposition 7, 2015.
- Strategy 8: Provide grants, loans, pass-through payments, and other services to other entities for construction of the transportation system and facilities (estimated).

Goal B: Routine System Maintenance

Provide for the systematic preservation of the highway system; preserve and control state ferry systems; and control outdoor advertising and junkyards along interstate and primary Texas highways.

Objective 1: Through 2021 develop optimal asset management programs to protect existing infrastructure investments; and ensure timely and effective emergency maintenance response and damage repair.

- Strategy 1: Contract for routine transportation system maintenance.

- Strategy 2: Provide for routine maintenance and operation of the state transportation system and control outdoor advertising, junkyards, and automobile graveyards.
- Strategy 3: Operate state ferry systems in Texas.

Goal C: Optimize Services and Systems

To effectively and efficiently optimize transportation services, systems, programs and resources.

Objective 1: Through 2021 implement multimodal infrastructure, operational and technological solutions to congestion and mobility needs; and provide coordinated, multimodal transportation facilities and networks to connect all statewide population, economic, recreational, and cultural centers.

- Strategy 1: Support and promote public transportation.

Objective 2: Through 2021, reduce fatalities and serious injuries on the Texas transportation system; partner with public and private entities to plan for, coordinate and respond to disasters and emergencies; and promote work zone safety to protect roadway workers and the traveling public.

- Strategy 1: Identify problem areas and implement projects to reduce the number of and severity of traffic crashes through the Statewide Traffic Safety Program.

Objective 3: Support and promote tourism by serving customers at travel information centers (TIC) and filling travel literature requests each fiscal year through 2021.

- Strategy 1: Support and promote tourism.

Objective 4: Through 2021, ensure Texas industries can efficiently access statewide, regional, national and international markets and gateways; provide coordinated, multimodal transportation facilities and networks to connect all statewide population, economic, recreational and cultural centers; assess and document transportation system needs and available revenues in periodic updates of the long-range Texas Transportation Plan; and explore all available multimodal financing options.

- Strategy 1: Fund and participate with state-supported colleges and universities in research and development programs that can improve transportation operations.

Objective 5: Provide for the construction, reconstruction and rehabilitation of general aviation infrastructures in an economically safe and comprehensive manner that is effective, efficient and environmentally sensitive.

- Strategy 1: Support and promote general aviation.

Objective 6: Through 2021, fulfill non-federal sponsorship responsibilities for the Gulf Intracoastal Waterway.

- Strategy 1: Support the Gulf Intracoastal Waterway.

Goal D: Enhance Rail Transportation

Provide for the construction, reconstruction, rehabilitation and safety of the Texas railroad system; ensure Texas industries can efficiently access statewide, regional, national and international markets and gateways; provide coordinated, multimodal transportation

facilities and networks to connect all statewide population and economic centers; assess and document transportation system needs and available revenues in periodic updates of the long-range Texas Transportation Plan; explore all available multimodal financing options; implement multimodal infrastructure, operational and technological solutions to congestion and mobility needs; focus congestion relief efforts on the most severely congested elements of the state transportation system; and develop optimal asset management programs to protect existing infrastructure investments through 2021.

Objective 1: Support the planning and development of rail transportation infrastructure.

- Strategy 1: Support the planning and design of rail transportation infrastructure.
- Strategy 2: Support the planning and design of rail transportation infrastructure using contract resources.
- Strategy 3: Contract for the construction of rail transportation systems and facilities.
- Strategy 4: Ensure safety through inspections of railroad facilities, equipment, and operations, and through education on rail grade crossings.

Goal E: Indirect Administration

Provide for indirect administration.

Objective 1: Through 2021, provide indirect administration to develop and support a comprehensive performance management program to enhance program evaluation, decision making, resource utilization and product delivery; develop and nurture partnerships with communities, agencies and other transportation stakeholders; develop a proactive internal and external communication plan that fosters transparency; enhance workforce recruitment, retention and leadership development effort; assess and document transportation system needs and revenue estimates and forecasts in periodic updates; explore all available multimodal financing options while not recommending any particular strategy; and regularly communicate with the Texas public about the program results that come from maximizing existing funding levels as well as the consequences of alternative future funding levels.

- Strategy 1: Central Administration.
- Strategy 2: Information Resources.
- Strategy 3: Other Support Services.

Goal F: Debt Service Payments

Debt service payments for bonds, notes and other credit agreements.

Objective 1: Debt service payments for bonds, notes and other credit agreements through 2021.

- Strategy 1: General obligation bond debt service payments.
- Strategy 2: State highway fund (SHF) bond debt service payments.
- Strategy 3: Texas Mobility Fund (TMF) bond debt service payments
- Strategy 4: Other debt service payments.

Goal G: Develop Toll Sub-account Projects

Develop transportation and air quality projects to be financed with regional toll revenue and other proceeds deposited to toll project subaccounts within the SHF.

Objective 1: Deliver transportation and air quality projects to be financed with regional toll revenue and other proceeds deposited to toll project subaccounts within the SHF through 2021.

- Strategy 1: Plan, design and manage transportation and air quality projects with regional toll revenue deposited to toll project subaccounts in the SHF.
- Strategy 2: Contracted planning and design of transportation and air quality projects with regional toll revenue deposited to toll project subaccounts in the SHF.
- Strategy 3: Optimize timing of transportation right-of-way acquisition for projects utilizing regional toll revenue deposited to toll project subaccounts in the SHF.
- Strategy 4: Make contract payments on transportation construction projects using regional toll revenue deposited to toll project subaccounts in the SHF.
- Strategy 5: Make contract payments on transportation maintenance and preservation projects using regional toll revenue deposited to toll project subaccounts in the SHF.

Budgetary Goals, Objectives, and Outcome Measures

Budgetary Goal		Budgetary Objective		Budgetary Outcome Measures	
1	Project Development and Delivery	1	Effective Planning, Development and Management of Transportation Projects	1	Percent of Design Projects Delivered On Time
				1	Percent of Construction Projects Completed On Budget
				2	Percent of Two-Lane Highways with Pavement 26 Feet or Wider
				3	Percent of Construction Projects Completed On Time
2	Routine Maintenance	1	System Maintenance	1	Percent of Bridges Rated in Good Condition or Higher
				2	Percent of Pavements In Good or Better Condition
				3	Statewide Maintenance Assessment Program Condition Score
				4	Statewide Traffic Assessment Program Condition Score
3	Optimize Services and Systems	1	Support Enhanced Public Transportation	1	Percent Change in the Number of Small Urban and Rural Transit Trips
		2	Enhance Public Safety and Security	1	Number of Fatalities per 100 Million Miles Traveled
		5	Support and Promote General Aviation	1	Percent of General Aviation Pavement in Good or Excellent Condition

Budgetary Goals, Objectives, Strategies, and Output Measures

Budgetary Goal		Budgetary Objective		Budgetary Strategy		Budgetary Output Measure	
1	Project Development and Delivery	1	Effective Planning, Development and Management of Transportation Projects	1	Plan/Design/Manage	1	Number of Construction Projects Preliminary Engineering Plans Completed
						2	Dollar Volume of Construction Contracts Awarded in Fiscal Year
						3	Number of Projects Awarded
2	Routine System Maintenance	1	System Maintenance	1	Contracted Routine Maintenance	1	Number of Lane Miles Contracted for Resurfacing
		1	System Maintenance	2	Routine Maintenance	1	Number of Highway Lane Miles Resurfaced by State Forces
3	Optimize Services and Systems	5	Support and Promote General Aviation	1	Support and Promote General Aviation	1	Number of Grants Approved for Airports Selected for Financial Assistance
4	Enhance Rail Transportation	1	Enhance Rail Transportation	4	Ensure Rail Safety through Inspection and Public Education	1	Number of Federal Railroad Administration (FRA) Units Inspected

Schedule B: Performance Measure Definitions – Approved by the Legislative Budget Board and Governor’s Office of Budget and Policy

Goal A: Project Development and Delivery

Objective A.1 – Effective Planning, Design and Management of Transportation Projects

Outcome Measure: Percent of Design Projects Delivered On Time

Short Definition: The percent of design projects completed within 30 days of the project ready to let date during a fiscal year.

Purpose/Importance: Timely completion of construction documents allows funding decisions to be forecast with greater accuracy. With full implementation of project portfolio management tools, TxDOT expects to improve its design projects delivered on-time performance.

Source/Collection of Data: The primary source of data is the P6 software, an enterprise project management software tool. This software is designed to aide engineers in developing schedules and to estimate the duration to complete Project Development activities. As the project progresses/advances, Project Development employees report the actual duration it took to complete an activity. Once the project is completed, there is a historical record of the duration of time it took to complete all project development activities. Once all project development activities are completed, the actual date is recorded.

Method of Calculation: The number of projects completed on time divided by the total number of projects completed. A project is considered on time if actual ready to let date is within the target ready to let date plus 30 days.

Data Limitations: There are locally let projects outside of TxDOT's control. If the projects are locally let, TxDOT does not have access to the data. Additionally, alternative delivery type projects such as design-build or concession projects which have different contracting models than traditional design-bid-build projects, have been excluded from this data set.

Calculation Type: Non-cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Outcome Measure: Percent of Construction Projects Completed On Budget

Short Definition: The percent of construction contracts completed 10 percent or less over the adjusted contract amount.

Purpose/Importance: The purpose of this measure is to determine the percentage of construction projects completed within the budgeted amount. The completion of

construction projects within budget is an essential element in determining TxDOT's efficiency in delivering projects.

Source/Collection of Data: Data will be collected from the SiteManager computer system.

Method of Calculation: The total number of construction contracts completed 10 percent or less over the adjusted contract amount divided by the total number of construction contracts completed in the fiscal year. The completion date used is now the date the final estimate is paid. The adjusted contract amount is the awarded contract amount plus total amount due to change orders by third parties.

Data Limitations: Alternative delivery type projects such as design-build or concession projects, which have different contracting models than traditional design-bid-build projects, have been excluded from this data set.

Calculation Type: Non-cumulative.

New Measure: Yes.

Desired Performance: Higher.

Key: Yes.

Outcome Measure: Percent of Two-Lane Highways 26 Feet or Wider in Paved Width

Short Definition: The number of centerline miles of two-lane highways equal to or greater than 26 feet pavement width (includes shoulders) as a percent of total two lane highway centerline miles in the state.

Purpose/Importance: Studies have indicated that safety is improved on two-lane highways when pavement width is at least 26 feet.

Source/Collection of Data: Geospatial Roadway Inventory Database (GRID).

Method of Calculation: Total centerline miles of two-lane highways less total centerline miles of two-lane highways less than 26 feet divided by the total centerline miles of two-lane highways equals the percent of two-lane highways 26 feet or wider in paved width.

Data Limitations: The data should be relatively easy to obtain through GRID as certified for the calendar year ending.

Calculation Type: Non-cumulative.

New Measure: Yes.

Desired Performance: Higher.

Key: Yes.

Outcome Measure: Percent of Construction Projects Completed On Time

Short Definition: The percent of construction projects completed 10 percent or less over the number of days allowed.

Purpose/Importance: The purpose of this measure is to determine the percentage of projects completed on time. The completion of projects on time is an essential element in determining TxDOT's efficiency in delivering construction projects.

Source/Collection of Data: Data will be collected from the SiteManager computer system.

Method of Calculation: The total number of construction contracts completed on time divided by the total number of projects completed. On time is defined as contracts completed 10 percent or less over the number of days allowed. The completion date used is now the date the final estimate was paid. The number of days allowed is the awarded days plus the total days granted by time extensions due to change orders by third parties.

Data Limitations: Alternative delivery type projects such as design-build or concession projects, which have different contracting models than traditional design-bid-build projects, have been excluded from this data set.

Calculation Type: Non-cumulative.

New Measure: Yes.

Desired Performance: Higher.

Key: Yes.

Strategy A.1.1 - Plan, design and manage transportation projects with in-house resources.

Output Measure: Number of Construction Projects Preliminary Engineering Plans Completed

Short Definition: The number of construction plans processed for letting and awarded in the Design Division and the Traffic Operations Division.

Purpose/Importance: This measure reflects TxDOT's performance toward reaching a previously established goal of completing a certain number of plans. Meeting our established goals reflects the TxDOT's commitment to planning, designing and managing highway projects that meet the needs of the traveling public, and developing an efficient and effective transportation system.

Source/Collection of Data: The primary sources of the data are: (1) order of letting list provided by Financial Management Division, Letting Management Section; and (2) processed plans log by the Field Area Sections. At the end of each month the Field Area Sections report the number of plans that were processed for that month.

Method of Calculation: The number of plans completed and awarded are totaled each month, and totaled for quarterly reporting.

Data Limitations: None.

Calculation Type: Cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Output Measure: Dollar Volume of Construction Contracts Awarded in Fiscal Year

Short Definition: Cumulative low bid total of construction contracts that are awarded each fiscal year by the Texas Transportation Commission (commission).

Purpose/Importance: This measure provides information regarding the cost incurred by TxDOT in the execution of contracts to construct, maintain and rehabilitate the highways and bridges in Texas.

Source/Collection of Data: Data for this measure is loaded into the Bid Analysis Management System/Decision Support System (BAMS/DSS) from letting information contained in the Design Construction Information System (DCIS) and the Electronic Letting System (ELS), which is adjusted based upon those projects actually awarded and not rejected by the commission.

Method of Calculation: The dollar volume is calculated by totaling the low-bid dollar amounts of construction contracts awarded by the commission on a fiscal year basis.

Data Limitations: Excludes the original award amounts of those projects that were re-let and awarded again during the same fiscal year.

Calculation Type: Cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Output Measure: Number of Projects Awarded

Short Definition: The number of construction contracts that are awarded each fiscal year by the Texas Transportation Commission.

Purpose/Importance: This measure provides information regarding the number of highway construction contracts awarded by TxDOT each fiscal year.

Source/Collection of Data: Construction Information System (CIS) files are used as a source of data for a program that produces a report with this information. The Construction Division and the Design Division are responsible for the data.

Method of Calculation: A simple count of contracts awarded during the fiscal year, taken from the above-mentioned report.

Data Limitations: Excludes the original awards of those projects that were re-let and awarded again during the same fiscal year.

Calculation Type: Cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Goal B: Routine System Maintenance

Objective B.1 - System Maintenance

Outcome Measure: Percent of Bridges Rated in Good Condition or Higher

Short Definition: Number of on-system and off-system bridges not identified as structurally deficient, functionally obsolete, or substandard for load in the Bridge Inspection Database as a percentage of the total number of on-system and off-system bridges in the state.

Purpose/Importance: Tracking this measure over time helps TxDOT evaluate the effectiveness of its bridge replacement and rehabilitation efforts and the adequacy of overall bridge funding.

Source/Collection of Data: Bridge Inspection Database maintained by the Bridge Division.

Method of Calculation: Total number of on-system and off-system bridges not identified as structurally deficient, functionally obsolete, or substandard for load in the Bridge Inspection Database divided by the total number of on-system and off-system bridges in the Bridge Inspection Database, shown as a percentage.

Data Limitations: Specific bridge condition data are collected and input in the Bridge Inspection Database on the two-year safety inspection frequency. Accordingly, a lag may occur in database updates that show the improved bridge (rehabilitation or replacement) condition. TxDOT maintains data on bridges off the state highway system. It is possible that some bridges off the state highway system built by counties or municipalities may not be reported to TxDOT and therefore not included within this measure. The performance measure does not include bridges that are not eligible for the Highway Bridge Program. Bridges that are not eligible for the Highway Bridge Program include privately owned bridges, pedestrian bridges, utility bridges, railroad bridges and federally owned bridges. Bridges that are subject to the federal ten-year rule are not included in the counts of structurally deficient and functionally obsolete bridges. Bridges in the inventory with a date of construction or date of major reconstruction occurring within the past ten years will not be considered as structurally deficient or functionally obsolete and not eligible for the Highway Bridge Program. The rule prevents a bridge from remaining classified as structurally deficient or functionally obsolete after major reconstruction and thereby affecting the bridge fund apportionments to a state.

Calculation Type: Non-cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Outcome Measure: Percent of Highway Pavements in Good or Better Condition

Short Definition: The percentage of total lane miles of pavement rated in good or better condition as determined by the Pavement Management Information System (PMIS) Condition Score.

Purpose/Importance: The measure identifies system-wide trend in the improvement or deterioration of pavements and can be used to select preventive maintenance and rehabilitation projects and determine funding needs.

Source/Collection of Data: PMIS uses the data from the ride and distress surveys in the calculation of the Condition Score. The Condition Score combines Distress Score and Ride Score into a single value that corresponds to the average person's perception of pavement quality. The condition score ranges from 1 (very poor) to 100 (very good). "Good or better condition" is defined as PMIS Condition Score of 70 or above."

Method of Calculation: The percentage is calculated by dividing the number of lane miles of pavements in good or better condition by the total number of lane miles in the system. PMIS uses the data from the ride and distress surveys in the calculation of the Condition Score. The Condition Score combines Distress Score and Ride Score into a single value that corresponds to the average person's perception of pavement quality. The condition score ranges from 1 (very poor) to 100 (very good). "Good or better condition" is defined as PMIS Condition Score of 70 or above."

Data Limitations: Data set includes 100 percent of roadbed miles and is collected once a year. Due to cost and time limitations, TxDOT rates one lane for each roadbed and considers this lane represents all the lanes for the specific roadbed.

Calculation Type: Non-cumulative.

New Measure: Yes.

Desired Performance: Higher.

Key: Yes.

Outcome Measure: Statewide Maintenance Assessment Program Condition Score

Short Definition: The Texas Maintenance Assessment Program (TxMAP) provides for the evaluation of 22 elements of the highway infrastructure divided into three main components; Pavement, Traffic Operations and Roadside. Elements are rated on a scale of 1 - 5 on randomly selected one-mile sections. Approximately 5 percent of the Non-Interstate System and 10 percent of the Interstate System are evaluated.

Purpose/Importance: TxMAP documents the overall condition of the highway system and allows maintenance managers to monitor the condition for determining resource needs.

Source/Collection of Data: Field assessments are conducted annually under TxMAP. These evaluations are performed by personnel from the Maintenance Division.

Method of Calculation: A statewide composite score is determined by taking a weighted average of the districts' average scores based on their percent of the state centerline miles.

Data Limitations: This composite score is an indication of the maintenance level of service for the state's highways and roadsides. The score may vary from year to year and will be affected by available funds, traffic volumes, unexpected needs and weather.

Calculation Type: Non-cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Outcome Measure: Statewide Traffic Assessment Program Condition Score

Short Definition: The annual statewide average assessment score from the Texas Traffic Assessment Program (TxTAP).

Purpose/Importance: Traffic control devices (such as signs and traffic signals) play an important role in highway safety and efficiency. The TxTAP program is a tool used by TxDOT to evaluate uniformity, quality and consistency of traffic control devices in place on the state highway system. Use of this process allows for TxDOT to obtain a sampling of the uniformity and condition of traffic control devices on the state highway system and track progress in this area.

Source/Collection of Data: The Traffic Operations Division conducts a yearly statewide field review of traffic control devices for each TxDOT District. TxTAP assesses elements of traffic control devices across three main categories; signing, railroads and signals. The TxDOT Traffic Operations Division rates these elements on a scale of one to five at randomly selected locations.

Method of Calculation: Various traffic control devices are evaluated in each TxDOT District (district) annually and each district receives a score for uniformity, quality and consistency of these devices. These twenty-five individual district scores are then averaged to derive an annual statewide average.

Data Limitations: Since it is not possible to evaluate every traffic control device statewide, TxTAP scores are based on a relatively small sample of all traffic control devices. However, TxDOT believes that the TxTAP process provides an accurate and valuable snapshot of the uniformity and condition of traffic control devices on the state highway system both in a localized geographic area and for the state highway system as a whole.

Calculation Type: Non-cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Strategy B.1.1 - Contracted Routine Maintenance

Output Measure: Number of Lane Miles Contracted for Resurfacing

Short Definition: This measure calculates the total number of lane miles receiving roadway surface improvements under Contracted Routine Maintenance plus the total number of lane miles let to receive roadway surface improvements under Contracted Preventive Maintenance. These surface improvements include asphalt seal coats and asphalt concrete pavement overlays throughout the state by contract.

Purpose/Importance: Providing safe roadways for the traveling public and protection of the infrastructure of these roadways are of prime importance. Asphaltic seal coats protect roadway infrastructure from water intrusion into the underlying structural layers. This helps deter the water from deteriorating the base material, thereby causing a pavement failure. The presence of water in the base material during cold weather can be harmful due to the heave caused by freezing. Asphalt concrete pavement overlays are applied to not only reshape a roadway to eliminate hazardous surface aberrations, but also to add structure to a roadway to facilitate increased load carrying capabilities.

Source/Collection of Data: The sources of data used to collect this measure are the computerized Maintenance Management System (MMS) for Contracted Routine Maintenance and the DCIS) for Contracted Preventive Maintenance. While MMS reports resurfacing in square yards, the square yard units are converted to lane miles by dividing the square yards by 7,040 square yards per lane mile. DCIS reports resurfacing directly in lane miles.

Method of Calculation: The quarterly output is arrived at by collecting the number of lane miles by the various surface treatments applied to the state's roadways by contract from MMS and DCIS reports and summarizing them (total number of lane miles under Contracted Routine Maintenance completed during the reporting period for roadway surface improvements plus the total number of lane miles under Contracted Preventive Maintenance let during the reporting period for roadway surface improvements).

Data Limitations: The accuracy of the data is dependent upon the work units input into the MMS by personnel in the TxDOT District and work units input into the DCIS by personnel in the Financial Management Division.

Calculation Type: Cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Strategy B.1.2 - Routine Maintenance

Output Measure: Number of Highway Lane Miles Resurfaced by State Forces

Short Definition: This measure calculates the total number of lane miles receiving roadway surface improvements. These surface improvements include asphalt seal coats and asphalt concrete pavement overlays completed throughout the state by state forces.

Purpose/Importance: Providing safe roadways for the traveling public and protection of the infrastructure of these roadways are of prime importance. Asphaltic seal coats protect roadway infrastructure from water intrusion into the underlying structural layers. This helps deter the water from deteriorating the base material, thereby causing a pavement failure. The presence of water in the base material during cold weather can be harmful due to the heave caused by freezing. Asphalt concrete pavement overlays are applied to not only reshape a roadway to eliminate hazardous surface aberrations, but also to add structure to a roadway to facilitate increased load carrying capabilities.

Source/Collection of Data: The source of data used to collect this measure is the computerized Maintenance Management System (MMS). While MMS reports resurfacing in square yards, the square yard units are converted to lane miles by dividing the square yards by 7,040 square yards per lane mile.

Method of Calculation: The actual output is arrived at by collecting the number of lane miles by the various surface treatments applied to the state's roadways by state forces from MMS reports and summarizing them.

Data Limitations: The accuracy of the data is dependent upon the work units input into the MMS by TxDOT District personnel.

Calculation Type: Cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Goal C: Optimize Services and Systems

Objective C.1 - Support Enhanced Public Transportation

Outcome Measure: Percent Change in the Number of Small Urban and Rural Transit Trips

Short Definition: The percent change in the number of trips delivered by Non-metropolitan public transportation systems statewide from the previous year.

Purpose/Importance: To record the percent change in public transportation ridership.

Source/Collection of Data: TxDOT collects the ridership data for small urban (50,000 to 199,999 population) and non-urbanized area agencies, as well as agencies receiving funding for specialized transportation services. These agencies receive

public transportation program grant funding from TxDOT. The percent change in ridership is based on actual data and forecasted passenger trips data. TxDOT subtracts the previous year ridership from the current year figure, divides the difference by the prior year figure, and multiplies it by 100 to get a percentage. If current year ridership figures are not available for a transit agency, TxDOT estimates it using prior year data and a straight-line forecast and modifies it by any knowledge of specific circumstances as needed. The forecast of a future year change is based upon the most recent four years of ridership data.

Method of Calculation: Percent change is calculated by subtracting the prior year ridership figure from the current year figure, dividing that difference by the prior year figure, then multiplying by 100 to get a percentage. The forecast of future year changes is a straight-line forecast, based upon the most recent four years of ridership data. If there is a known factor that would impact either the historical data or future expected ridership, the forecast is updated to account for that factor.

Data Limitations: None.

Calculation Type: Non-cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Objective C.2 - Enhance Public Safety and Security

Outcome Measure: Number of Fatalities per 100 Million Miles Travelled

Short Definition: The number of fatalities per 100 million vehicle miles travelled in the state.

Purpose/Importance: Changes in the number of persons killed per 100 million vehicles miles travelled is an important measure used to evaluate overall transportation safety and provides a useful historical indicator of progress in this area.

Source/Collection of Data: The number of statewide traffic fatalities and vehicle miles travelled are compiled on a calendar year basis by TxDOT.

Method of Calculation: This measure is calculated by dividing the total annual statewide vehicle miles travelled by 100 million. The total number of statewide traffic fatalities is then divided by this figure, which results in the number of traffic fatalities per 100 million vehicle miles travelled.

Data Limitations: Although change in this measure is a straightforward and useful measure, many external factors can influence the measure such as inclement weather, driver behavior and increases in vehicle miles travelled.

Calculation Type: Non-cumulative.

New Measure: No.

Desired Performance: Lower.

Key: Yes.

Objective C.5 –Aviation Services

Outcome Measure: Percent of General Aviation Pavement in Good or Excellent Condition

Short Definition: Runway pavement condition ratings are categorized by poor, fair, good or excellent condition and reflect the overall surface condition of each landing surface. This measure will report the percentage of pavements in good or excellent condition.

Purpose/Importance: The measure identifies system-wide trend in the improvement or deterioration of runway pavements and aids TxDOT in determining the effectiveness of its Airport Capital Improvement Program.

Source/Collection of Data: Airport Master Record (5010 database) maintained by the National Flight Data Center (FAA).

Method of Calculation: The percentage is calculated by dividing the number of pavements in good or excellent condition by the total number of airports in the system.

Data Limitations: Data set includes only General Aviation, Reliever and Non-Primary Commercial Service Paved runways.

Calculation Type: Non-cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Strategy C.5.1 - Support and Promote General Aviation

Output Measure: Number of Grants Approved for Airports Selected for Financial Assistance

Short Definition: This measure is the sum of all the airport capital improvement grants that are approved by the Texas Transportation Commission (commission) for state or federal financial assistance.

Purpose/Importance: This measure shows the number of capital improvement grants issued to local governments for airport improvements.

Source/Collection of Data: The count comes from the minute orders approved by the commission for the appropriate period.

Method of Calculation: Each grant approved by commission for capital improvement projects is counted to determine the number of grants approved. An airport may receive more than one grant.

Data Limitations: This measure is entirely dependent upon the amount of funding approved by the Legislature for state grants and the amount of federal funds allocated to Texas.

Calculation Type: Cumulative.

New Measure: No.
Desired Performance: Higher.
Key: Yes.

Goal D: Enhance Rail Transportation

Objective D.1 - Support the planning and development of rail transportation infrastructure.

Strategy D.1.4 - Ensure Rail Safety through Inspection and Public Education

Output Measure: Number of Federal Railroad Administration (FRA) Units Inspected

Short Definition: The number of FRA units performed by TxDOT rail safety inspectors in all five inspection disciplines (Track, Signal and Train Control, Hazardous Materials, Motive Power and Equipment and Operating Practices).

Purpose/Importance: This measure is intended to show the productivity of railroad safety inspectors by making it possible to compare the amount of actual work produced by a particular inspector with the goal previously established for that inspector. This measure is important because it provides supervisors and division management with an objective basis for the evaluation of performance of individual employees, and because it also allows the Texas Transportation Commission to determine overall division performance.

Source/Collection of Data: FRA units are recorded weekly in the FRA database. The federal database can be accessed by supervisory personnel to total the inspections for each inspection discipline and calculate the overall total inspection units for each reporting period.

Method of Calculation: The federal database can be accessed by supervisory personnel to total the inspections based upon the particular kind of inspection activity involved.

Data Limitations: None.

Calculation Type: Cumulative.

New Measure: No.

Desired Performance: Higher.

Key: Yes.

Schedule C: Historically Underutilized Business Plan

Comparison of TxDOT's use of Historically Underutilized Businesses (HUB), Disadvantaged Business Enterprises (DBE) and Small Business Enterprises (SBE) for contracting purposes.

Applicability

- The DBE Program is applicable to all federal-aid contracts.
- The HUB Program is applicable to state funded contracts excluding highway construction and maintenance contracts.
- The SBE Program is applicable to state funded highway construction and maintenance contracts.

Annual Goals

- The annual goal for the DBE Program is based on the two-step process specified in Title 49, Code of Federal Regulations, Section 26.45.
- The annual goal for the HUB Program is based on the State Disparity study and TxDOT's past performance regarding HUB utilization.
- The annual goal for the SBE Program is based on the volume of work performed by small businesses the previous year and the availability of certified SBEs.

Certification

- The DBE Program requires the businesses to be owned and controlled by minority, women or other disadvantaged individuals. The size standards for a small business are in accordance with the U. S. Small Business Administration (US SBA). The business does not have to be located in Texas but they must be certified by their home state.
- The HUB Program requires the business to be a small business with the minority or women owners actively participating in the control, operation and management of the firm. The size standard for a small business is in accordance with the US SBA. The gross receipts cannot exceed the US SBA size standard for four consecutive years. The owners must be U. S. Citizens born or naturalized. The permanent business location must be in Texas.
- The SBE Program requires the business to be a small business. The size standard is in accordance with US SBA. The gross receipts cannot exceed the US SBA size standard for four consecutive years. The owners must be U. S. Citizens born or naturalized. The permanent business location must be in Texas.

Please see the following reports for specific TxDOT HUB and DBE contracting data:

- (1) Appendix A, TxDOT Consolidated HUB Report FY 2015, submitted to comply with Article IX, Sec. 7.06 and 7.07.; and
- (2) Appendix B:
 - (a) Mid-Year Fiscal Year (FY) 2015 Disadvantaged Business Enterprise (DBE) Report to the Federal Highway Administration (October 1, 2014 – March 31, 2015); and
 - (b) End-of-Year FY 2015 Disadvantaged Business Enterprise (DBE) Report to the Federal Highway Administration (April 1, 2015 – September 30, 2015).

Note: Appendix A represents payments to HUB firms under the State of Texas HUB Program and Appendix B represents payments to DBE firms under the Federal DBE Program. Payments to firms with dual certification (HUB & DBE) are included in both reports.



Historically Underutilized Businesses (HUB) Reporting

Rider 7.06 and 7.07 Report

Office of Civil Rights
November 30, 2015



Introduction

The Texas Department of Transportation (TxDOT) is respectfully submitting the HUB information required to comply with Article IX, Sec. 7.06 and 7.07. The report includes the following:

- Consolidated HUB Assessment Report for FY 2014 and FY 2015, Attachment A;
- TxDOT's Strategic Plan for maintaining future compliance with Government Code (GC) 2161.123, and outlining the agency's good faith efforts to meet the agency-specific HUB goals and increase the use of HUB businesses in purchasing and public works contracting; and

TxDOT's Strategic Plan was developed using the HUB disparity study and other internal resources to address Sec. 7.07 (a)(3)(A)-(F).

Historically Underutilized Business Strategic Plan

TxDOT administers programs to encourage participation by Historically Underutilized Businesses (HUBs) in all contracting and subcontracting by the Department. TxDOT's HUB Program Office is designed to enhance the ability of HUBs to compete for TxDOT contracts, increase agency awareness of such businesses, ensure meaningful HUB participation in the procurement process and assist TxDOT in achieving its HUB goals.

The sections below describe in its entirety a coordinated HUB Plan that covers TxDOT as a whole.

Goal

The goal of the TxDOT HUB Plan is to promote fair and competitive business opportunities that maximize the inclusion of minority-owned businesses and women-owned businesses that are certified HUBs in the procurement and contracting activities of TxDOT.

Objective

TxDOT strives to meet the Statewide Annual HUB Utilization Goals and/or agency-specific goals that are identified each fiscal year in the procurement categories related to TxDOT's current strategies and programs.

Outcome Measures

In accordance with the Texas Government Code, §2161.123, Texas Administrative Code, Title 34, Rule §20.13, and the State's Disparity Study, state agencies are required to establish their own HUB goals based on scheduled fiscal year expenditures and the availability of HUBs in each procurement category.

In procuring goods and services through contracts, TxDOT will make a good faith effort to meet the statewide goals and internal goals, as described in Table 4.1, for HUB participation for the contracts that the agency expects to award in a fiscal year.

Table 4.1, Statewide HUB Goals by Procurement Categories

PROCUREMENT CATEGORIES	STATEWIDE UTILIZATION GOALS	TXDOT INTERNAL HUB GOALS FY 16
Heavy Construction	11.2%	5.53%
Building Construction	21.1%	21.10%
Special Trade Construction	32.9%	37.26%
Professional Services Contracts	23.7%	23.70%
Other Services Contracts	26.0%	21.23%
Commodity Contracts	21.1%	14.54%

Statewide HUB Goals by procurement category based on Fiscal Year 2009 HUB Disparity Study, Texas Comptroller of Public Accounts (CPA), and any amendments made to the HUB Disparity Study.

****Heavy Construction (i.e., Highway Construction and Maintenance) contracts that include federal or state funding have a DBE goal or SBE goal in place of a HUB goal. Sections 2161.003 and 2161.004(a)(b) do not apply to a project or contract subject to Transportation Code § 201.702.***

TxDOT will collectively use the following strategies and output measures to gauge the progress in total expenditures and the percentage of purchases awarded directly and indirectly through subcontracts to HUBs under each business category.

Additional output measures may be used to track HUB utilization.

TxDOT Strategies

TxDOT will set the Statewide HUB Goal or Internal Agency HUB Goal, whichever is higher, for procurements and contracts with an estimated cost of \$100,000 (including renewals) or more with subcontracting availability. *This does not apply to heavy construction contracts.

TxDOT will also maintain and implement policies and procedures, in accordance with the HUB rules, to guide the department in increasing the use of HUBs by contracting directly and/or indirectly through subcontracting.

TxDOT will employ several additional strategies, such as:

- Tracking the number of contracts awarded to certified HUBs as a result of TxDOT outreach efforts;
- Through post-award meetings and progress compliance initiatives, obtaining assurances that contractors will make a good-faith effort to subcontract with HUBs identified in its HUB subcontracting plan, and maintain the commitment throughout the contract;
- Using available HUB directories, the internet, minority or women trade organizations or development centers to solicit bids;
- Maintaining a HUB Program Office, including a full-time HUB Coordinator and HUB Liaison at the TxDOT headquarters for effective coordination;
- Developing and implementing an internal HUB Program Plan and providing updates to the TxDOT Director and other Executive Management pertaining to TxDOT HUB Program activities, reports, related initiatives, and projects;
- Using internal reports to identify HUB utilization shortfalls in regional areas by HUB business category and target HUBs that can provide those commodities/services identified;
- Meeting regularly with Districts, Divisions and Offices (DDOs) to provide updated information/reports regarding: HUB utilization to improve HUB use by eligibility category (i.e., African American, Asian American, Native American, Hispanic American, Women American and Service Disabled Veterans), trainings, available HUBs, and internal or external HUB forums; and
- Receiving information from each DDO on upcoming projects and identify commodities/services needed by each DDO that can be incorporated in its outreach strategy.

Output Measures

TxDOT will collectively use and individually track the following output measures to gauge progress:

- Total number of HUBs solicited;
- Total number of bids received from HUBs;
- Total number of contracts awarded to HUBs;
- Total amount of HUB subcontracting expenditures;
- Total amount of HUB Procurement Card expenditures;
- Total number of mentor-protégé agreements;
- Total number of HUB Economic Opportunity Forums attended or co-hosted;
- Total number of Internal HUB Forums conducted;

- Advertising TxDOT contract opportunities on the Electronic State Business Daily (ESBD), TxDOT website, and at external outreach events;
- Encouraging DBE certification to eligible minority owned businesses, women owned businesses and active HUBs, and participation in DBE programs, event and trainings;
- Work with DDOs to increase HUB utilization on all non-competitive procurements; and,
- Identify areas where policies can be created to increase HUB utilization.

Finally, additional staff resources will be necessary throughout TxDOT to assist with the following functions:

- Enhancing outreach efforts internally and externally by promoting access, awareness, and accountability through education and training;
- Enhancing the participation of minority, women, and service disabled veteran businesses in Department-sponsored HUB Forums where exhibitors may participate in trade-related conferences;
- Expanding TxDOT's mentor-protégé program vision to maximize the state's resources through cooperation and assistance from other public entities and corporate businesses;
- Promoting and increasing awareness of subcontracting opportunities in TxDOT contracts which are identified in Contractors' HUB Subcontracting Plans; and
- Increasing HUB compliance efforts to ensure good faith efforts in TxDOT contracting and subcontracting opportunities.

ATTACHMENT A

Quarterly Assessment of HUB Related Activities FY14 & FY15

Agency/IHE Name:	Texas Department of Transportation	
Agency/IHE Number:	601	
Fiscal Year:	2014 & 2015	

NOTE: The following assessment is about HUB related activities during the above referenced period in your Agency/Institution

1-Your Agency/IHE HUB Goals:

Procurement Category	Statewide HUB Goals/ FY 14 Internal HUB Goals	FY 14 Performance	FY 15 Internal HUB Goals	FY 15 Performance	Overall FY 14 & FY15 Performance
Heavy Construction	11.2%	5.69%	7.14%	5.01%	5.35%
Building Construction	21.1%	59.98%	20.16%	26.63%	45.77%
Special Trade Construction	32.7%	34.31%	36.14%	42.77%	38.38%
Professional Services	23.6%	13.97%	18.75%	39.00%	27.09%
Other Services	24.6%	20.48%	25.08%	18.44%	19.42%
Commodities	21.0%	14.67%	15.84%	10.33%	12.49%

**2- Prime Contract
Activities**

2a-Prime Contract: Total expenditure during this quarter

Procurement Category	African American	Asian American	Hispanic American	Native American	Non-minority Woman	Disabled Veteran		Non-HUB	HUB Total
						Included in HUB Groups	Not Included in HUB Groups		
Heavy Construction	\$ 4,176,263.37	\$ 6,205,756.88	\$ 144,220,913.43	\$ -	\$ 95,679,512.64	\$ -	\$ -	\$ 10,307,077,350.43	\$ 250,082,646.32
Building Construction	\$ -	\$ 2,502,164.34	\$ 549,121.47	\$ -	\$ 1,390,656.83	\$ -	\$ -	\$ 6,472,794.23	\$ 4,439,342.24
Special Trade Construction	\$ 1,096,397.64	\$ 945,929.66	\$ 4,465,471.99	\$ 67,888.60	\$ 6,667,167.01	\$ -	\$ -	\$ 29,514.69	\$ 23,595,756.01
Professional Services	\$ 4,823,386.37	\$ 48,472,699.23	\$ 99,848,999.64	\$ 796,733.01	\$ 12,860,534.43	\$ -	\$ -	\$ 722,397,986.73	\$ 96,801,533.21
Other Services	\$ 5,741,681.06	\$ 12,985,547.26	\$ 33,020,612.34	\$ 4,059,493.95	\$ 93,840,465.52	\$ -	\$ -	\$ 27,365.07	\$ 672,584,503.07
Commodities	\$ 2,236,892.24	\$ 2,805,590.61	\$ 3,604,189.89	\$ 133,397.88	\$ 27,802,779.30	\$ -	\$ -	\$ 6,419.88	\$ 262,211,148.53
Total	\$ 18,042,331.38	\$ 65,208,679.47	\$ 225,759,055.47	\$ 8,097,453.25	\$ 238,240,509.35	\$ -	\$ -	\$ 6,849.64	\$ 11,994,317,841.08

2b-Prime Contract: Number of HUB/non-HUB vendors (ongoing and new) utilized this quarter

Procurement Category	African American	Asian American	Hispanic American	Native American	Non-minority Woman	Disabled Veteran		Non-HUB	HUB Total
						Included in HUB Groups	Not Included in HUB Groups		
Heavy Construction	16	8	97	0	61	0	0	1,892	182
Building Construction	0	2	3	0	7	0	0	29	12
Special Trade Construction	17	8	82	6	100	0	2	740	215
Professional Services	9	21	42	3	31	0	0	525	106
Other Services	75	52	211	23	398	0	1	6,391	760
Commodities	86	71	218	31	666	0	1	6,215	1,073
Total	203	162	653	63	1,263	0	4	15,672	2,348

3-Subcontract Activities

3a-Subcontract: Total expenditure during this quarter

Procurement Category	African American	Asian American	Hispanic American	Native American	Non-minority Woman	Disabled Veteran		Non-HUB	HUB Total
						Included in HUB Groups	Not Included in HUB Groups		
Heavy Construction	\$ 26,855,451.89	\$ 26,451,075.63	\$ 178,989,021.98	\$ 16,885,986.72	\$ 115,703,461.25	\$ -	\$ -	\$ 64,033,612.07	\$ 314,786,577.46
Building Construction	\$ -	\$ 193,257.20	\$ 961,763.83	\$ -	\$ -	\$ -	\$ -	\$ 1,387,373.51	\$ 555,071.12
Special Trade Construction	\$ -	\$ 217,279.37	\$ 716,994.45	\$ -	\$ 198,836.74	\$ -	\$ -	\$ 858,066.50	\$ 1,133,110.60
Professional Services	\$ 15,477,007.11	\$ 26,304,464.63	\$ 554,16,049.66	\$ 2,817,929.39	\$ 27,660,082.87	\$ -	\$ 47,659.36	\$ 279,805,465.21	\$ 123,723,193.02
Other Services	\$ 124,794.90	\$ 1,354,989.09	\$ 1,217,597.75	\$ -	\$ 2,394,743.20	\$ -	\$ -	\$ 30,262,205.79	\$ 10,092,510.94
Commodities	\$ 12,632.57	\$ 23,978.95	\$ 124,292.72	\$ 7,456.84	\$ 548,579.03	\$ -	\$ -	\$ 15,266,989.36	\$ 716,940.21
Total	\$ 42,465,866.44	\$ 44,545,045.00	\$ 182,725,700.43	\$ 19,711,372.55	\$ 151,505,705.13	\$ -	\$ 47,659.36	\$ 395,613,906.98	\$ 451,005,353.33

3b-Subcontract: Number of HUB/non-HUB vendors (ongoing and new) utilized this quarter

Procurement Category	African American	Asian American	Hispanic American	Native American	Non-minority Woman	Disabled Veteran		Non-HUB	HUB Total
						Included in HUB Groups	Not Included in HUB Groups		
Heavy Construction	495	373	2,236	344	3,759	0	0	430	7,157
Building Construction	0	1	3	0	0	0	0	6	4
Special Trade Construction	0	2	10	0	14	0	0	93	26
Professional Services	19	39	91	4	104	1	2	127	260
Other Services	5	17	33	0	160	0	0	900	215
Commodities	19	14	119	10	413	0	0	13,767	375
Total	538	396	2,492	358	4,450	1	2	15,323	8,237

4-New Vendors: Number of vendors (prime and sub) utilized in this quarter which were not used during the last 2 Years.

Procurement Category	African American	Asian American	Hispanic American	Native American	Non-minority Woman	Disabled Veteran		Non-HUB	HUB Total
						Included in HUB Groups	Not Included in HUB Groups		
Heavy Construction	31	10	92	7	96	0	0	906	236
Building Construction	0	2	5	0	15	0	0	20	22
Special Trade Construction	10	5	59	3	68	0	1	393	146
Professional Services	12	28	38	1	37	0	2	307	118
Other Services	34	27	113	8	205	0	0	3,035	398
Commodities	26	29	115	9	318	0	2	2,468	493
Total	113	101	422	28	740	0	5	7,129	1,409

5-Sponsored or participated in local and statewide settings to encourage HUB participation in state procurement activities.

Event/Activity	Number of Events Hosted or Attended	
	Hosted	Attended
Economic Opportunity Forum	6	113
Annual Meeting/Setting	0	34
Advocacy Group Meeting (i.e., TAAACC, TAMACC, etc.)	0	14
Other (Please explain) HUB Discussion Workgroup (HDW) Meetings, Internal HUB Forums, SACC Meeting, Pre-Proposal Bid Meetings, TAP, TBOP, One-on-Ones	95	328

6- Mentor-Protégé Program:

Active Mentor-Protégé Program	Ongoing	Added Current Fiscal Year
Number of Programs	5	0

7- HUB program staffing:

HUB Staffing	Allocated	Current
Staff size	31	31

8-Work Related Activities Conducted by HUB Program Staff:

HUB Program Personnel	% of Weekly Hrs. with HUB	% of Weekly Hrs. with Purchasing	% of Weekly Hrs. with Contract
Staff -1	100%		
Staff -2	100%		
Staff -3	50%		
Staff -4	100%		
Staff -5	100%		
Staff -6	100%		
Staff -7	<1%		
Staff -8	<1%		
Staff -9	<1%		
Staff -10	<1%		
Staff -11	<1%		
Staff -12	<1%		
Staff -13	<10%		
Staff -14	<1%		
Staff -15	<1%		
Staff -16	<10%		
Staff -17	<1%		
Staff -18	<1%		
Staff -19	<1%		
Staff -20	<1%		
Staff -21	<1%		
Staff -22	<1%		
Staff -23			
Staff -24		10%	26%
Staff -25		5%	13%
Staff -26		5%	13%
Staff -27		5%	13%
Staff -28		5%	13%
Staff -29		5%	13%
Staff -30		5%	
Staff -31		10%	

9- Justification for not reaching the intended goals and other remarks.

TxDOT achieved three (3) of the six (6) internal HUB goals for fiscal year 2015. TxDOT refined its HUB Program in FY 2015 in an effort to strengthen its compliance, outreach, reporting and mentor protégé efforts. During our refining of the HUB Program, the following initiatives were enforced to help meet statewide and/or department-specific HUB goals:

1. Developed and maintain HUB Policy and Procedures and Standard Operating Procedures to be administered throughout TxDOT;
 2. Developed and implement an internal HUB Plan to assist with the on-going implementation, coordination, oversight, and management of the TxDOT HUB Program initiatives in accordance with the HUB statute, rules and/or policies throughout TxDOT;
 3. Initiated an outreach effort to educate HUBs about the procurement Department's process;
 4. Promoted continuous HUB utilization within TxDOT's procurement initiatives;
 5. Developed an online HUB resource page in the TxDOT's website allowing for vendor access;
 6. Built Mentor Protégé relationships between Prime Contractors and HUBs;
 7. Advertised TxDOT contract opportunities on the Electronic State Business Daily (ESBD);
 8. Encouraged DBE certification to HUBs that provide services/commodities/goods;
 9. Encouraged HUBs that receive a DBE certification to participate in DBE programs, events, and trainings;
 10. Worked with divisions to increase HUB utilization on all non-competitive procurements;
 11. Identified areas where policies can be created to increase HUB utilization; and
 12. Enhanced minority, women, and service disabled veteran businesses' participation in Department-sponsored HUB Forums where exhibitors may participate in trade-related conferences.
- TxDOT will continue these initiatives and work to improve the overall program.

Appendix B

(a) October 1, 2014 – March 31, 2015 Report of DBE Commitments/Awards and Payments, Texas Department of Transportation

UNIFORM REPORT OF DBE COMMITMENTS/AWARDS AND PAYMENTS										
Please refer to the instruction sheet for directions on filling out this form										
1	Submitted to (check only one)	<input checked="" type="checkbox"/> FHWA	<input type="checkbox"/> FAA	<input type="checkbox"/> FTA - Recipient ID Number						
2	AIP Numbers (FAA Recipients); Grant Number (FTA Recipients):									
3	Federal Fiscal year in which reporting	FY 2015			4. Date This Report Submitted	June 2, 2015				
5	Reporting Period	<input checked="" type="checkbox"/> Report due June 2 (for period Oct 1-Mar 31)			<input type="checkbox"/> Report due Dec 1 (for period April 1-Sep 30)		<input type="checkbox"/> FAA annual report due Dec 1			
6	Name and address of Recipient:	Texas Department of Transportation; 125 East 11th, Austin, Texas 78701								
7	Annual DBE Goal(s):	Race Conscious Projection: 5.3%		Race Neutral Projection: 6.4%		OVERALL Goal: 11.7%				
Awards/Commitments this Reporting Period										
A	AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD (Total contracts and subcontracts committed during this reporting period)	A	B	C	D	E	F	G	H	I
		Total Dollars	Total Number	Total to DBEs (dollars)	Total to DBEs (number)	Total to DBEs/Race Conscious (dollars)	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)	Percentage of total dollars to DBEs
8	Prime contracts awarded this period	\$ 1,127,767,265	368	\$ 52,325,276	47			\$ 52,325,276	47	4.64%
9	Subcontracts awarded/committed this period	\$ 326,045,492	2,104	\$ 127,287,512	864	\$ 67,820,543	382	\$ 59,466,969	482	39.04%
10	TOTAL			\$ 179,612,788	911	\$ 67,820,543	382	\$ 111,792,245	529	15.93%
B BREAKDOWN BY ETHNICITY & GENDER										
B		A			B			C		
		Total to DBE (dollar amount)			Total to DBE (number)					
		Women	Men	Total	Women	Men	Total			
11	Black American	\$ 1,735,989	\$ 14,555,794	\$ 16,291,783	6	76	82			
12	Hispanic American	\$ 8,276,386	\$ 72,819,425	\$ 81,095,811	43	285	328			
13	Native American	\$ 4,430,060	\$ 4,459,131	\$ 8,889,191	12	47	59			
14	Asian-Pacific American	\$ 1,008,000	\$ 10,863,941	\$ 11,871,941	3	33	36			
15	Subcontinent Asian Americans	\$ 56,678	\$ 1,835,608	\$ 1,892,286	4	9	13			
17	Non-Minority	\$ 55,601,376	\$ 3,970,400	\$ 59,571,776	389	4	393			
17	TOTAL	\$ 71,108,489	\$ 108,504,299	\$ 179,612,788	457	454	911			
Payments Made this Period										
C	PAYMENTS ON ONGOING CONTRACTS	A	B	C	D	E	F			
		Total Number of Contracts	Total Dollars Paid	Total Number of Contracts with DBEs	Total Payments to DBE firms	Total Number of DBE firms Paid	Percent to DBEs			
18	Prime and subcontracts currently in	2,591	\$ 7,349,520,162	2,224	\$ 368,031,016	426	5.01%			
D TOTAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD										
D		A		B		C		D		E
		Number of Contracts Completed		Total Dollar Value of Contracts Completed		DBE Participation Needed to Meet Goal (Dollars)		Total DBE Participation (Dollars)		Percent to DBEs
19	Race Conscious	166	\$ 775,404,645	\$ 40,165,372	\$ 72,749,959	9.38%				
20	Race Neutral	155	\$ 204,311,877	\$ 4,842,054	2.37%					
21	Totals	321	\$ 979,716,522	\$ 77,592,013.00	7.92%					
22	Submitted by: Ron Willson	23. Signature:				24. Phone Number: (512) 416-4700				

Appendix B

(b) April 1, 2015 – September 31, 2015 Report of DBE Commitments/Awards and Payments, Texas Department of Transportation

UNIFORM REPORT OF DBE COMMITMENTS/AWARDS AND PAYMENTS										
Please refer to the instruction sheet for directions on filling out this form										
1	Submitted to (check only one)	<input checked="" type="checkbox"/> FHWA	<input type="checkbox"/> FAA	<input type="checkbox"/> FTA - Recipient ID Number						
2	AIP Numbers (FAA Recipients):									
3	Grant Number (FTA Recipients):									
4	Federal Fiscal year in which reported	FY 2015			4. Date This Report Submitted:		12/4/15			
5	Reporting Period	<input type="checkbox"/> Report due June 2 (for period Oct 1-Mar 31)			<input checked="" type="checkbox"/> Report due Dec 1 (for period April 1-Sep 30)		<input type="checkbox"/> FAA annual report due Dec 1			
6	Name and address of Recipient:	Texas Department of Transportation; 125 East 11th, Austin, Texas 78701								
7	Annual DBE Goal(s):	Race Conscious Projection: 5.3%		Race Neutral Projection: 6.4%		OVERALL Goal: 11.7%				
Awards/Commitments this Reporting Period										
A	AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD (Total contracts and subcontracts committed during this reporting period)	A	B	C	D	E	F	G	H	I
		Total Dollars	Total Number	Total to DBEs (dollars)	Total to DBEs (number)	Total to DBEs/Race Conscious (dollars)	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)	Percentage of total dollars to DBEs
8	Prime contracts awarded this period	\$ 2,165,621,819	516	\$ 43,933,637	42			\$ 43,933,637	42	2.0%
9	Subcontracts awarded/committed during this period	\$ 520,502,974	2,677	\$ 285,351,028	1,218	\$ 138,046,272	609	\$ 147,167,975	604	13.2%
10	TOTAL			\$ 329,284,665	1,260	\$ 138,046,272	609	\$ 191,101,612	646	15.2%
B BREAKDOWN BY ETHNICITY & GENDER										
B	Total to DBE (dollar amount)	A			B			C		
		Women	Men	Total	Women	Men	Total			
11	Black American	\$ 3,381,464	\$ 22,741,945	\$ 26,123,409	10	109	119			
12	Hispanic American	\$ 17,968,538	\$ 144,881,552	\$ 162,850,090	71	430	501			
13	Native American	\$ 5,004,937	\$ 15,796,950	\$ 20,801,887	22	85	107			
14	Asian-Pacific American	\$ -	\$ 27,926,452	\$ 27,926,452	0	18	18			
15	Subcontinent Asian Americans	\$ 93,342	\$ 4,574,359	\$ 4,667,701	4	19	23			
17	Non-Minority	\$ 86,915,126	\$ -	\$ 86,915,126	492	0	492			
17	TOTAL	\$ 113,363,407	\$ 215,921,258	\$ 329,284,665	599	661	1260			
Payments Made this Period										
C	PAYMENTS ON ONGOING CONTRACTS	A	B	C	D	E	F			
		Total Number of Contracts	Total Dollars Paid	Total Number of Contracts with DBEs	Total Payments to DBE firms	Total Number of DBE firms Paid	Percent to DBEs			
18	Prime and subcontracts currently in	1,360	\$ 7,775,090,053	517	\$ 272,046,509	1010	3.5%			
D	TOTAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD	A	B	C	D	E				
		Number of Contracts Completed	Total Dollar Value of Contracts Completed	DBE Participation Needed to Meet Goal (Dollars)	Total DBE Participation (Dollars)	Percent to DBEs				
19	Race Conscious	164	\$ 591,021,867	\$ 166,759,530	\$ 57,645,966	9.2%				
20	Race Neutral	170	\$ 132,061,040		\$ 8,561,503	6.5%				
21	Totals	334	\$ 723,082,907		\$ 66,207,469.00	9.2%				
22	Submitted by: Michael D. Bryant	23. Signature:			24. Phone Number: (512) 416-4700					

Schedule D: Statewide Capital Plan

The 2016–17 General Appropriations Act, Article IX, Section 11.03, requires all state agencies and institutions of higher education to supply capital planning information relating to projects for the 2018–2019 biennium to the Bond Review Board (BRB) and the Higher Education Coordinating Board. Based on information submitted by agencies and institutions, the BRB is required to compile a statewide capital expenditure plan for the 2018-2019 biennium for submission to the Governor and the Legislative Budget Board. Capital plans should be submitted separately to the BRB in accordance with instructions that will be provided separately by that agency.

Note: The tables on the following pages are in draft form, subject to final development of related information in the Legislative Appropriations Request process.

Facilities Capital Program (FCP) for FY 2017-2019

TxDOT's facilities are a fundamental component of the highway system that either directly or indirectly supports the agency's mission, transportation functions and highway operations. TxDOT is committed to the long-term preservation of all its assets, including the proper maintenance, repair and improvement of its statewide building facilities and infrastructure.

The priorities for FY 2017-2019 FCP projects are:

- New construction or replacement of facilities deemed substandard and obsolete facilities based on long range facilities capital plan to include space utilization, FTE allocations, capital investment renewal plan and highway transportation plan.
- Land acquisitions for the expansion of existing facilities or construction of new facilities based on long range facilities capital plan to include space utilization, FTE allocations, capital investment renewal plan and highway transportation plan.
- Essential maintenance, deferred maintenance, minor repairs, rehabilitation and major repairs, (including life safety, building code, and regulatory compliance related projects) that align with the recent Facilities Condition Assessment Capital Renewal Plan.
- Renovation and additions to existing facilities to extend the useful life of the asset and align with the Capital Renewal Plan.

Integrated Campus Planning System

Texas Higher Education Coordinating Board

05/20/16

Transportation, Texas Department of (601)

Capital Expenditure Plan (MP1) Summary Report (Fiscal Years 2017 - 2021) as Reported in FY 2016

Project Name	Building Number	Building Name	Condition	Pri	G&E	E&G	Acres	CIP	Deferred Maintenance to be Addressed	Total Cost	Start Date	End Date
Modernization Portfolio and Project Management	0000			1	0	0	0		\$0	\$31,036,044	9/2016	8/2019
Mainframe Modernization	0000			2	0	0	0		\$0	\$134,006,709	9/2016	8/2019
Technology Replacements and Upgrades	0000			3	0	0	0		\$0	\$72,076,974	9/2016	8/2019
Essential Building Maintenance	0000			4	0	0	0		\$14,338,552	\$14,338,552	9/2016	8/2019
Data Center Consolidation	0000			5	0	0	0		\$0	\$79,694,639	9/2016	8/2019
Roof Replacements	0000			6	0	0	0		\$26,156,850	\$26,156,850	9/2016	8/2019
Modify/Upgrade Security System Statewide	0000			7	0	0	0		\$17,658,734	\$17,658,734	9/2016	8/2019
HVAC Upgrades/Replacements	0000			8	0	0	0		\$12,383,569	\$12,383,569	9/2016	8/2019
Electrical Upgrades/Replacements	0000			9	0	0	0		\$12,157,919	\$12,157,919	9/2016	8/2019
Renovate Building - Interior/Exterior - Various	0000			10	0	0	0		\$13,603,133	\$13,603,133	9/2016	8/2019
Preventative Maintenance and Minor Repair	0000			11	0	0	0		\$22,556,222	\$22,556,222	9/2016	8/2019
Replace/Repair Emergency Generators	0000			12	0	0	0		\$7,837,532	\$7,837,532	9/2016	8/2019
Replace/Renovate Fuel Station	0000			13	0	0	0		\$7,769,400	\$7,769,400	9/2016	8/2019
Modifications/Upgrades to Sites and Facilities	0000			14	0	0	0		\$8,097,467	\$8,097,467	9/2016	8/2019
Engineer and Maintenance Facilities	0000			15	0	0	0		\$0	\$36,951,990	9/2016	8/2019
					0	0	0		\$143,559,378	\$497,325,792		

Total by Project Type

Project Type	Number of Projects	G&E	E&G	Acres	Total Cost
Addition	0	0	0	0	\$0
New Construction	1	0	0	0	\$36,951,990
Repair and Renovation	10	0	0	0	\$143,559,378
Land Acquisition	0	0	0	0	\$0
Infrastructure	0	0	0	0	\$0
Information Resources	4	0	0	0	\$16,814,424
Leased Space	0	0	0	0	\$0
Unspecified	0	0	0	0	\$0
Total	15	0	0	0	\$497,325,792

Summary of Planned Expenditures by Year

Project Type	2017	2018	2019	2020	2021	Balance	Total Cost
Addition	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$10,716,077	\$15,150,316	\$11,085,997	\$0	\$0	\$0	\$36,951,990
Repair and Renovation	\$44,332,220	\$53,159,345	\$46,067,813	\$0	\$0	\$0	\$143,559,378
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Information Resources	\$11,876,183	\$129,893,914	\$95,044,227	\$0	\$0	\$0	\$16,814,424
Leased Space	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unspecified	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$146,924,480	\$198,203,575	\$452,197,737	\$0	\$0	\$0	\$497,325,792

Total by Funding Sources

Funding Source	Number of Projects	Total Cost
Auxiliary Enterprise Fund	0	\$0
Auxiliary Enterprise Revenues	0	\$0
Available University Fund	0	\$0
Designated Tuition	0	\$0
Energy Savings	0	\$0
Federal Funds	0	\$0
Federal Grants	0	\$0
General Revenue	0	\$0
Gifts/Donations	0	\$0
Higher Education Assistance Fund Proceeds	0	\$0
Housing Revenue	0	\$0
Lease Purchase other than MLPP	0	\$0
Legislative Appropriations	15	\$497,325,792
Master Lease Purchase Program	0	\$0
Other	0	\$0
Other Local Funds	0	\$0
Other Revenue Bonds	0	\$0
Performance Contracting Energy Conservation	0	\$0
Permanent University Fund	0	\$0
Private Development	0	\$0
Private Development Funds	0	\$0
Revenue Financing System Bonds	0	\$0
Student Fees	0	\$0
Tuition Revenue Bond Proceeds	0	\$0
Unexpended Plant Funds	0	\$0
Unknown Funding Source	0	\$0
Unspecified	0	\$0
Totals		\$497,325,792

DRAFT

Schedule F: Workforce Plan

Introduction

TxDOT continues to expand the scope of its responsibilities. TxDOT's workforce includes experts in engineering, maintenance, bridge construction, rail, maritime, real estate, project management, environmental affairs, research and technology, aviation and transportation planning and programming. TxDOT is focused on maintenance and expansion of multi-modal transportation systems. TxDOT is more than just an agency focused on a system of highways; the focus includes cargo ships, airplanes, buses, trains, bicycles and more.

The workforce of TxDOT is vital to maintaining and expanding the prosperity of Texas. On a daily basis, TxDOT employees advocate for infrastructure and investment to fulfill TxDOT's mission. Employees at TxDOT have a sense of pride because they know their work improves the quality of life for citizens and brings economic opportunity to the state.



TxDOT had more than 11,750 employees during fiscal year 2015. TxDOT has come a long way since its creation in 1917 when it began with nine employees. Also, the business model has changed, which has allowed TxDOT to become more effective and efficient in the achievement of our mission. Today, TxDOT's employees actively participate with the citizens and communities by listening and collaborating to develop the best possible solutions for their regions and the state. Creativity and innovative thinking are becoming essential competencies as we look to the future.

TxDOT and its Human Resources (HR) Division are developing and implementing the following programs and processes:

- HR Generalist program to promote cross training on core HR functions;
- Agency-wide Succession Management program to include career planning and development;
- Veterans Preference initiative to promote the hiring of veterans, disabled veterans, and surviving spouses of veterans;
- Work-life balance and Wellness programs;
- Performance management process to more closely link employees' performance to their pay and to TxDOT's mission;
- TxDOT's compensation philosophy and process;
- PeopleSoft revised and simplified the Human Resources Procedures;
- Redesigned the hiring and recruitment process to gain efficiencies;

- Redesigned new employee orientation;
- Expansion of TxDOT's work trip reduction program to help address the state's congestion problem by offering flexible work options such as teleworking, telecommuting, non-standard and flexible work schedules;
- Focused on developing employee relations to be more proactive; and
- Enhanced the collaborative resolution program for employees and managers.

Workforce Planning

Workforce Planning is an organized process for:

- Identifying the number of employees and the types of employee skill sets required to meet agency goals and strategic objections.
- Developing a plan of action to ensure that the appropriate workforce will be available to provide quality services to the citizens of Texas.

Today, as workforce planning matures; it now becomes more of a strategic process and requires linkage to TxDOT's mission, goals and strategies. The foundation of strategic workforce planning is built upon the use of quantitative activities, such as headcount planning, turnover rates, FTEs, and other workforce analytics. These analytics and the resulting metrics can create a framework that can inform and transform organizational strategy. The advantages and outcomes of having a well-developed workforce planning process include:

- Ability to define future workforce gaps to design and implement solutions for those gaps;
- Documented knowledge of the competencies the organization needs to develop plans allowing TxDOT the ability to hire or develop people as needed
- Better preparedness for business contingencies;
- Improved ability to adapt and align resources for a flourishing economy, innovation and technological changes;
- Measurable action plans that can drive a human capital operating plan;
- Understanding of labor trends impacting the workforce including the effects of retirement and skills gaps.; and
- Staff planning focused on workload drivers based on business needs.

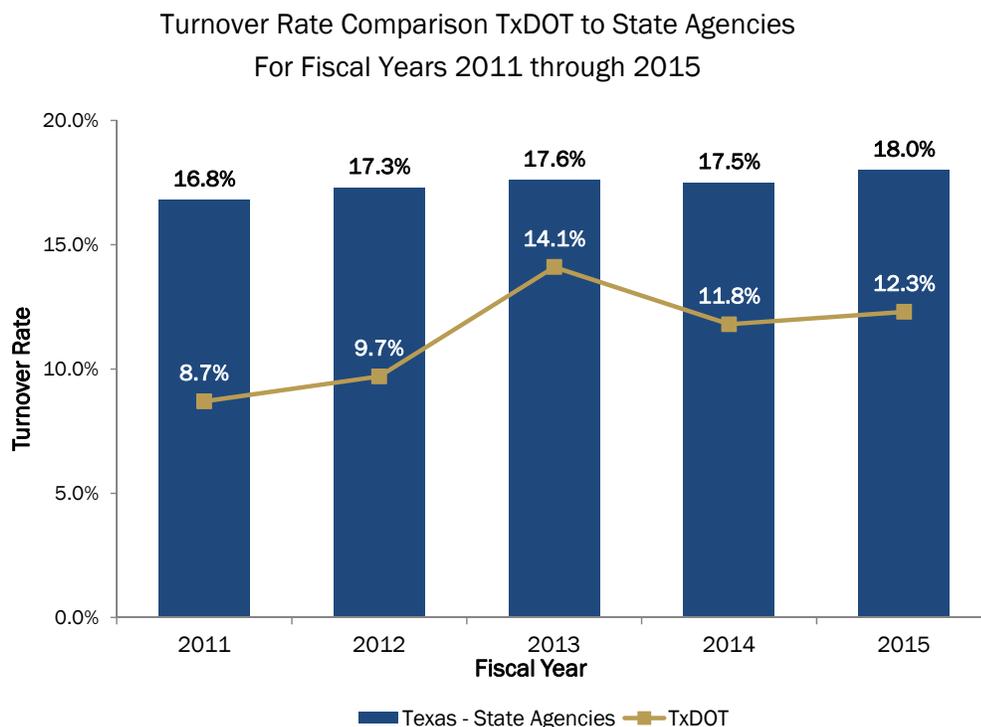
TxDOT's Workforce Snapshot – First Half of Fiscal Year 2016

- During the first half of fiscal year 2016, TxDOT's workforce on average was 11,808 employees.
- The average age of our classified regular full and part-time employees is 46.3 years, and the average length of agency service is 10.4 years.
- Males comprise 78 percent of TxDOT's workforce. Females comprise 22 percent of the agency's workforce.

- Caucasian Americans comprised 62.6 percent of TxDOT’s workforce during the first half of fiscal year 2016. Hispanic Americans made up 26.2 percent of the workforce, and African Americans represented 7.9 percent of the workforce. The remaining 3.3 percent of the workforce were American Indian, Alaskan Native, Asian, or Pacific Islander.
- As of March 2016, 35 percent of TxDOT employees are eligible to retire by the end of fiscal year 2020.
 - TxDOT’s internal job title categories show that:
 - Approximately 40 percent of the employees in Engineering and Engineering Support will be eligible to retire by the end of fiscal year 2018.
 - Thirty-eight percent of employees in the executive, administrative, clerical, and legal jobs are eligible to retire by the end of fiscal year 2018.

Additional details for TxDOT’s workforce are located in the Supply Analysis section of this report.

During fiscal year 2015, TxDOT’s annual turnover rate for classified regular full- and part-time employees was 12.3 percent.



In the first half of FY 2016, TxDOT experienced a lower than expected turnover rate. This could be due to fewer people leaving TxDOT for oil and gas related jobs. At the same rate, hiring continued to support jobs for construction, engineering and inspection positions. The

average FTE count in 2nd Quarter FY 2016 was 11,881. These factors contributed to TxDOT reaching their authorized 11,900 FTEs limit.

Environmental Scan

Environmental scanning takes account of circumstances and situations occurring in the environment – externally and internally. This scanning allows us to better understand trends and drivers of change and variations. These identified facts have the potential to impact the future of the business and the workforce. The process involves asking these questions:

- What can we see today?
- What might happen in the future?
- How will this impact future decision making?
- Will it impact what we are doing today and how we take action?

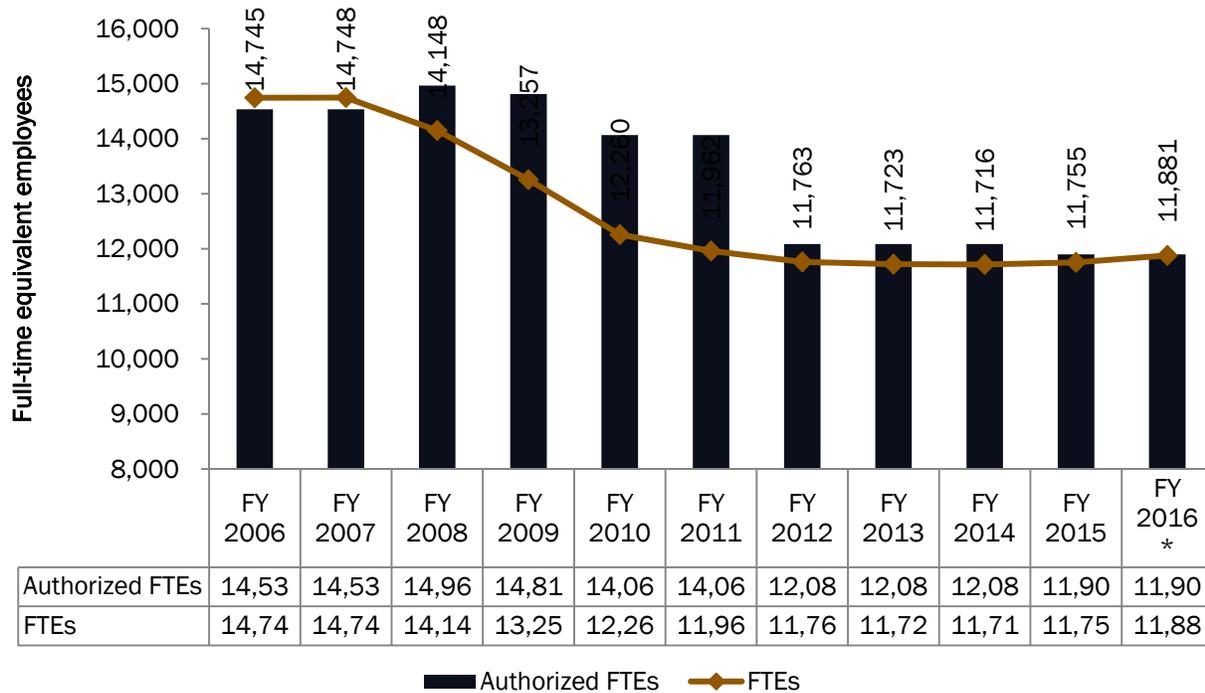
While all Americans are driving less than they did a decade ago, younger adults are driving much less. In 2009, Americans between the ages of 18 and 34 drove 21 percent fewer miles than those in that age group did in 2001. Fewer young adults are getting their driver's licenses. The total number of licensed drivers under the age of 34 actually declined between 2001 and 2012, despite an increasing population. Many are choosing to live in cities where they can bike, walk and take public transit to work or school.

It is unclear whether driving less is a matter of choice or a matter of economic necessity. It is conceivable that a significant portion of young adults have learned to manage without a car and will continue to drive less throughout their lives than previous generations. What is clear is that Millennials are choosing where they live and how they get around, whether by bike, rideshare, skateboard, bus, compact car or pickup truck, based on their budget and their lifestyle. Older Americans changes in the age of our population will have a lasting effect on how much we drive. Older Americans drive less on average than other Americans. On average, Americans over the age of 65 drive half the amount of Americans aged 25 to 64. That said, Americans are living longer and healthier lives and they are retiring later in life. Over the next 30 years, older Americans may work later in their lives and travel for work and leisure more often.

Many employers now have much more flexibility in how their workers can commute and interact with their coworkers. Well over one-third of workers have the ability to set or change their arrival time at work—including nearly half of those in professional, managerial, and technical occupations. Increases in telecommuting and flexible work schedules could help to reduce congestion in large metropolitan areas by reducing rush-hour travel.

During the second quarter of fiscal year 2016, TxDOT had 11,881 full-time equivalent (FTE) employees. When compared to fiscal year 2006 (14,745 FTEs), the Agency's authorized FTEs decreased by 18.1 percent to 11,900 FTEs.

Full-time Equivalent Employee History Years 2006 through 2016



Today, TxDOT faces many environmental factors impacting the way we do business and how that impacts the workforce. The table on the following page (Environmental Factors) lists external and internal factors identified during the environmental scanning for TxDOT.

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Environmental Factors

Environmental Factors			
External Factors		Internal Factors	
Aging Infrastructure	Increased Funding	Aging Workforce and Retirements	Opportunities to Right-Size and Address Span of Control
Moving Ahead for Progress in the 21st Century Act (MAP-21)	Transportation Asset Management (TAM)	Changes in Business Model	Deliberate, Disciplined Approach to Knowledge Transfer
Increased Accountability/ Transparency	Increased Regulatory Requirements and Metrics	Need for Resources to become Proactive versus Reactive	Shortage of Certified Personnel in the Field
Information Technology and Technological Innovations	Expansion of Panama Canal	Deepen Project Management Skills because of Changing Business Model	Redesign the Accountability Model for Managers and Staff
Data-driven, Risk-based Oversight	Competing for Talent with other Industries	Cultivating Innovation and Embracing New Technologies	Increasing the Business Acuity of Leaders and Employees

Labor Market Influences and Resource Availability

As reported by the Texas Workforce Commission in March 2016, Texas has added jobs in all of the major industries including professional and business services and transportation and utilities. The Texas unemployment rate continues to decrease. As of March 2016, the Texas unemployment rate had declined to 4.3 percent. As reported by the Bureau of Labor Statistics, in March 2016, the U.S. unemployment rate was 5.0 percent. As the Texas unemployment rate continues to decrease, TxDOT may experience difficulties in attracting professional and skilled-workers.

Legislation

In November 2014, Texas voters overwhelmingly approved the ballot measure known as Proposition 1 (Prop 1), authorizing a constitutional amendment for transportation funding. Under the amendment, a portion of oil and gas tax revenues that typically go into the Economic Stabilization Fund will be deposited to the State Highway Fund (SHF).

The Texas Comptroller of Public Accounts certified that \$1.74 billion would be available for transfer to the SHF for FY 2015. Locally elected officials, planning organizations and TxDOT officials collaborated to identify projects that effectively address the needs outlined for the use of the funds. This collaboration resulted in the list of projects included in an amended

Unified Transportation Program (UTP). TxDOT began awarding contracts for Prop 1 funded projects in March 2015, and expects to let all of the Prop 1 projects by the end of 2015.

For fiscal years 2016-2017, the General Appropriations Act (84th Legislature, Regular Session) authorized Prop 1 funds to be allocated by the following percentages using existing formulas adopted by the Texas Transportation Commission:

- 45 percent distributed to metropolitan planning organizations (MPOs) to address mobility and added capacity in urban areas (Category 2 mobility formulas)
- 25 percent distributed to TxDOT Districts to address regional connectivity in rural areas (Category 11 formulas)
- 20 percent distributed to TxDOT Districts to address maintenance needs (Category 1 maintenance formulas)
- 10 percent distributed to TxDOT Districts for roadway safety and maintenance in areas of the state impacted by the energy sector.

Additionally, in November 2015, Proposition 7 (Prop 7) was approved by voters, which made a constitutional amendment to divert \$2.5 billion each fiscal year from the general sales and use tax revenue after state revenue exceeds \$28 billion to the SHF. Prop 7 also dedicates 35 percent of motor vehicle sales tax revenue each fiscal year after the first \$5 billion to the SHF. The fund will receive \$2.5 billion in fiscal year 2018-19 and an estimate \$3.04 billion in FY 2021-22.

Employment Outlook

The April 2016, *Federal Reserve Beige Book* states, “Employment reports were varied. Scattered reports of hiring were noted throughout the service sector, especially among hospitality firms, and among food producers and a few other manufacturers. Retail employment was flat to down slightly and several transportation services firms continued to trim payrolls. Layoffs were noted among several manufacturers, particularly of energy-related goods such as fabricated metals. Some energy contacts noted they were loath to cut more jobs and were instead completely eliminating overtime or no longer matching 401K contributions, but many energy firms said they may still have to trim headcounts further this year.

Wage pressure remained subdued, although a few contacts noted concerns about minimum wage legislation and the impact from companies like Wal-Mart and McDonald’s raising their minimum wages. Respondents continued to report shortages of accountants and high-skilled high-tech workers, while labor shortages in the construction sector were not as acute as before.”

In December 2015, the Bureau of Labor Statistics, U.S. Department of Labor, *Occupational Outlook Handbook* issued projections indicating the job growth for civil engineers at 8

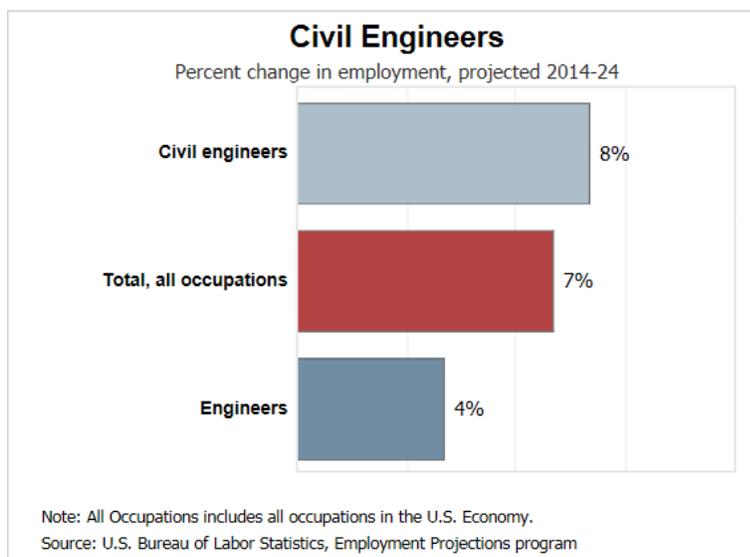
percent from 2014-2024. They also stated “As infrastructure continues to age, civil engineers will be needed to manage projects to rebuild bridges, repair roads, and upgrade levees and dams as well as airports and building structures of all types.”

As new opportunities present themselves for civil engineers, TxDOT may be faced with a supply shortage. Other competing industries include water systems, oil and gas, and renewable energy projects.

Civil engineers focus in many areas, and TxDOT opportunities include those of transportation engineer, design engineer, structural engineer, geotechnical engineer and construction engineer. The annual employment growth for the engineers and engineering technicians is expected to be 18.4 percent through 2020.

In 2014 the Bureau of Labor Statistics indicated State governments employed 13 percent of the available labor pool of engineers. Federal and local governments employ another 15 percent. Fifty-two percent of the civil engineers are employed in architectural, engineering and related services. The construction industry employed 9.1 percent.

Besides civil engineers, civil engineering technicians are required to perform engineering-related work at TxDOT. The availability of civil engineering technicians is projected to have little or no change in the job outlook from 2016 to 2026. However, the need to develop new highways and maintain the aging infrastructure will sustain the demand for civil engineers.



TxDOT has several positions that are very specialized in nature. These specialties are rare in the labor market. The types of positions include: specialized engineers, maintenance and construction experts, inspectors, and environmental experts construction and project management experts. TxDOT will compete with external entities for these skilled workers. The experience level required to obtain the required knowledge, skills and abilities of these employees is vital to the continued operations and achievement of TxDOT’s mission and goals.

The Texas Workforce Commission reports that for approximately 800 different occupations they track employment is projected to increase in almost all of those occupations based on the 2012-2022 projections.

The Texas Workforce Commission also stated, “economic changes can impact employment in all industries in Texas. Still, demand across occupations varies depending on the need of employers in different industries and in different locations.

It is important to note that Texas employers continue to experience the retirements of the Baby Boom generation of workers. The workforce for many industries in Texas has been dominated by Baby Boomer workers, many of whom are now in their sixties and had delayed retirement but now are starting to exit the workforce.

This demographic shift is increasing demand for many occupations. These workforce demographic and economic changes are occurring as Texas employers also have enhanced their employment requirements. Hiring managers are looking for more workers while also demanding workers with more technical skills, more work experience, and more education than in the past.

Such trends lead to rising demand for two kinds of workers in the high demand, high-wage fields: (a) Jobs requiring a bachelor’s degree and specific technical skill training; and (b) Jobs requiring some form of postsecondary education, specific technical skill training, and additional on-the-job training. These trends show no signs of slowing down in Texas.”

Compensation Outlook

Wage pressures are also impacting the availability of the workforce. As reported by the Texas Workforce Commission, the majority of engineering jobs are located within five major metropolitan areas in Texas – Austin, Dallas, Fort Worth, Houston and San Antonio. While the labor market availability is greater in these areas, TxDOT may not be attractive to employees because the base pay is generally lower than base pay in the private sector. On the other hand, it might be difficult to recruit an engineer in other regions of the state because the availability of the competencies and skills sets needed and required are not readily available in these rural areas.

Benefits Outlook

In the past year, the employee’s required retirement contribution increased 2.5 percent. This was offset by a 2.5 percent increase to employee salaries. This was to narrow the gap in the state pension program. TxDOT is taking initiative to create new programs that incentivize employees to stay. These incentives are seen as benefits. TxDOT will continue to monitor the changing environment and interact with the Employees Retirement System (ERS) of Texas to stay abreast of potential changes to the State’s benefits offerings.

Biometric screening was offered as a free service to all TxDOT employees. It is a tool used as a precautionary measure to address the need of detection and treatment of medical

conditions, which may directly impact work operations, the safety of the employee and others.

TxDOT was selected by ERS and HealthSelectSM to pilot the Real Appeal online weight loss program. The program is part of a broad effort to promote health and well-being, prevent incidence of diabetes and reduce cardiovascular disease.

In February 2015, the ERS Board of Trustees approved a qualified transportation fringe benefit plan, also known as a commuter spending account (CSA), for state employees. Beginning January 1, 2016, employees will be able to enroll in a CSA to pay for transit and parking expenses incurred when commuting to and from work. CSAs let you use pre-tax dollars to pay eligible parking and transit expenses like parking lot fees and vanpool, bus and train fares.

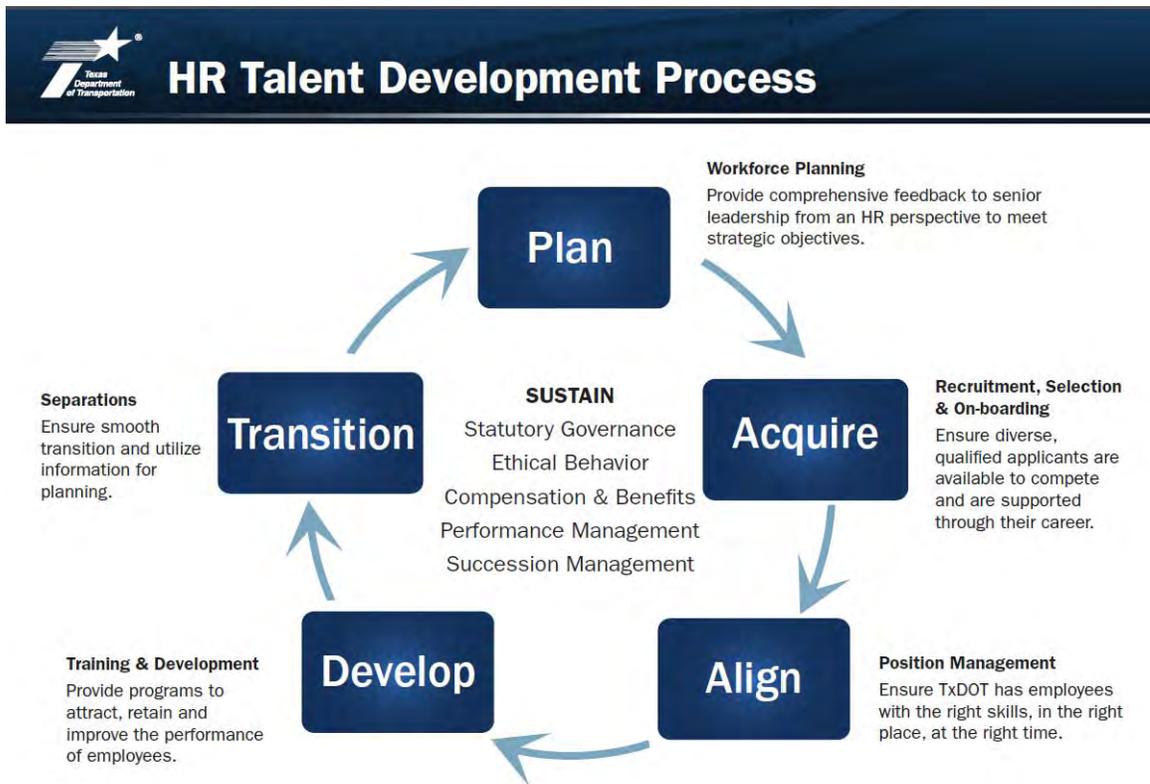
People

TxDOT's employees are the link that allows the consistent success of TxDOT. Our employees are committed to TxDOT and the mission and work TxDOT performs. While TxDOT does not oversee all benefits available to state employees, there are numerous incentives and programs offered. TxDOT encourages participation in several programs that emphasize the importance of its employees. These include:

- A focus on safety first through "Mission Zero"
- Smoking cessation classes
- Lunch and Learn speakers
- Succession Management and Career Planning & Development
- Performance-based evaluations
- Equitable compensation
- Workwise (Trip Reduction Program)
- Project Management certification (PMP)
- A focus on employee wellness and work life balance.

TxDOT understands the importance of focusing on an employee as a whole person and allowing an employee to reach his or her full potential.

A holistic approach to the work-cycle of employees is key to fostering a modern workforce equipped to meet the challenges of sourcing work activities in the global environment in which TxDOT now functions. Our people need to be well positioned to embrace change and continue to lead us through the 21st Century.



Processes

To create a culture of performance excellence and a workforce equipped to meet the evolving demands of functioning as a dynamic organization, consideration should be given to mapping current business processes to identify opportunities to gain efficiencies.

TxDOT oversees many projects and processes directly tied to TxDOT’s mission, and one of the main goals is safety. Federal regulations, technical specifications and changes to state and federal programming are continually changing. Everyday operations and work activities often require TxDOT to react and be in crisis mode, requiring senior staff to address issues reactively rather than proactively focusing on operational strategy.

One of the ways we maintain a safe environment is by defining positions that have an impact on safety. TxDOT implemented new substance abuse program rules in October 2015 which expanded the group of “safety impact” employees. This change resulted in an additional 1,200 employees designated as safety impact which is the group of positions that are subject to random drug testing.

Technology

As TxDOT strives toward a state of excellence, we are embracing technology to modernize how we do business. One way TxDOT has moved toward attaining this goal is by implementing PeopleSoft 9.2. This enterprise system replaced existing management systems in Finance, Payroll, Human Resources and Supply Chain.

PeopleSoft 9.2 allowed TxDOT to streamline Human Resources (HR) procedures in compliance with the provisions of the law, delivering more efficient and effective HR services. The system enhances employee and manager self-service with minimum intervention from HR personnel. The implementation streamlined PeopleSoft processes, provided better tools, information and improved data reporting.

Modernize Portfolio Project Management (MPPM) is one of TxDOT's initiatives that will transform how we do portfolio management, project management, grant management and contract management. The implementation of this project goes to the core of TxDOT's business of design and construction projects and will eventually impact over 5,000 users.

MPPM will allow TxDOT to:

- Prioritize individual projects and measure tradeoffs in the context of portfolios of projects strategic planning and management
- Report total project costs throughout the lifecycle of a project
- Perform strategic planning and management
- Establish consistent practices across TxDOT
- Produce better cash flow projections
- Automate workflow between stakeholders with audit trails documenting achievement of significant milestones
- Reduce the dependencies on outdated and isolated systems.

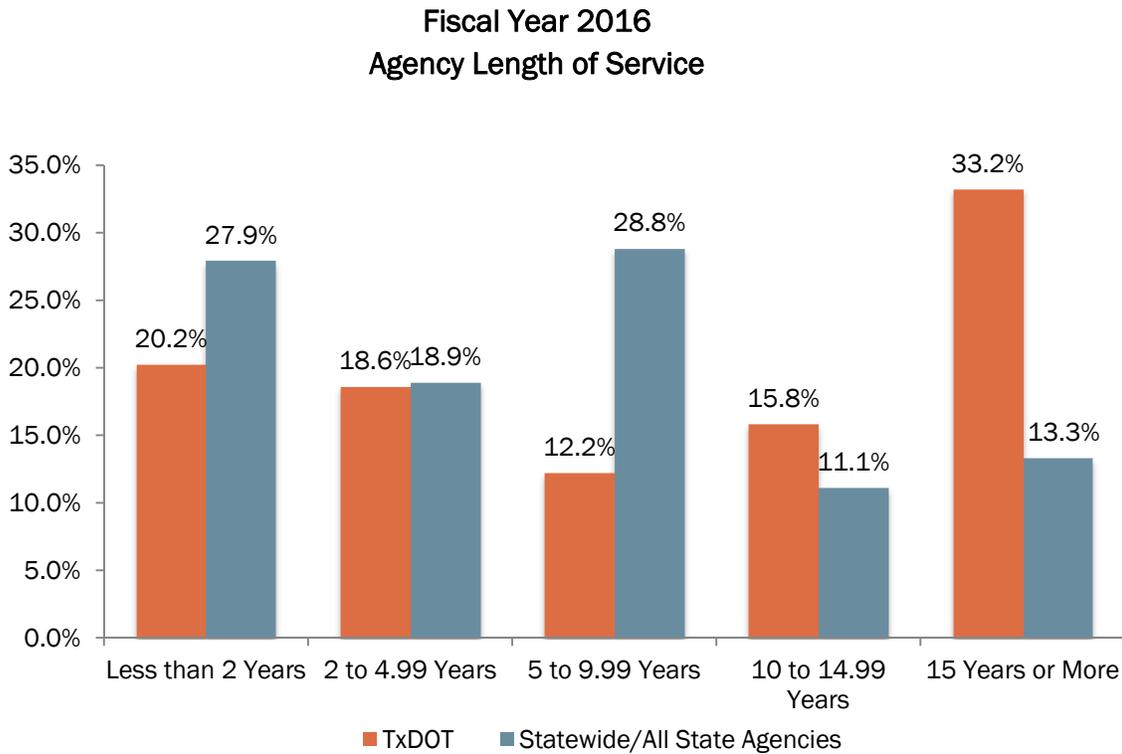
MPPM will provide benefits that will reduce cost, save time, improve transparency to processes and capital projects, and increase the predictability and accuracy in reporting. This includes reducing financial and man-hour costs related to maintaining obsolete and redundant information systems.

Supply Analysis

As of March 31, 20160 TxDOT employees averaged 46.3 years in age and had 10.4 years of agency service. In comparison, the State's employees, were 44.1 years of age and had 7.1 years of agency service (including TxDOT). Almost half (44.1 percent) of TxDOT's employees have 10 or more years of agency service.

Agency Length of Service

Approximately 38.7 percent of TxDOT's workforce has fewer than 5 years of agency service. Almost 33 percent of the workforce has 15 years or more of agency service.

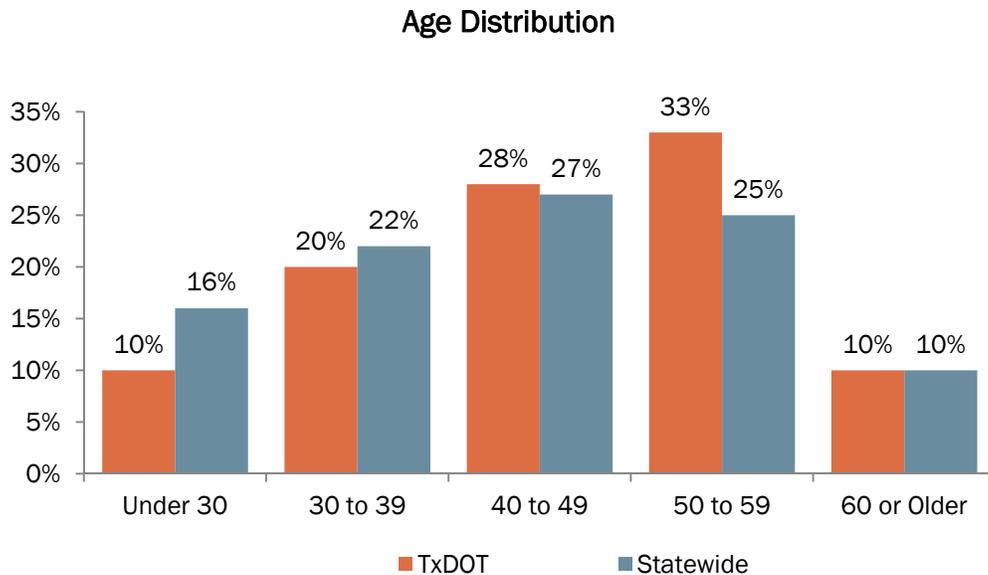


TxDOT estimates that between fiscal years 2016 and 2021, 37.4 percent of the agency's workforce will be eligible to retire based on March 2016 data.

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Age

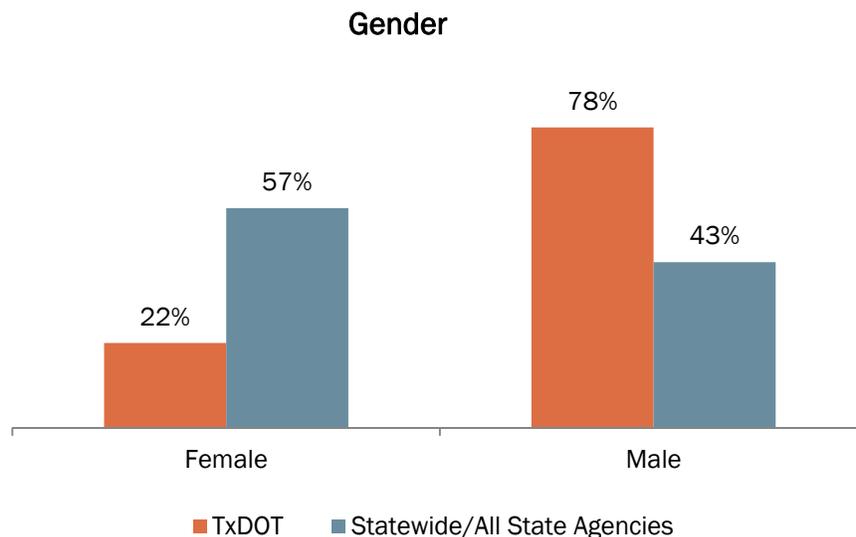
Seventy-one percent of TxDOT's workforce is 40 or older. Sixty-two percent of the statewide workforce is 40 or older.



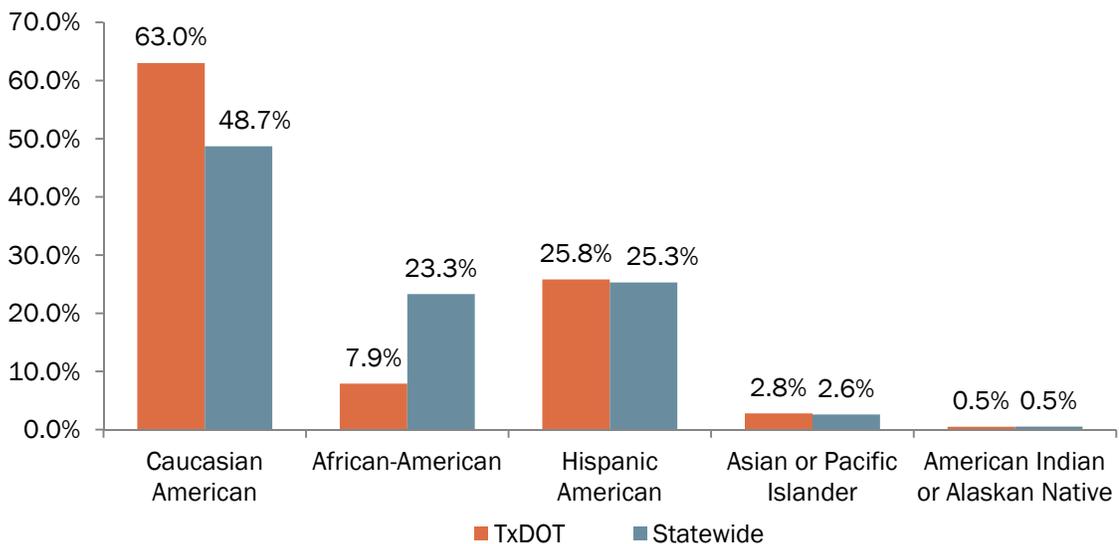
Diversity

TxDOT's workforce is comprised of approximately 63 percent Caucasian Americans, 25.8 percent Hispanic Americans, and 7.9 percent African Americans. TxDOT will continue to use tools to address gaps in diversity. To recruit a more diverse workforce, advertising in diverse publications including minority and veteran periodicals.

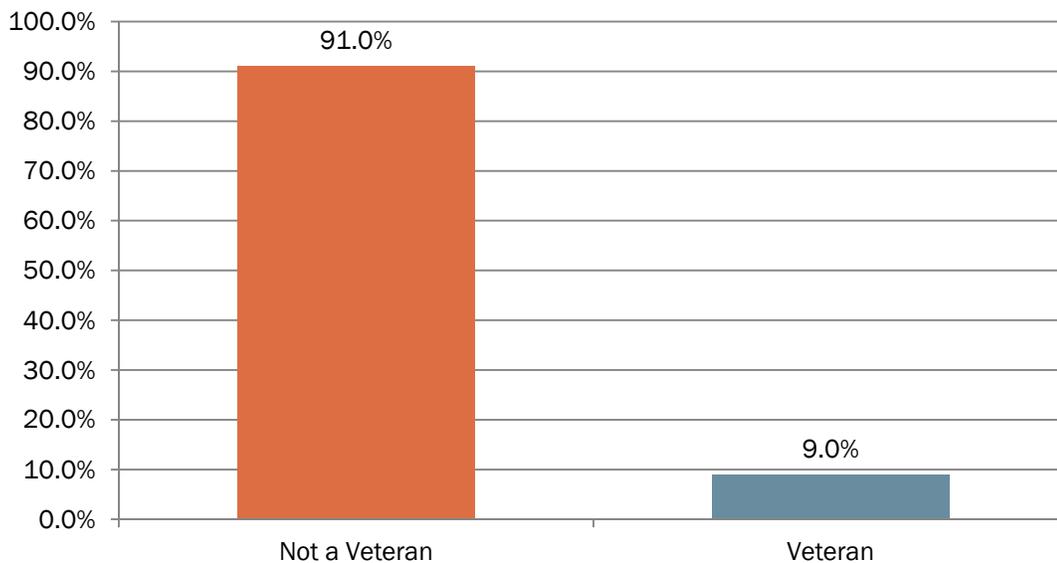
TxDOT's workforce by gender breakdown is 78 percent male, and 22 percent female.



Ethnicity



TxDOT's Veteran Workforce



FTE Allocations, Turnover Rates and Retirement Eligibility

TxDOT currently is allocated 11,900 full-time equivalent employees. In fiscal year 2015, the turnover rate for TxDOT was 12.3 percent. This is a decrease of 2% from 2014. As of March 2016, 37.4 percent of TxDOT is eligible to retire by the end of fiscal year 2021. TxDOT's internal job title categories show that approximately 40 percent of the employees in engineering and engineering support jobs will be eligible to retire by the end of fiscal year 2021. Thirty-eight percent of employees in the executive, administrative, clerical, and legal jobs at TxDOT are eligible to retire by the end of fiscal year 2018. The below table provide retirement eligibility information for the 25 TxDOT Districts and TxDOT Divisions (as they existed at the end of fiscal year 2015) through fiscal year 2021.

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**Texas Department of Transportation
District Workforce Analytics**

District Retirement Eligibility, FTE Allocations, Turnover Rates			
DISTRICTS (FY 2015)	Retirement		
	Eligibility Through FY 2021	FTE Allocations March 2016	Turnover Rate FY 2015
ABILENE DISTRICT (ABL)	35.9%	271	10.1%
AMARILLO DISTRICT (AMA)	31.6%	340	16.7%
ATLANTA DISTRICT (ATL)	37.7%	267	11.3%
AUSTIN DISTRICT (AUS)	35.3%	519	10.6%
BEAUMONT DISTRICT (BMT)	38.8%	280	17.7%
BROWNWOOD DISTRICT (BWD)	39.5%	188	9.5%
BRYAN DISTRICT (BRY)	38.3%	292	15.6%
CHILDRESS DISTRICT (CHS)	30.2%	196	12.6%
CORPUS CHRISTI DISTRICT (CRP)	35.0%	408	14.9%
DALLAS DISTRICT (DAL)	39.2%	847	11.0%
EL PASO DISTRICT (ELP)	37.6%	270	11.3%
FORT WORTH DISTRICT (FTW)	42.1%	564	10.5%
HOUSTON DISTRICT (HOU)	42.4%	1053	13.6%
LAREDO DISTRICT (LRD)	25.5%	231	15.7%
LUBBOCK DISTRICT (LBB)	34.9%	345	12.1%
LUFKIN DISTRICT (LFK)	32.7%	260	13.6%
ODESSA DISTRICT (ODA)	35.4%	264	20.4%
PARIS DISTRICT (PAR)	29.8%	272	12.2%
PHARR DISTRICT (PHR)	30.3%	308	8.5%
SAN ANGELO DISTRICT (SJT)	39.3%	212	17.2%
SAN ANTONIO DISTRICT (SAT)	30.7%	549	10.5%
TYLER DISTRICT (TYL)	34.5%	299	9.5%
WACO DISTRICT (WAC)	38.6%	326	10.9%
WICHITA FALLS DISTRICT (WFS)	40.1%	219	7.9%
YOAKUM DISTRICT (YKM)	35.0%	284	8.3%

Division Retirement Eligibility, Current FTE Allocations, FY 2015 Turnover Rates			
DIVISIONS (FY 2015)	Retirement Eligibility Through FY 2021	FTE Allocations March 2016	Turnover Rate FY 2015
ADMINISTRATION (ADM)	54.3%	33	11.2%
AUDIT OFFICE (AUD)	25.0%	42	27.2%
AVIATION (AVN)	47.6%	61	10.8%
BRIDGE (BRG)	35.9%	94	13.1%
COMMUNICATIONS DIVISION (CMD)	34.4%	94	10.8%
COMPLIANCE DIVISION (CMP)	18.2%	25	0.0%
CONSTRUCTION (CST)	49.7%	178	11.2%
CONTRACT SERVICES OFFICE (CSO)	29.2%	27	18.0%
DESIGN (DES)	39.4%	69	9.3%
ENTERPRISE SYSTEMS OFFICE (ESO)	19.8%	32	20.0%
ENVIRONMENTAL AFFAIRS (ENV)	42.0%	79	7.4%
FINANCE (FIN)	37.9%	232	7.7%
FLEET OPERATNS DIVISION (FOD)	34.8%	323	9.4%
GENERAL COUNSEL DIVISION (GCD)	42.3%	26	0.0%
GOVT AFFAIRS DIVISION (GOV)	13.6%	23	15.6%
HUMAN RESOURCES (HRD)	39.9%	178	13.2%
IT OPERATIONS DIVISION (ITD)	33.7%	107	14.0%
INNOV FIN & DEBT MGMT (DMO)	23.1%	13	19.1%
LOCAL GOVERNMENT PROJECTS (LGP)	61.6%	6	0.0%
MAINTENANCE (MNT)	52.6%	60	6.4%
MARITIME DIVISION (MRD)	28.6%	7	0.0%
OCCUPATIONAL SAFETY (OCC)	48.3%	29	0.0%
OFFICE CIVIL RIGHTS (OCR)	22.6%	38	14.7%
OFFICE PUBLIC INVOLVEMENT (OPI)	42.9%	7	0.0%
OFFICE STRATEGIC PLANNING (OSP)	18.2%	12	0.0%
PROCUREMENT DIVISION (PRO)	50.0%	130	10.1%
PROF ENGINEERING PROCURE (PPD)	36.3%	89	13.2%
PROJECT MANAGEMNT OFFICE (PMO)	24.9%	38	10.6%
PUBLIC TRANSPORTATION (PTN)	44.4%	48	10.2%
RAIL DIVISION (RRD)	23.1%	15	8.9%
REAL ESTATE MANAGEMENT (RMD)	14.3%	8	15.4%
RESRCH & TECH IMPL DIV (RTI)	28.6%	14	9.5%

Division Retirement Eligibility, Current FTE Allocations, FY 2015 Turnover Rates			
DIVISIONS (FY 2015)	Retirement Eligibility Through FY 2021	FTE Allocations March 2016	Turnover Rate FY 2015
RIGHT OF WAY (ROW)	45.2%	126	11.6%
STRATEGIC PROJECTS DIVISION (SPD)	45.8%	39	12.4%
SUPPORT SERVICES DIVISN (SSD)	49.8%	219	11.4%
TOLL OPERATIONS (TOD)	42.3%	29	20.5%
TRAFFIC OPERATIONS (TRF)	45.7%	167	10.0%
TRANSP PLANNING & PROG (TPP)	35.8%	167	10.4%
TRAVEL (TRV)	42.9%	98	17.8%
TXDOT STATEWIDE TOTAL	35.6%	11967	12.3%

TxDOT's FTE Allocations, FTEs and Headcount By Strategy
(Data as of April 26, 2016 - Does Not Include Contracted FTE Counts)

TxDOT STRATEGY	FTE ALLOCATIONS	FTE COUNT (Hours Worked)	HEADCOUNT (Regular Empl)
13001 RAIL PLAN/DESIGN/MANAGE	25	20	23
13006 RAIL SAFETY	14	15	14
13019 PLAN/DESIGN/MANAGE	4,183	4,109	4,156
13023 ROUTINE MAINTENANCE	6,032	6,151	6,159
13024 AVIATION SERVICES	61	61	63
13025 PUBLIC TRANSPORTATION	47	44	44
13026 GULF WATERWAY	2	2	1
13027 FERRY SYSTEM	205	224	231
13030 RESEARCH	14	14	14
13031 TRAFFIC SAFETY	90	85	86
13032 TRAVEL INFORMATION	98	91	91
13123 ADVERTISING & JUNKYARK ENFORCE	20	19	16
13800 CENTRAL ADMINISTRATION	666	632	635
13801 INFORMATION RESOURCES	94	89	88
13802 OTHER SUPPORT SERVICES	416	402	410
TOTAL	11,967	11,957	12,031

State Job Classification and Occupational Category

In fiscal year 2015, the majority (62.6 percent) of TxDOT's employees were classified in the following four State Classification job classification series:

- Engineering Technicians* – 37.2 percent
- Engineering Specialist – 14.6 percent
- Engineers – 5.6 percent
- Transportation Maintenance Specialist – 5.2 percent

**Engineering and Design includes General Transportation Technicians performing routine maintenance work.*

The State Classification Plan has more than 900 distinct classification titles; TxDOT uses 299 state classification titles.

Based on the State Classification Plan, 57.8 percent of TxDOT's jobs are grouped into the Engineering and Design Occupational Category. Another significant work unit for TxDOT is the Maintenance Occupational Category; 9.7 percent of TxDOT's workforce resides in this category.

Fiscal Year 2015 - Department of Transportation

State Classification Plan - Occupational Category	Percentage of TxDOT Workforce
Accounting, Auditing, and Finance	2.4%
Administrative Support	6.6%
Custodial	0.0%
*Engineering and Design	58.0%
Human Resources	1.0%
Information and Communication	0.9%
Information Technology	1.2%
Inspectors and Investigators	0.3%
Land Surveying, Appraising, and Utilities	1.4%
Legal	0.3%
Library and Records	0.1%
Maintenance	9.4%
Natural Resources	1.2%
Office Services	0.2%
Other	0.1%
Planning, Research, and Statistics	1.0%
Program Management	11.8%
Property Management and Procurement	3.4%
Safety	0.6%

Equal Employment Opportunity Categories

As part of the reporting as outlined by the Equal Employment Opportunity Commission, TxDOT is required to make periodic reports indicating the composition for their workforce by gender and race and ethnic categories. Outlined below are descriptions of the job categories identified.

Officials and Administrators: Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the Agency's operations, or provide specialized consultation on a regional, district or area basis. Includes: department heads, division chiefs, directors, deputy directors, inspectors (construction, building, safety, and transportation), assessors, investigators and kindred workers.

Professionals: Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge. Includes: economists, attorneys, systems analysts, accountants, engineers, librarians, management analysts, airplane pilots and navigators, surveyors and mapping scientists and kindred workers.

Technicians: Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training. Includes: computer programmers, drafters, survey and mapping technicians, photographers, technical illustrators, highway technicians, technicians (electronic, physical sciences), inspectors (production or processing inspectors, and testers) and kindred workers.

Administrative Support (Including Clerical): Occupations which require internal and external communication, recording and retrieval of data or information and other paperwork required in an office. Includes: bookkeepers, messengers, clerk-typists, statistical clerks, dispatchers, license distributors, payroll clerks, office machine and computer operators, legal assistants, toll collectors and kindred workers.

Skilled Craft Workers: Occupations which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs. Includes: mechanics,

electricians, heavy equipment operators, stationary engineers, skilled machining occupations, carpenters and kindred workers.

Service-Maintenance: Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property. Workers in this group may operate machinery. Includes: truck drivers, bus drivers, custodial employees, gardeners and groundkeepers, construction laborers, craft apprentices, trainees, helpers and kindred workers.

The majority of TxDOT’s workforce belong in the Professional and Skilled Craft Worker EEO-4 categories. The next table identifies the number of classified regular part-and full-time employees in the various categories within TxDOT.

Fiscal Year 2015 - Department of Transportation

Equal Employment Opportunity Category (EEO)	Percentage of TxDOT Workforce
Administrative Support	5.1%
Officials & Administrators	3.3%
Professionals	41.0%
Service - Maintenance	3.9%
Skilled Craft Workers	30.5%
Technicians	16.2%

The Statewide Civilian Workforce Composition Table on the following page provides information on the statewide civilian workforce composition and the state agency workforce composition as provided by the Texas Workforce Commission in the *Equal Employment Opportunity and Minority Hiring Practice Report*. This information is provided as a reference to analyze TxDOT’s workforce composition.

To help address the need to diversify the workforce, TxDOT will continue to review its recruitment program strategies. TxDOT’s recruitment strategy will be to increase the effectiveness of the following:

- Conditional Grant Program
- Summer Program
- Career Events
- Affirmative Action Plan
- On-Campus Interviews
- Marketing/Branding
- College Internship/Coop Programs
- Recruitment Teams
- Targeted recruitment for diversity and veterans
- Outreach
- Recruitment/Retention Bonus
- Intern Program

**Statewide Civilian Workforce Composition – Texas Workforce Commission
Texas Labor Code §21.0035**

Job Category	Caucasian American #	Caucasian American %	African American #	African American %	Hispanic American #	Hispanic American %	Female #	Female %	Male #	Male %
Totals	4,875,366	49.8%	1,150,570	11.7%	3,767,122	38.5%	4,751,200	50.3%	4,689,731	49.7%
Officials, Administrators	777,825	70.0%	84,631	7.6%	248,511	22.4%	445,659	37.5%	743,396	62.5%
Professional	1,547,313	67.0%	282,719	12.3%	478,450	20.7%	1,415,048	54.9%	1,163,582	45.1%
Technical	166,330	53.5%	46,818	15.0%	98,122	31.5%	174,702	51.3%	165,774	48.7%
Administrative Support	852,114	51.4%	235,166	14.2%	571,475	34.4%	1,260,817	72.8%	471,148	27.2%
Skilled Craft Workers	846,994	39.0%	214,847	9.9%	1,111,550	51.1%	251,141	11.1%	2,005,505	88.9%
Service and Maintenance	684,790	30.7%	286,389	12.8%	1,259,014	56.5%	1,203,833	51.4%	1,140,326	48.6%

State of Texas State Agency Workforce Composition – Fiscal Year 2014

Job Category	Total Employees	Caucasian American #	Caucasian American %	African American #	African American %	Hispanic American #	Hispanic American %	Female #	Female %	Male #	Male %
Totals	280,959	151,360	53.9%	38,513	13.7%	57,395	20.40%	163,713	48.3%	117,246	41.7%
Officials, Administrators	18,539	12,381	66.8%	2,029	10.9%	2,923	15.8%	9,792	52.8%	8,747	47.2%
Professional	157,108	91,162	58.0%	16,938	10.8%	24,491	15.6%	87,851	55.9%	69,257	44.1%
Technical	40,923	17,500	42.8%	7,338	17.9%	10,441	25.5%	24,644	60.2%	16,279	39.8%
Administrative Support	39,854	18,624	46.7%	7,822	19.6%	11,908	29.9%	34,706	87.0%	5,148	13.0%
Skilled Craft Workers	10,526	6,593	62.6%	911	8.7%	2,735	26.0%	645	6.1%	9,881	93.9%
Service and Maintenance	14,009	5,100	36.4%	3,475	24.8%	4,897	35.0%	6,075	43.4%	7,934	56.6%

Texas Department of Transportation Workforce Composition

Job Category	Total Employees	Caucasian American #	Caucasian American %	African American #	African American %	Hispanic American #	Hispanic American %	Female #	Female %	Male #	Male %
Totals	12,064	7,736	64.1%	964	8.0%	3,012	25.0%	2,572	21.3%	9,492	78.9%
Officials, Administrators	382	302	79.1%	11	2.9%	60	17.0%	65	17.0%	318	83.0%
Professional	4,908	3,151	64.2%	412	8.4%	1,099	33.5%	1,643	33.5%	3,264	66.5%
Technical	1,969	1,270	65.0%	152	7.7%	505	25.6%	220	11.2%	1,748	88.8%
Administrative Support	623	408	65.5%	51	8.2%	161	25.8%	537	86.1%	87	13.9%
Skilled Craft Workers	3,726	2,350	63.1%	299	8.0%	1,028	27.6%	77	2.1%	3,649	97.9%

Note: Items may not add to totals or compute to displayed percentages due to rounding. Detail for Race and Hispanic-origin groups will not add to totals because data for “other races” group are not presented and Hispanics are included in both the Caucasian and African American categories.

Demand Analysis

As part of the workforce planning process, an analysis was conducted on work demand. The analysis of demand is an integrated process that looks at multiple areas such as:

- Staffing patterns;
- Demand for labor to address aging infrastructure needs;
- Anticipated program and workload changes; and
- Workforce skills to meet projected needs.

Although TxDOT can identify areas of demand, the challenge is lack of data or access to data.

TxDOT added, transferred or reallocated staff throughout TxDOT to address turnover that occurred throughout the year. In fiscal year 2015, 1,465 employees left TxDOT. Eighty-six percent of these separations were voluntary in nature (voluntary separations include retirements).

As TxDOT reviews these departures, key areas where a demand for replacements occur within core business functions include management, engineering, maintenance, contracting and procurement, human resources and other areas. It is critical that TxDOT hires employees well-suited to complete the TxDOT mission. This includes assembling staff that are properly trained and prepared to move TxDOT forward.

Influences on Demand

Texas Economic Growth:

Texas added jobs in all of the 11 major industries, including professional and business services, trade, transportation and utilities, leisure and hospitality, education and health services, construction, mining and logging, government, financial activities, information, other services and manufacturing.

In reviewing the past trends and the future forecast, Texas is facing a challenge in maintaining and growing a skilled workforce. In addition, other factors affecting TxDOT's ability to attract and retain employees is the impact of the oil and gas industry. While the industry has seen a reduction in its workforce over the last year, it is not expected to be a long-term trend.

Science, Technology, Engineering, Math (STEM) Shortage:

Recent research shows that certain U.S. STEM jobs in the labor market are growing at a much faster rate than the general workforce. The STEM workforce also consists of many types of STEM-capable workers who employ significant STEM knowledge and skills in their jobs. The demand for, supply of, and career prospects for each sub-workforce can vary significantly by employment sector, industry or geographic region.

Although skilled guest workers make up a very small percentage of the overall U.S. workforce, they are disproportionately concentrated in STEM industries. Among all STEM workers, 10.2 percent were not U.S. citizens in February 2014 (over 800,000 workers). In computer and mathematical occupations, 12.4 percent of workers were not citizens. In life, physical and social science occupations, 10.4 percent were not U.S. citizens. Among architects and engineers, 6.8 percent were not U.S. citizens.

TxDOT will continue to have a need for highly skilled, professional STEM workers. However, to remain competitive, TxDOT must also focus on hiring STEM-capable workers at every educational level. This “technical STEM workforce” consists of workers with high school or two-year technical training or a certification who employ significant levels of STEM knowledge in their jobs.

A large percentage of graduate students in STEM fields of study are international students. The below table provides an overview of this availability of U.S. graduates in the STEM fields of study.

Full-time Graduate Students and the Percentage of International Students by Field (2014)			
Field	Percent of International Students	Number of Full-time Graduate Students - International	Number of Full-time Graduate Students - United States
Electrical Engineering	72.2%	37,455	14,454
Computer Science	61.3%	46,916	29,630
Industrial Engineering	50.4%	7,473	7,372
Economics	57.0%	8,320	6,284
Chemical Engineering	52.1%	5,145	4,725
Material Engineering	51.7%	3,885	3,633
Mechanical Engineering	50.5%	12,955	12,696
Mathematics and Statistics	44.2%	11,434	14,440
Physics	42.1%	6,544	9,020
Civil Engineering	47.4%	9,860	10,929
Other Engineering	43.1%	4,153	5,489
Chemistry	37.4%	8,588	14,348

Source: National Science Foundations, Survey of Graduate Students and Post doctorate, webcaspar.nsf.gov.

Critical Functions

The next table provides a list of positions identified as being critical not only to the mission of TxDOT, but also to ensure the State achieves and complies with the Federal and State regulations, metrics and performance measures.

Critical Functions at TxDOT		
Engineers/Engineering Assistants	Safety Operations	Engineering Specialist and Technicians
Project and Program Managers	Procurement and Contract Management	Planning/Multi Modal Disciplines
Financial Management, Audit and Compliance	Communications	Maintenance Field Staff

Competency Needs

As we move forward, expertise is required in these scarce and critical positions that encompass having knowledge in the following competencies:

- Self-management – Displays resilience and flexibility in the face of obstacles; demonstrates self-reflection; pursues personal development; and learns.
- Communication – Communicates clearly and precisely through written and verbal means; provides accurate information effectively.
- Problem solving – Frames up and analyzes complex problems; develops practical solutions; acts decisively, based on sound judgment.
- Performance focus – Delivers tangible results/action management; takes economic implications into account; demonstrates "can-do" attitude.
- Teamwork – Involves and consults others; builds partnerships; connects across entities if helpful; displays empathy toward others.
- Change Management – Uses continuous improvement; communicates reason for change; influences others; demonstrates use of innovative solutions.
- People leadership – Builds diverse teams; coaches and motivates; delegates effectively; gives and receives feedback.
- Project planning and execution – Displays sound project planning; delivers projects to completion; tracks progress.
- Strategic thinking – Conducts strategic, mid- to long-term planning and visioning; displays political savvy; considers broader context, e.g., other entities, society.
- Business acumen – Displays basic budget and finance knowledge; thinks through operational excellence; navigates political landscape.
- Customer Focus – Identify and respond to client needs; providing excellent customer service to both internal and external clients; and build relationships.

These competencies will be used during the recruiting process, succession management and performance management.

Expected Workforce Changes

In the next five years the demands for the workforce will change and will be influenced by the following regulations and programs:

- Aging Infrastructure
- Moving Ahead for Progress in the 21st Century Act (MAP 21)
- Transportation Asset Management (subset of MAP 21)
- Expansion of the Panama Canal
- Federal Highway Administration – Metrics
- Information Technology and Technological Capabilities.

During this time, TxDOT will require:

- Increased emphasis on business processes to achieve performance excellence
- Greater focus on program management and contracting
- Increased use of technology to maximize efficiency in workflow through enterprise resource planning and key transportation applications
- Increased use of subject matter specialists.

TxDOT may need to expand and deepen its skills to accomplish these programs, and make adjustments in available workforce to continue to be successful in the evolving environment.

Changing Needs in the Workforce

As the workforce changes, TxDOT will need:

- Agility to change with the business operations to achieve performance excellence
- Recruit and attract skilled workers
- To train staff to integrate new technologies into current processes
- Inclusion of contract management and negotiations skills in professional and management staff
- Cross-training of employees in critical functions
- To make strategic investments, conserve assets, promote safety
- To promote a mobile workforce.

There is a nationwide shortage of professional engineers, land surveyors, mechanics, finance managers, ship captains and pilots and IT professionals (this is not an exhaustive list). The U.S. Department of Labor & Workforce Development anticipates Texas will have more jobs than qualified workers within 10 years. Texas is expected to have an extremely fluid workforce due to cost of living, economic changes and demographics that demonstrate strong economic growth.

Increase/Decrease in Number of Employees Needed to Do the Work

Over the past two years, TxDOT's FTE allocation has been the lowest in several decades. At a minimum, TxDOT should maintain current staffing levels. Any decrease in staffing would significantly impact TxDOT's ability to perform its requirements. Current staff is able to maintain existing workload levels, but attrition creates overload and leads to backlogs and decreased effectiveness.

- Reallocate FTEs within the Agency to address increased demands.
- Continuously review and develop efficient work processes.
- Provide initial training and continue cross-training.
- Effectively initiate the Succession Management plan.
- Use contingent workforce as needed.
- Develop recruiting and hiring practices to attract skilled candidates to compete for positions.
- Have high expectations and demand accountability of existing staff.

Gap Analysis

Organizational Structure

- Ensure organization structure provides flexibility, allowing TxDOT to move faster in response to change, challenge and innovation.
- Continue to improve accountability, communications, productivity and innovation.

Strategic Staffing and Recruiting

- Address staffing and recruiting from a proactive, planning perspective that it is less reactive.
- Focus on positions critical to achieving the TxDOT goals.
- Validate the critical competencies for key positions.

Compensation

- Ensure the compensation strategy and structures align with business strategy and are connecting through line-of-sight. The compensation strategy should TxDOT to recruit and retain qualified talent.

Knowledge Transfer

- Continuously develop the succession plan.
- A significant number of retirement-eligible employees perform critical activities where knowledge transfer plans are not in place.
- Institutional knowledge needs to be documented and transferred.
- Existing technology inhibits the ability to transfer knowledge without having the requisite expertise.

Anticipated Surplus or Shortage of Workers or Skills

- While employees have sufficient skills for the current environment, additional skills will be needed in the future – for example, change management and project management capabilities.

- TxDOT will also face the challenge of retaining the institutional knowledge that may be lost as a result of employee turnover and retirements.
- The focus for staff will be in transferring knowledge and in positioning key staff members for promotion, career development, and succession planning.
- Conduct a methodical analysis of current work activities, their drivers with related time and cost measures, and develop staffing models based on workload analysis.

Leadership and Business Development

- Staff members and managers are technically competent; however, there is a need to deepen business management and leadership knowledge and techniques.
- Develop leadership that can articulate a vision and a strategy that motivates staff to engage in accomplishing the mission.
- Contract, project management, financial, human resources and STEM skills are emerging as a critical need.
- Operational (information technology, time keeping, project management, measurements):
 - Limited and disparate systems are in place to track resources and time allocations on a per project basis.
 - Data-driven systems are needed to capture information that would allow for the measurement of workload and productivity in an integrated manner.

Strategies for Consideration to Address Identified Workforce Gaps

Strategy: Organizational Structure

Action Plan Goals

- Commit to a transformational change period at TxDOT, with executive-level champions, clearly defined goals and objectives, and acceptance of the time and investment required to implement significant improvement.
- Continue to create organizational structures providing line-of-sight to the Agency's mission and goals.
- Continue to develop TxDOT's succession management plan.
- Use the new Modernize Portfolio Project Management (MPPM) to ensure the organizational structure supports and fosters an atmosphere and culture of performance excellence.

Objective: Continue to ensure organization is responsive to internal and external environmental factors by remaining agile and responsive to the changing needs of Texas.

Objective: Monitor, evaluate and redesign strategic and operational systems to continually adapt to business model changes.

Objective: Implement best practices sharing and greater depth in critical role redundancy to have a more effective knowledge transfer program.

Strategy: Strategic Staffing and Recruiting

Action Plan Goals:

- Address staffing and recruiting from a proactive, planning perspective so that it is less reactive.
- Focus on positions critical to achieving the business strategy.
- Improve recruiting process to capture a more diverse and highly qualified applicant pool.
- Validate the critical competencies for key positions.

Objective: Develop a strategic staffing and recruiting plan that includes processes, procedures and resulting metrics.

Objective: Develop recruitment plan to attract positions requiring expertise in transportation planning, programming, financing and monitoring.

Objective: Develop competencies critical for the accomplishment of TxDOT's mission and integrate these into the hiring and recruitment process.

Objective: Enhance the recruitment and selection tools and training to enrich the hiring process.

Strategy: Compensation

Action Plan Goals:

- Ensure the compensation strategy and structures align with business strategy and are connecting through line-of-sight. The compensation strategy should allow TxDOT to recruit and retain qualified talent.

Objective: Ensure roles and responsibilities within TxDOT are appropriately classified and, if needed, reviewed for reclassification.

Objective: Conduct salary market benchmarking to ensure salary structure is competitive based on current compensation philosophy, and review hiring rate philosophy and placements of positions within appropriate salary range.

Objective: Assess whether existing supervisory structure is representative of the roles and responsibilities required.

Strategy: Knowledge Transfer

Action Plan Goals

- Deploy a disciplined and structured succession plan program tailored for purposes of business continuity, which lessens the risk associated with the loss of institutional knowledge.
- Continue to develop procedures manuals and tools to outline standard operating processes.

Objective: Deploy knowledge management and critical expertise continuity based on best practices to address risks associated with retirement of experienced staff.

Objective: Deploy succession planning to strengthen TxDOT's current and future workforce by developing the skills, knowledge and talent needed for leadership continuity.

Objective: Develop policies, procedures and training to ensure transfer of knowledge for information technology systems.

Strategy: Anticipated Surplus or Shortage of Workers or Skills

Action Plan Goals

- Conduct a methodical analysis of current work activities, their drivers with related time and cost measures; and develop staffing models based on workload analysis.
- Develop a staffing plan based on forecasted business needs.
- Develop an FTE management process to incorporate the analysis, decision making and change implementation processes that meet operational and strategic needs.
- Establish staffing standards, FTE plans and performance objectives that drive operational and key strategic initiatives.

Objective: Conduct a methodical analysis of current work activities, their drivers with related time and cost measures; and develop staffing models based on workload analysis.

Objective: Develop a staffing plan based on forecasted business needs.

Objective: Develop an FTE management process to incorporate the analysis, decision making, and change implementation processes that meet operational and strategic needs.

Strategy: Leadership and Business Development

Action Plan Goals:

- Develop and deliver training focused on core leadership competencies.
- Provide resources for leaders to gain understanding of techniques used to review processes, gain efficiencies, and utilized metrics.
- Obtain and develop project and contract management competencies.

Objective: Develop tailored business development training for engineers and critical staff that focuses on business acumen.

Objective: Develop a program to transform the approaches used in addressing business situations that would provide guidance to be more strategic, lead change and embrace innovative practices.

Objective: Provide training to enhance project management and contract management practices.

Strategy: Operational

Action Plan Goals

- Continue to monitor business processes to ensure best practices are being used.
- Implement a workload tracking system to identify the capacity of the workforce.

Objective: Establish requirements to be used in the design of a workload tracking system.

Objective: Develop tracking systems to capture the resources and time allocation needed on a per-project basis.

Survey of Employee Engagement 2016

Texas Department of Transportation - Summary

Response Rate

The response rate to the survey is your first indication of the level of employee engagement in your organization. Of the 11863 employees invited to take the survey, 8385 responded for a response rate of 70.7%. As a general rule, rates higher than 50% suggest soundness, while rates lower than 30% may indicate problems. At 70.7%, your response rate is considered high. High rates mean that employees have an investment in the organization and are willing to contribute towards making improvements within the workplace. With this level of engagement, employees have high expectations from leadership to act upon the survey results.

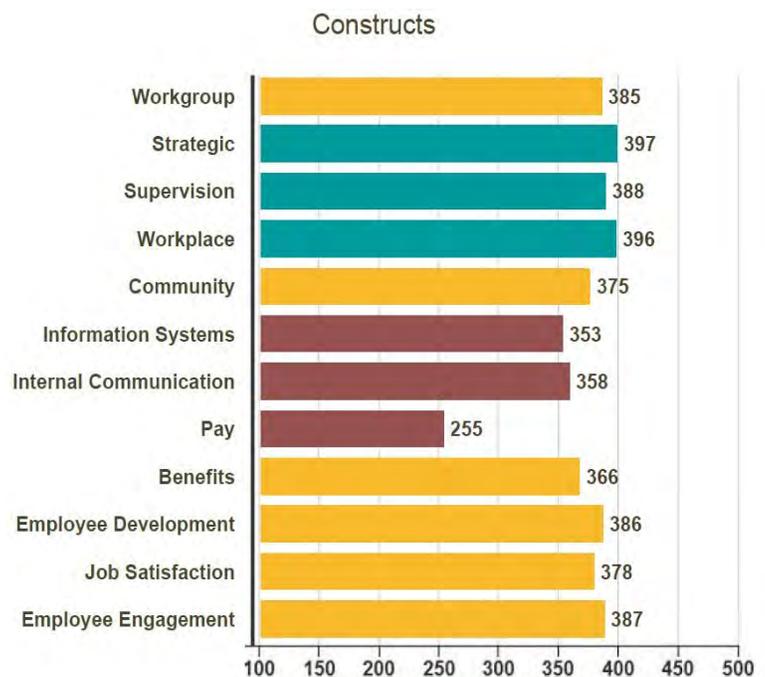


Overall Score

The overall score is a broad indicator for comparison purposes with other entities. Scores above 350 are desirable, and when scores dip below 300, there should be cause for concern. Scores above 400 are the product of a highly engaged workforce. **The agency's Overall Score from 2014 was 359.**

Constructs

Similar items are grouped together and their scores are averaged and multiplied by 100 to produce 12 construct measures. These constructs capture the concepts most utilized by leadership and drive organizational performance and engagement. Each construct is displayed below with its corresponding score. Constructs have been coded below to highlight the organization's areas of strength and concern. The three highest are green, the three lowest are red, and all others are yellow. Scores typically range from 300 to 400, and 350 is a tipping point between positive and negative perceptions. The lowest score for a construct is 100, while the highest is 500.



Areas of Strength and Concern

Areas of Strength



Strategic

Score: 397

The strategic construct captures employees' perceptions of their role in the organization and the organization's mission, vision, and strategic plan. Higher scores suggest that employees understand their role in the organization and consider the organization's reputation to be positive.



Workplace

Score: 396

The workplace construct captures employees' perceptions of the total work atmosphere, the degree to which they consider it safe, and the overall feel. Higher scores suggest that employees see the setting as satisfactory, safe and that adequate tools and resources are available.



Supervision

Score: 388

The supervision construct captures employees' perceptions of the nature of supervisory relationships within the organization. Higher scores suggest that employees view their supervisors as fair, helpful and critical to the flow of work.

Areas of Concern



Pay

Score: 255

The pay construct captures employees' perceptions about how well the compensation package offered by the organization holds up when compared to similar jobs in other organizations. Lower scores suggest that pay is a central concern or reason for discontent and is not comparable to similar organizations.



Information Systems

Score: 353

The information systems construct captures employees' perceptions of whether computer and communication systems provide accessible, accurate, and clear information. The lower the score, the more likely employees are frustrated with their ability to secure needed information through current systems.



Internal Communication

Score: 358

The internal communication construct captures employees' perceptions of whether communication in the organization is reasonable, candid and helpful. Lower scores suggest that employees feel information does not arrive in a timely fashion and is difficult to find.

Texas Department of Transportation (TxDOT) Customer Satisfaction Survey 2016



Contents

- Executive Summary
- Description of Study
 - Focus
 - Objectives
 - Methodologies
- Data Presentation
- Summary



Executive Summary

- Majority sentiment around satisfaction levels from all TxDOT customers is positive
 - TxDOT staff have a positive reflection, but there is always room for improvement
 - TxDOT provides timely service to its customers
 - Print information is deemed clear
- Complaints are mostly handled well by TxDOT
- Personal complaints about TxDOT are highly subjective based on personal experience, geographic location, etc.
- Overall, TxDOT is pleasing its customers, but some service issues have been noted

Description of Study

• Research Focus:

With a recently redeveloped Mission outlining specific goals and objectives addressing a Focus on the Customer (see below), TxDOT wishes to conduct a customer satisfaction survey among groups of TxDOT customers.

Focus on the Customer – People are at the center of everything we do.

- Be transparent, open, and forthright in agency communications.
- Strengthen our key partnerships and relationships with a customer service focus.
- Incorporate customer feedback and comments into agency practices, project development, and policies.
- Emphasize customer service in all TxDOT operations.

Source: www.txdot.gov

Description of Study

- **Primary Objectives:**

- Develop a customer satisfaction survey based on a list of customer groups provided by TxDOT
- Discover satisfaction levels of TxDOT customers regarding multiple aspects of their interaction with TxDOT

Description of Study

- **Methodology:**

- In collaboration with TxDOT, GDC developed an online customer satisfaction survey to be disseminated among TxDOT customers
- TxDOT provided GDC with customer contacts for approximately 30 customer groups (some were combined for dissemination purposes)
- GDC fielded the survey via email in two phases within a 4-week period beginning March 17 and ending April 15, 2016
 - For the Traffic Information Center Group, the survey was fielded onsite via flyers by TxDOT employees
- The survey was sent to 26 groups totaling 38,303 recipients

Description of Study

Participant Results

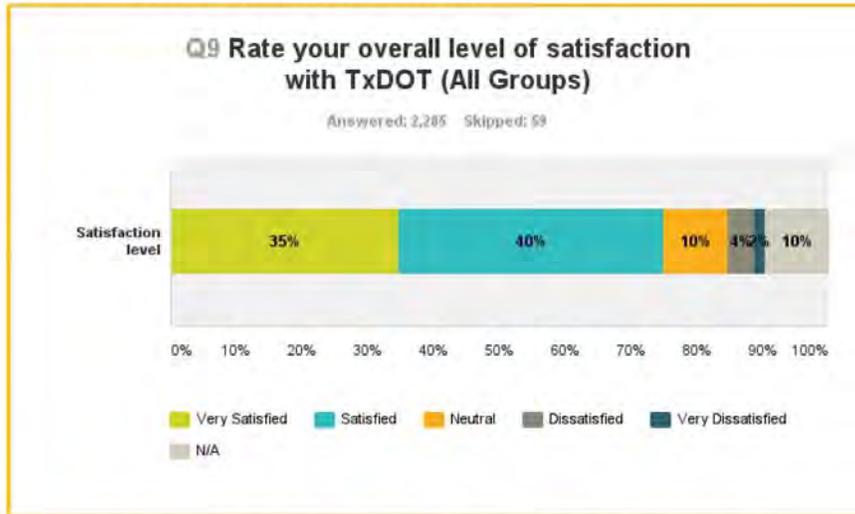
- With 2,342 completes the overall response rate was 6.12%
- Customer groups with response rates large enough to be statistically significant at a 95 percent confidence level (bolded in Table 1) are Texas Highways Magazine(n=1489), Travel Information Centers (n=100), Municipal Composite (n=162), Procurement (n=125), and Transportation Planning and Programming (n=129)
- All other customer groups completed less than 100 surveys within their groups, but their survey data are included in the overall survey results
- See Table 1 for total complete counts by group

Table 1: Group Names and Completion Counts

2016 File Name	2016 Customer Group Name	# Completes
All Customer Groups Combined	All Customer Groups Combined	2342
AVN	Aviation	36
DES	Design/Engineering	15
ENV Ext Customers	Environmental Affairs	65
FED Congressional Delegates and International	Federal/International Affairs	7
FIN	Finance	5
LGP	Legal	0
LE	Letting Management	0
MNT	Maintenance	1
MPO	Metropolitan Planning Organizations	6
Random accounts 2016	TxTag	40
OCC external	Occupational Safety	0
Procurement Division	Procurement	125
PTN Contract list of agencies	Public Transportation	16
RRD - TX RR Co.	Railroad	0
ROW APS Contractors and HBA Licensees	Right of Way	23
SLA 83rd	State Legislative Affairs	0
THM subscribers	Texas Highways Magazine	1489
TS - TRF	Traffic Safety Grant	11
TAP	Transportation Planning/Local Government	0
TIC	Travel Information Centers	100
DONE Acquisition Sellers	Real Estate Management	2
CST & FIN - Top 200 Vendors	Vendors	0
County Composite	County Composite	66
BTAC Contract Membership	BTAC Contract Membership	0
TRF - RRD	Railroad	6
Properties w/commercial buildings division	Real Estate Management	0
OPI external stakeholders	Office of Public Involvement	0
OGC External clients	Office of General Counsel	2
OCR2 contacts	Office of Civil Rights	0
Municipal Composite	Municipal Composite	162
TPP	Transportation Planning and Programming	129

Data Presentation

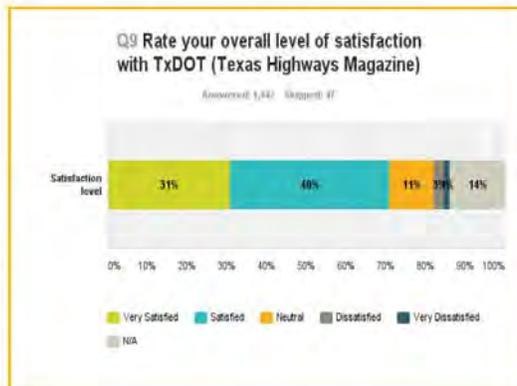
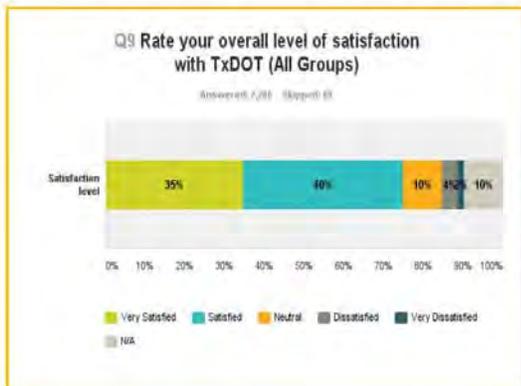
- Overall Satisfaction with TxDOT



- 75% of all TxDOT customers are satisfied with TxDOT overall
- Dissatisfaction is minimal at 6%

Data Presentation

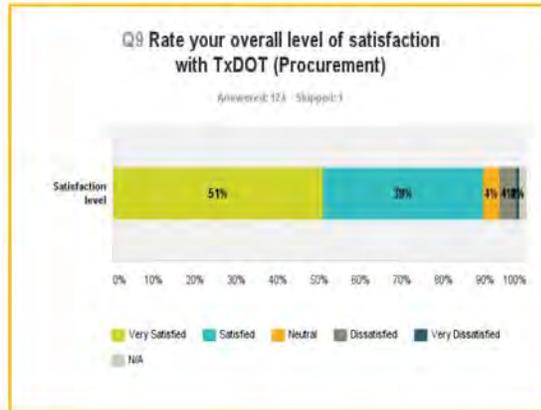
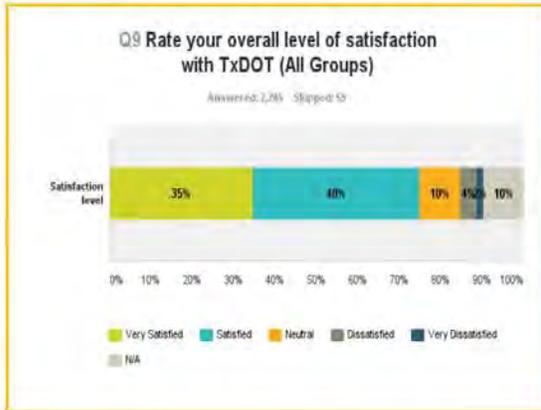
- Overall Satisfaction with TxDOT



- Similar satisfaction levels between Texas Highways Magazine customers and All Groups combined

Data Presentation

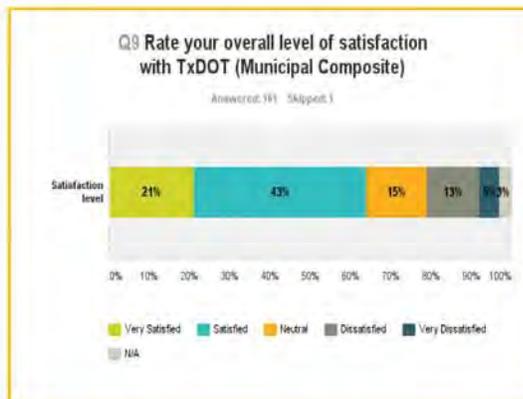
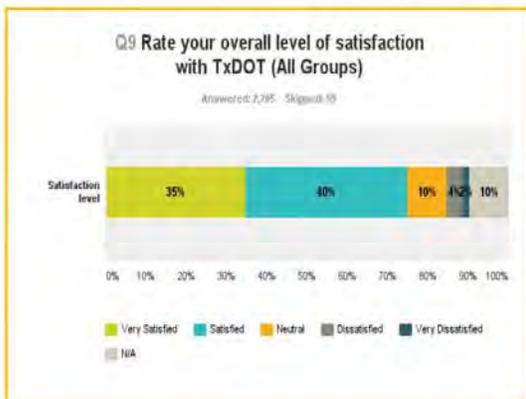
- Overall Satisfaction with TxDOT



- Procurement customers show even greater satisfaction levels with a 90% satisfaction rate

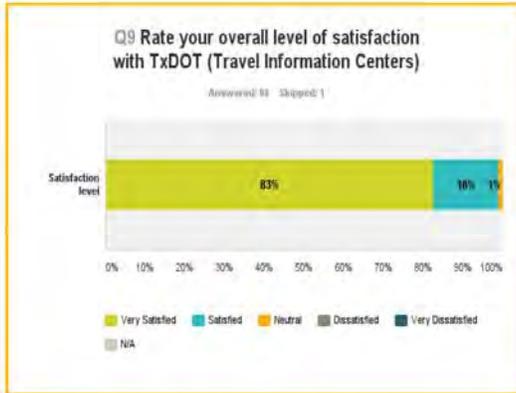
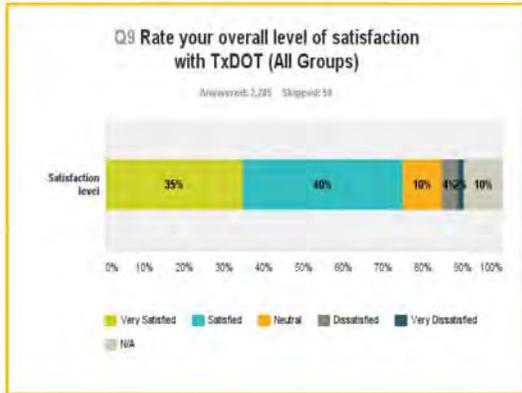
Data Presentation

- Overall Satisfaction with TxDOT



- Municipal Composite (MC) customers have a 64% satisfaction rate and 18% dissatisfaction
- MC customers have the highest dissatisfaction rate of TxDOT customers

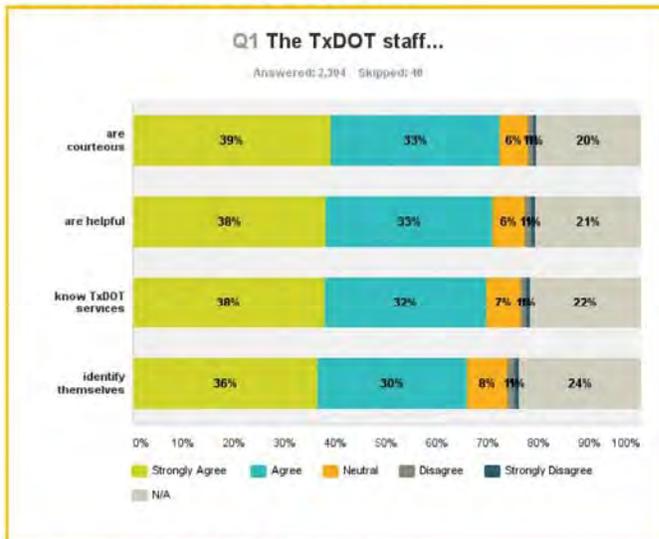
Data Presentation



- Travel Information Center customers are nearly 100% satisfied with TxDOT



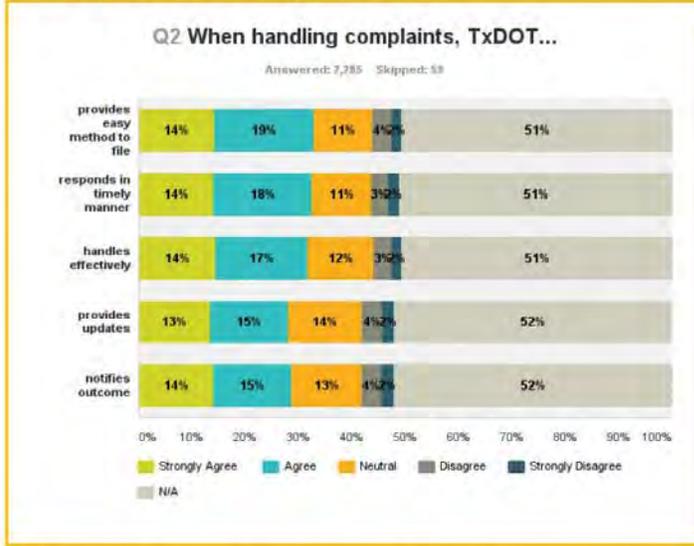
Data Presentation



- Customers deem TxDOT staff in mostly positive manner across all variables
- Negative sentiments are minimal at 1% and 2%
- TxDOT staff could work on identifying themselves better to customers



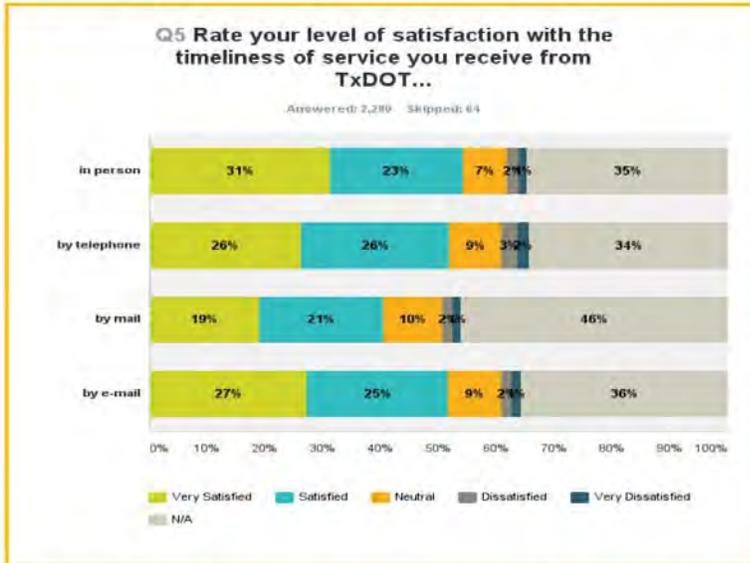
Data Presentation



- Over 50% not applicable or neutral to commenting on complaints
- Customers show a low level of negative sentiment with complaints, but still there is always room for improvement
- Complaints are subjective to individual respondents based on personal experience (see open-ended responses)



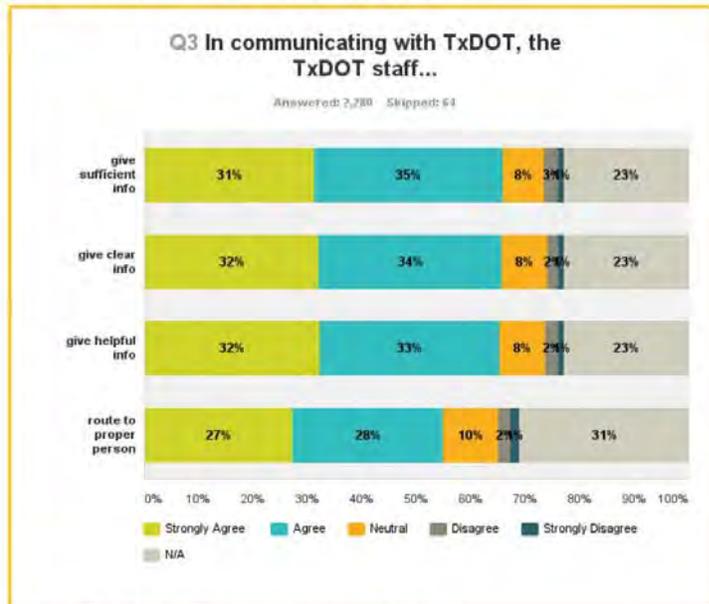
Data Presentation



- Majority of TxDOT customers are over 50% satisfied with the timeliness of service they receive
- Many of TxDOT customers are inapplicable, especially with regular mail



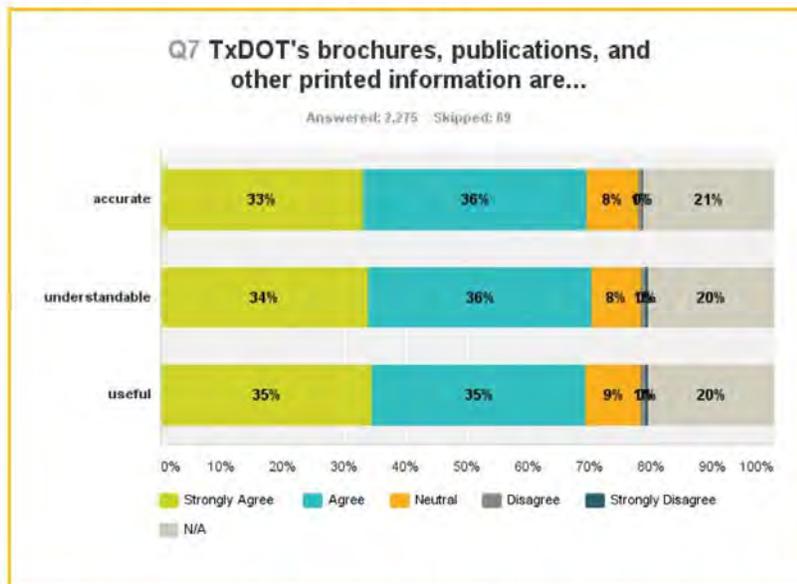
Data Presentation



- TxDOT has positive communication with its customers
- Routing to the proper person is least positive, but negative sentiment is minimal at 3%

INSPIRE CHANGE  MARKETING & IDEATION

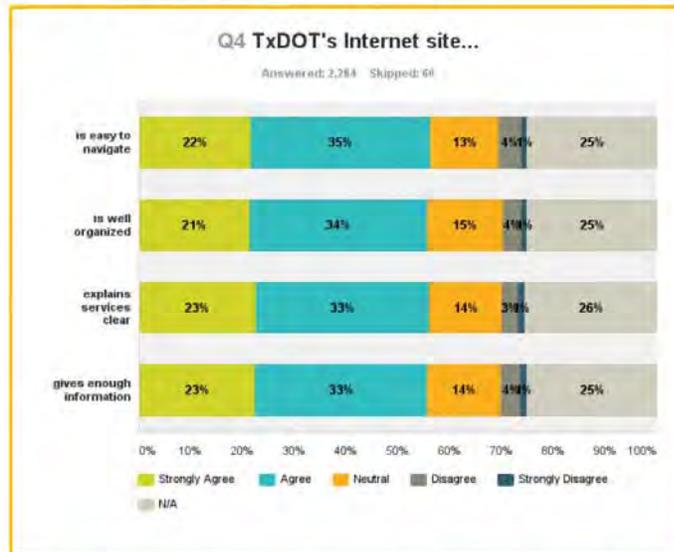
Data Presentation



- TxDOT's brochures, publications and other printed information are deemed accurate, understandable and useful to customers aware of them

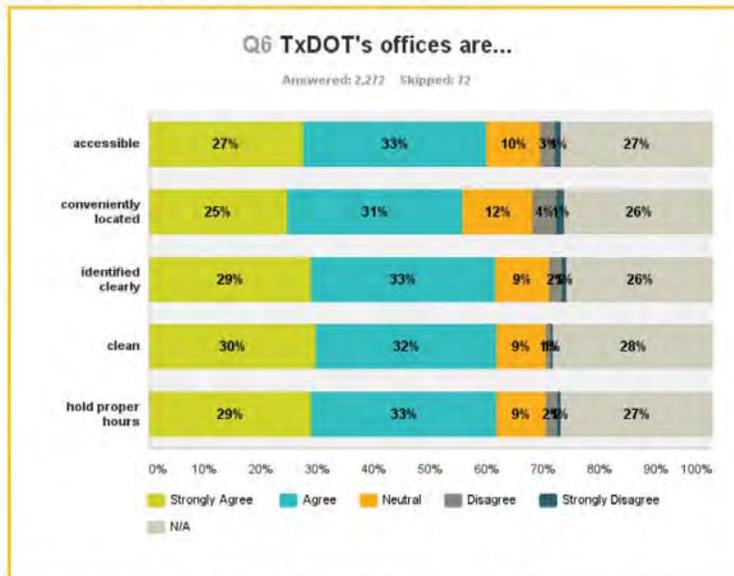
INSPIRE CHANGE  MARKETING & IDEATION

Data Presentation



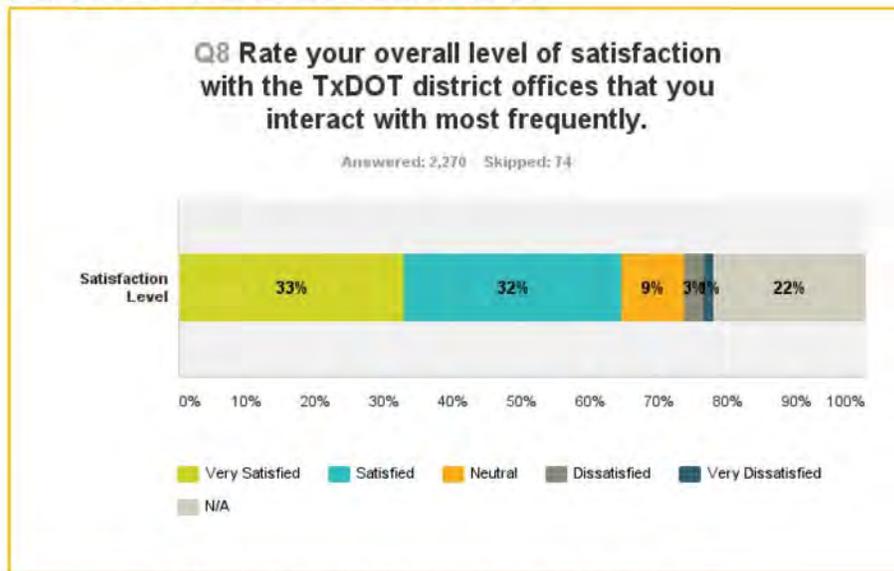
- Over 50% of customers who use TxDOT's internet site feel positively about it, although open-ended responses suggest it is sometimes difficult to navigate, find forms, etc.
- The remainder of customers show minimal negative sentiment, are neutral or inapplicable

Data Presentation



- TxDOT customers are somewhat unaware of TxDOT offices, but the majority feel positive about their accessibility, location, cleanliness and hours of operation

Data Presentation



- TxDOT customers are satisfied with the district offices when applicable
- There is minimal negative sentiment at 4%

Data Presentation

- While the majority sentiment is highly positive, some customer responses suggest areas in need of improvement.
- Responses are *highly subjective* to personal experience, but patterns emerge around:
 - Customer service wait time (specifically with phone service)
 - Consistent and knowledgeable customer service
 - Attitude: Rudeness and lack of care
 - Customer service routing (i.e., being directed to the appropriate office/person)
 - Hours of operation: Remain open longer and on weekends when people have time off from work
 - Traffic issues in their area (e.g., bottlenecking, routing traffic, broken traffic lights/signs, roadway trash, etc.)
 - Poor engineering: More concern with compliance than actual problem solving
 - Growing number of toll roads and lack of information

"Do away with answering machines and have a real person answer phones. Waiting for hours for a return call by a responsible person is totally unacceptable."

Data Presentation

- **Some open-ended responses and suggestions:**

"Provide more county-maintained road assistance funding. TxDOT can improve services by increasing assistance to local county governments by way of fair representation of motor fuel taxation disbursement. Heavy trucks and increased traffic have severely damaged all roads in Texas."

"More people who are educated in providing good customer service."

"Provide a customer friendly organizational chart for district offices and regional offices. It is extremely difficult to contact the right individual for specific information without going through 4-6 transfers and answering machines deferring the customer to yet another wrong number when seeking specific information."

"Set the times so that they are convenient with the schedules of the people they are supposed to serve. Why can't you be open until 9pm on weekdays? Why can't you be open on Saturday? If you truly want to serve Texans you would make it more convenient for us to access your services when it is more convenient for us."

INSPIRE CHANGE



MARKETING
& IDEATION

Data Presentation

- **More open-ended responses and suggestions:**

"Use more of their [TxDOT's] time and effort to give toll road information. In Texas there are millions of toll road users now...I feel more time and information needs to be shared with the users."

"The information I got off the web site was not clear in preparing the paper work ahead of time in helping my 95-year-old mother get an ID card before her driver's license expired."

"Consider revamping vehicle inspection requirements. Inspections on newer vehicles seem unnecessary and even on older vehicles could be stretched out to every 2 years."

"Employees are too secure in their job positions—Typical of government, not-for-profit employees. The consequence is that they are borderline rude and almost offensive in their mannerisms...Most TxDOT employees could not hold a job in a typical business environment. Not because of lack of knowledge or skills, but because of attitude."

INSPIRE CHANGE



MARKETING
& IDEATION

Summary

- TxDOT customers mostly deem TxDOT a high quality company and have positive feelings for the services it provides
- Highest satisfaction levels are with Texas Highways Magazine, Traffic Information Center and Procurement customers
- Most dissatisfaction is with TxDOT handling complaints (e.g., routing, timing, etc.) and website navigation
 - TxDOT should refer to all open-ended data for more specifics on complaints
- In general, TxDOT communicates well with its customers, but certain changes are requested (e.g., website navigation, forms, etc.)
- Customers would like to have clearer information on roadway changes, toll roads, construction, etc.
 - Some customers are confused about roadway construction in areas and how it assists the area (e.g., creates new bottlenecks, transfers traffic jams to other areas, etc.)

Schedule H: Assessment of Advisory Committees

The Texas Government Code, Chapter 2110, requires that as part of the appropriations and budget execution process, the Governor and the Legislative Budget Board (LBB) shall jointly identify advisory committees that should be abolished. An advisory committee is statutorily defined as a committee, council, commission, task force or other entity with multiple members that has as its primary function advising a state agency. An advisory committee may be established either through state or federal law, or directly by a state agency.

Agencies and institutions of higher education in the executive branch should submit their assessment of advisory committees to the Governor's Office and LBB no later than May 6, 2016. This assessment should be completed using the template provided by the LBB and submitted via email to the LBB and the Governor's Office. That submission should be included as Schedule H in the agency's strategic plan submission.

TxDOT submitted the following advisory committee assessment information to the LBB and the Governor's Office of Budget and Policy on May 5, 2016.

Schedule H: Assessment of Advisory Committees

The Texas Government Code, Chapter 2110, requires that as part of the appropriations and budget execution process, the Governor and the Legislative Budget Board shall jointly identify advisory committees that should be abolished. An advisory committee is statutorily defined as a committee, council, commission, task force, or other entity with multiple members that has as its primary function advising a state agency. An advisory committee may be established either through state or federal law, or directly by a state agency.

Agencies and institutions of higher education in the executive branch should submit their assessment of advisory committees to the Governor's Office and the Legislative Budget Board no later than May 6, 2016. This assessment should be completed using the template provided by the Legislative Budget Board and submitted via email to the Legislative Budget Board and the Governor's Office. That submission should be included as Schedule H in the agency's strategic plan submission.

TxDOT submitted the following advisory committee assessment information to the Legislative Budget Board and the Governor's Office of Budget and Policy on May 5, 2016.

ASSESSMENT OF ADVISORY COMMITTEES
March, 2016
Agency Code: 601 Texas Department of Transportation

To assist in the process required by Chapter 2110, Texas Government Code, state agencies should submit an assessment of advisory committees using the format provided. Please submit your assessment for each advisory committee under your agency's purview. Include responses for committees created through statute, administrative code or ad-hoc by your agency. Include responses for all committees, whether ongoing or inactive and regardless of whether you receive appropriations to support the committee. Committees already scheduled for abolishment within the 2016-17 biennium are omitted from the scope of this survey. When submitting information for multiple advisory committees, right-click the sheet "Cmte1", select Move or Copy, select Create a copy and move to end.

NOTE: Only the items in blue are required for inactive committees.

SECTION A: INFORMATION SUBMITTED THROUGH ADVISORY COMMITTEE SUPPORTING SCHEDULE IN LEGISLATIVE APPROPRIATIONS REQUEST

Committee Name:	Aviation Advisory Committee		
Number of Members:	6		
Committee Status (Ongoing or Inactive):	Ongoing	Note: An inactive committee is a committee that was created prior to the 2014-15 biennium but did not meet or supply advice to an agency during that time period.	
Date Created:	9/1/1991	Date to Be Abolished:	12/31/2017
Budget Strategy (Strategies) (e.g. 1-2-4)	B.1.4	Strategy Title (e.g. Occupational Licensing)	Aviation Services
Budget Strategy (Strategies)		Strategy Title	

State / Federal Authority
 State Authority
 State Authority
 State Authority
 Federal Authority
 Federal Authority
 Federal Authority

Select Type	Identify Specific Citation
Statute	Transportation Code 21.003

Advisory Committee Costs: This section includes reimbursements for committee member costs and costs attributable to agency staff support.

Committee Members' <u>Direct</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$60	\$60	\$60
<i>Total, Committee Expenditures</i>	\$60	\$60	\$60
Committee Members' <u>Indirect</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$0	\$0
<i>Total, Committee Expenditures</i>	\$0	\$0	\$0
Method of Financing	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Method of Finance			
1 - General Revenue Fund	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
Expenses / MOFs Difference:	\$60	\$60	\$60
Meetings Per Fiscal Year	4	4	4

Committee Description: The Aviation Advisory Committee is composed of six members appointed by the Texas Transportation Commission to advise the Commission and the department on aviation matters. The committee is created under Transportation Code 21.003. Each member must have at least ten years of successful experience as an aircraft pilot, or an aircraft facilities manager or a fixed-base operator. The committee must meet once a year, and on average, meets three or four times a year. Authority to reimburse travel expenses to advisory committee members was eliminated by the 78th Legislature.

SECTION B: ADDITIONAL COMMITTEE INFORMATION

Committee Bylaws: Please provide a copy of the committee's current bylaws and most recent meeting minutes as part of your submission.

1. When and where does this committee typically meet and is there any requirement as to the frequency of committee meetings?

2. What kinds of deliverables or tangible output does the committee produce? If there are documents the committee is required to produce for your agency or the general public, please supply the most recent iterations of those.

3. What recommendations or advice has the committee most recently supplied to your agency? Of these, which were adopted by your agency and what was the rationale behind not adopting certain recommendations, if this occurred?

4a. Does your agency believe that the actions and scope of committee work is consistent with their authority as defined in its enabling statute and relevant to the ongoing mission of your agency? 4b. Is committee scope and work conducted redundant with other functions of other state agencies or advisory committees?

5a. Approximately how much staff time (in hours) was used to support the committee in fiscal year 2015?

5b. Please supply a general overview of the tasks entailed in agency staff assistance provided to the committee.

6. Have there been instances where the committee was unable to meet because a quorum was not present?

7a. What opportunities does the committee provide for public attendance, participation, and how is this information conveyed to the public (e.g. online calendar of events, notices posted in Texas Register, etc.)?

7b. Do members of the public attend at least 50 percent of all committee meetings? 7c. Are there instances where no members of the public attended meetings?

8. Please list any external stakeholders you recommend we contact regarding this committee.

9a. In the opinion of your agency, has the committee met its mission and made substantive progress in its mission and goals?

9b. Please describe the rationale for this opinion.

10. Given that state agencies are allowed the ability to create advisory committees at will, either on an ad-hoc basis or through amending agency rule in Texas Administrative Code:

10a. Is there any functional benefit for having this committee codified in statute? 10b. Does the scope and language found in statute for this committee prevent your agency from responding to evolving needs related to this policy area?

10c. If "Yes" for Question 2b, please describe the rationale for this opinion.

11a. Does your agency recommend this committee be retained, abolished or consolidated with another committee elsewhere (either at your agency or another in state government)?

11b. Please describe the rationale for this opinion.

12a. Were this committee abolished, would this impede your agency's ability to fulfill its mission?

12b. If "Yes" for Question 4a, please describe the rationale for this opinion.

13. Please describe any other suggested modifications to the committee that would help the committee or agency better fulfill its mission.

ASSESSMENT OF ADVISORY COMMITTEES
March, 2016
Agency Code: 601 Texas Department of Transportation

To assist in the process required by Chapter 2110, Texas Government Code, state agencies should submit an assessment of advisory committees using the format provided. Please submit your assessment for each advisory committee under your agency's purview. Include responses for committees created through statute, administrative code or ad-hoc by your agency. Include responses for all committees, whether ongoing or inactive and regardless of whether you receive appropriations to support the committee. Committees already scheduled for abolishment within the 2016-17 biennium are omitted from the scope of this survey. When submitting information for multiple advisory committees, right-click the sheet "Cmte1", select Move or Copy, select Create a copy and move to end.

NOTE: Only the items in blue are required for inactive committees.

SECTION A: INFORMATION SUBMITTED THROUGH ADVISORY COMMITTEE SUPPORTING SCHEDULE IN LEGISLATIVE APPROPRIATIONS REQUEST

Committee Name:

Number of Members:

Committee Status (Ongoing or Inactive): Note: An inactive committee is a committee that was created prior to the 2014-15 biennium but did not meet or supply advice to an agency during that time period.

Date Created: **Date to Be Abolished:**

Budget Strategy (Strategies) (e.g. 1-2-4): **Strategy Title (e.g. Occupational Licensing):**

Budget Strategy (Strategies): **Strategy Title:**

State / Federal Authority
 State Authority
 State Authority
 State Authority
 Federal Authority
 Federal Authority

Select Type	Identify Specific Citation

Advisory Committee Costs: This section includes reimbursements for committee member costs and costs attributable to agency staff support.

Committee Members' <u>Direct</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$0	\$0
<i>Total, Committee Expenditures</i>	\$0	\$0	\$0

Committee Members' <u>Indirect</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$20,000	\$45,000
<i>Total, Committee Expenditures</i>	\$0	\$20,000	\$45,000

Method of Financing	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Method of Finance			
1 - General Revenue Fund	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
Expenses / MOFs Difference:	\$0	\$20,000	\$45,000

Meetings Per Fiscal Year	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
	0	3	4

Committee Description: The Border Trade Advisory Committee (BTAC) was created in 2001 by the 77th Texas Legislature to define and develop a strategy and make recommendations to the Texas Transportation Commission and the Governor for addressing the highest priority border trade transportation challenges. The BTAC recommendations are included in border reports that are presented to the presiding officers of the State House and State Senate. The Border Commerce Coordinator designated under Government Code 772.010, currently the Secretary of State serves as chair of the committee. The Transportation Commission appoints the members of the committee in accordance with Transportation Code 201.114. Members are appointed to staggered three-year terms expiring on August 31 of each year, except the Transportation Commission may establish terms of less than three years for some members in order to stagger terms. Members include the border commerce coordinator, representatives from the MPOs located along the border, ports-of-entry, universities that conduct research on transportation or trade issues, and local officials.

SECTION B: ADDITIONAL COMMITTEE INFORMATION

Committee Bylaws: Please provide a copy of the committee's current bylaws and most recent meeting minutes as part of your submission.

1. When and where does this committee typically meet and is there any requirement as to the frequency of committee meetings?

The committee has met in the past sporadically. At times the committee has met once or twice a year. Moving forward, the Committee plans to meet 3 to 4 times a year. There is no geographical requirement for the committee to meet at. Moving forward, the Committee plans on meeting in various locations throughout the state. There is no minimum requirement for the number of times the committee meets.

2. What kinds of deliverables or tangible output does the committee produce? If there are documents the committee is required to produce for your agency or the general public, please supply the most recent iterations of those.

The Committee is charge with defining and developing a strategy and make recommendations to the Transportation Commission and to the Governor for addressing the highest priority border trade transportation challenges. The BTAC recommendations are included in border reports that are presented to the presiding officers of the State House and State Senate.

3. What recommendations or advice has the committee most recently supplied to your agency? Of these, which were adopted by your agency and what was the rationale behind not adopting certain recommendations, if this occurred?

The Committee most recently produced a report titled "Study Regarding International Trade: Economic Impacts of Border Wait Times". The report (enclosed with this form) noted that while improving the ability of commerce flow between Mexico and the United States is primarily a federal responsibility, the recommendations mentioned in the report are Texas-specific, as follows: 1. Modify staffing and increase hours of operation at the land POEs to reduce peak demand volumes and to meet demand; 2. Implement a phased and then a permanent rollout of 24-hour operations; 3. Improve use of technology to speed up document verification, implement travel information system to provide cross-border information to private and commercial vehicles, track trailers to avoid duplication of inspections and develop and use a single electronic portal that all inspection agencies can access similar and information; and, 4. Improve consistency and precision of wait time data collection; Provide an accurate measure of wait times/crossing times for industries to use for logistics decisions; and examine alternative means of data collection/dissemination, such as GIS maps of dynamic traffic conditions

4a. Does your agency believe that the actions and scope of committee work is consistent with their authority as defined in its enabling statute and relevant to the ongoing mission of your agency ?

 Yes

4b. Is committee scope and work conducted redundant with other functions of other state agencies or advisory committees?

 No

5a. Approximately how much staff time (in hours) was used to support the committee in fiscal year 2015?

5b. Please supply a general overview of the tasks entailed in agency staff assistance provided to the committee.

Helping with meeting organization, helping the Transportation Commission in appointing members, helping with the production and development of committee reports. Other organizational help.

6. Have there been instances where the committee was unable to meet because a quorum was not present?

 Yes

Please provide committee member attendance records for their last three meetings, if not already captured in meeting minutes.

7a. What opportunities does the committee provide for public attendance, participation, and how is this information conveyed to the public (e.g. online calendar of events, notices posted in Texas Register, etc.)?

Meeting notices are posted in the Texas Register 10 business calendar days prior to when the committee meets.

7b. Do members of the public attend at least 50 percent of all committee meetings?

 No

7c. Are there instances where no members of the public attended meetings?

 Yes

8. Please list any external stakeholders you recommend we contact regarding this committee.

The Committee really captures a nice wide range of stakeholders involved in movement of people and product across of our ports-of-entry, educational institutions involved in transportation planning and transportation organizations involved in transportation planning and or cross-border trade.

9a. In the opinion of your agency, has the committee met its mission and made substantive progress in its mission and goals?

 Yes

9b. Please describe the rationale for this opinion.

The Committee has provided insight into pressing issues involving cross-border trade and transportation and made valuable recommendations to the Commission and the Legislature regarding solutions to often complex issues.

10. Given that state agencies are allowed the ability to create advisory committees at will, either on an ad-hoc basis or through amending agency rule in Texas Administrative Code:

10a. Is there any functional benefit for having this committee codified in statute?

 Yes

10b. Does the scope and language found in statute for this committee prevent your agency from responding to evolving needs related to this policy area?

 No

10c. If "Yes" for Question 2b, please describe the rationale for this opinion.

Once codified in statute, the Committee will continue to exist unless it is abolished by Lawmakers. This fact provides stability and reliability to members and staff.

11a. Does your agency recommend this committee be retained, abolished or consolidated with another committee elsewhere (either at your agency or another in state government)?

 Retain

11b. Please describe the rationale for this opinion.

With new leadership, the Committee is poised to continue working diligently in helping the Commission solve complex issues and aide in the expedited movement of people and product safely and securely across our ports-of-entry and through our state.

12a. Were this committee abolished, would this impede your agency's ability to fulfill its mission?

 No

12b. If "Yes" for Question 4a, please describe the rationale for this opinion.

13. Please describe any other suggested modifications to the committee that would help the committee or agency better fulfill its mission.

ASSESSMENT OF ADVISORY COMMITTEES
March, 2016
Agency Code: 601 Texas Department of Transportation

To assist in the process required by Chapter 2110, Texas Government Code, state agencies should submit an assessment of advisory committees using the format provided. Please submit your assessment for each advisory committee under your agency's purview. Include responses for committees created through statute, administrative code or ad-hoc by your agency. Include responses for all committees, whether ongoing or inactive and regardless of whether you receive appropriations to support the committee. Committees already scheduled for abolishment within the 2016-17 biennium are omitted from the scope of this survey. When submitting information for multiple advisory committees, right-click the sheet "Cmte1", select Move or Copy, select Create a copy and move to end.

NOTE: Only the items in blue are required for inactive committees.

SECTION A: INFORMATION SUBMITTED THROUGH ADVISORY COMMITTEE SUPPORTING SCHEDULE IN LEGISLATIVE APPROPRIATIONS REQUEST

Committee Name: Port Authority Advisory Committee

Number of Members: 7

Committee Status (Ongoing or Inactive): Ongoing Note: An inactive committee is a committee that was created prior to the 2014-15 biennium but did not meet or supply advice to an agency during that time period.

Date Created: 9/1/2001 **Date to Be Abolished:** 12/31/2017

Budget Strategy (Strategies) (e.g. 1-2-4): 3 1 5 **Strategy Title (e.g. Occupational Licensing):**

Budget Strategy (Strategies): **Strategy Title**

State / Federal Authority	Select Type	Identify Specific Citation
State Authority		
State Authority		
State Authority		
Federal Authority		
Federal Authority		

Advisory Committee Costs: This section includes reimbursements for committee member costs and costs attributable to agency staff support.

Committee Members' Direct Expenses

	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$0	\$0
<i>Total, Committee Expenditures</i>	\$0	\$0	\$0

Committee Members' Indirect Expenses

	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$635	\$388	\$700
Personnel	\$53,363	\$52,955	\$35,685
Number of FTEs	0.7	0.7	0.5
Other Operating Costs	\$76,884	\$59,148	\$51,600
<i>Total, Committee Expenditures</i>	\$130,882	\$112,491	\$87,985

Method of Financing

	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Method of Finance			
1 - General Revenue Fund		\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0

Expenses / MOFs Difference: \$130,882 \$112,491 \$87,985

Meetings Per Fiscal Year 0 0 0

Committee Description:

Senate Bill 370, 75th Legislature, 1997 required the department to create a Port Authority Advisory Committee (PAAC) to advise the Texas Transportation Commission and the department on matters relating to port authorities. Authority to reimburse travel expenses to advisory committee members was eliminated by the 78th Legislature.

In 2001, the 77th Legislature passed SB 1282 which added Chapter 55 to the Transportation Code, which created a second Port Authority Advisory Committee within the Department of Economic Development. In 2003, the 78th Legislature transferred the responsibilities of Chapter 55 to the Texas Department of Transportation.

The current Port Authority Advisory Committee is necessary for the implementation of Transportation Code, Chapter 55 as well as to facilitate communication between ports and the Texas Transportation Commission.

SECTION B: ADDITIONAL COMMITTEE INFORMATION

Committee Bylaws: Please provide a copy of the committee's current bylaws and most recent meeting minutes as part of your submission.

1. When and where does this committee typically meet and is there any requirement as to the frequency of committee meetings?

2. What kinds of deliverables or tangible output does the committee produce? If there are documents the committee is required to produce for your agency or the general public, please supply the most recent iterations of those.

3. What recommendations or advice has the committee most recently supplied to your agency? Of these, which were adopted by your agency and what was the rationale behind not adopting certain recommendations, if this occurred?

4a. Does your agency believe that the actions and scope of committee work is consistent with their authority as defined in its enabling statute and relevant to the ongoing mission of your agency? 4b. Is committee scope and work conducted redundant with other functions of other state agencies or advisory committees?

5a. Approximately how much staff time (in hours) was used to support the committee in fiscal year 2015?

5b. Please supply a general overview of the tasks entailed in agency staff assistance provided to the committee.

6. Have there been instances where the committee was unable to meet because a quorum was not present?

7a. What opportunities does the committee provide for public attendance, participation, and how is this information conveyed to the public (e.g. online calendar of events, notices posted in Texas Register, etc.)?

7b. Do members of the public attend at least 50 percent of all committee meetings? 7c. Are there instances where no members of the public attended meetings?

8. Please list any external stakeholders you recommend we contact regarding this committee.

9a. In the opinion of your agency, has the committee met its mission and made substantive progress in its mission and goals?

9b. Please describe the rationale for this opinion.

10. Given that state agencies are allowed the ability to create advisory committees at will, either on an ad-hoc basis or through amending agency rule in Texas Administrative Code:

10a. Is there any functional benefit for having this committee codified in statute? 10b. Does the scope and language found in statute for this committee prevent your agency from responding to evolving needs related to this policy area?

10c. If "Yes" for Question 2b, please describe the rationale for this opinion.

11a. Does your agency recommend this committee be retained, abolished or consolidated with another committee elsewhere (either at your agency or another in state government)?

11b. Please describe the rationale for this opinion.

12a. Were this committee abolished, would this impede your agency's ability to fulfill its mission?

12b. If "Yes" for Question 4a, please describe the rationale for this opinion.

13. Please describe any other suggested modifications to the committee that would help the committee or agency better fulfill its mission.

ASSESSMENT OF ADVISORY COMMITTEES
March, 2016
Agency Code: 601 Texas Department of Transportation

To assist in the process required by Chapter 2110, Texas Government Code, state agencies should submit an assessment of advisory committees using the format provided. Please submit your assessment for each advisory committee under your agency's purview. Include responses for committees created through statute, administrative code or ad-hoc by your agency. Include responses for all committees, whether ongoing or inactive and regardless of whether you receive appropriations to support the committee. Committees already scheduled for abolishment within the 2016-17 biennium are omitted from the scope of this survey. When submitting information for multiple advisory committees, right-click the sheet "Cmte1", select Move or Copy, select Create a copy and move to end.

NOTE: Only the items in blue are required for inactive committees.

SECTION A: INFORMATION SUBMITTED THROUGH ADVISORY COMMITTEE SUPPORTING SCHEDULE IN LEGISLATIVE APPROPRIATIONS REQUEST

Committee Name: Public Transportation Advisory Committee

Number of Members: Nine

Committee Status (Ongoing or Inactive): Ongoing
 Note: An inactive committee is a committee that was created prior to the 2014-15 biennium but did not meet or supply advice to an agency during that time period.

Date Created: 9/1/1991 **Date to Be Abolished:** none

Budget Strategy (Strategies) (e.g. 1-2-4): 4-1-1 **Strategy Title (e.g. Occupational Licensing):** Support and Promote Public Transportation

Budget Strategy (Strategies): **Strategy Title:**

State / Federal Authority
 State Authority
 State Authority
 Federal Authority
 Federal Authority
 Federal Authority

Select Type	Identify Specific Citation
Statute	Government Code, Chapter 2110; Transportation Code, §455.004

Advisory Committee Costs: This section includes reimbursements for committee member costs and costs attributable to agency staff support.

Committee Members' Direct Expenses

	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$0	\$0
<i>Total, Committee Expenditures</i>	\$0	\$0	\$0

Committee Members' Indirect Expenses

	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$4,737	\$5,140	\$5,579
Number of FTEs	0.1	0.1	0.1
Other Operating Costs	\$3,600	\$3,708	\$3,819
<i>Total, Committee Expenditures</i>	\$8,337	\$8,848	\$9,398

Method of Financing

	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Method of Finance			
6 - State Highway Fund No. 006	\$8,337	\$8,848	\$9,398
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0

Expenses / MOFs Difference: \$0 \$0 \$0

Meetings Per Fiscal Year

	6	6	6
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Committee Description: The authorizing legislation stipulates that the Public Transportation Advisory Committee (PTAC) advises the Texas Transportation Commission on needs and problems regarding the state's public transportation providers, comments on rule changes involving public transportation, and performs other duties as determined by the Commission. The number of meetings per fiscal year is approximately four to six; however, PTAC may meet more often when making recommendations on administrative code updates or handling items such as funding formula revisions. The frequency of meetings depends on the issues during the fiscal year. Over the past two years, the PTAC gave specific recommendations to the Commission on funding issues, participated in a number of major rule reviews, and provided a forum for providers to discuss policy issues.

SECTION B: ADDITIONAL COMMITTEE INFORMATION

Committee Bylaws: Please provide a copy of the committee's current bylaws and most recent meeting minutes as part of your submission.

1. When and where does this committee typically meet and is there any requirement as to the frequency of committee meetings?

2. What kinds of deliverables or tangible output does the committee produce? If there are documents the committee is required to produce for your agency or the general public, please supply the most recent iterations of those.

3. What recommendations or advice has the committee most recently supplied to your agency? Of these, which were adopted by your agency and what was the rationale behind not adopting certain recommendations, if this occurred?

4a. Does your agency believe that the actions and scope of committee work is consistent with their authority as defined in its enabling statute and relevant to the ongoing mission of your agency ?

4b. Is committee scope and work conducted redundant with other functions of other state agencies or advisory committees?

5a. Approximately how much staff time (in hours) was used to support the committee in fiscal year 2015?

5b. Please supply a general overview of the tasks entailed in agency staff assistance provided to the committee.

6. Have there been instances where the committee was unable to meet because a quorum was not present?

7a. What opportunities does the committee provide for public attendance, participation, and how is this information conveyed to the public (e.g. online calendar of events, notices posted in Texas Register, etc.)?

7b. Do members of the public attend at least 50 percent of all committee meetings?

7c. Are there instances where no members of the public attended meetings?

8. Please list any external stakeholders you recommend we contact regarding this committee.

9a. In the opinion of your agency, has the committee met its mission and made substantive progress in its mission and goals?

9b. Please describe the rationale for this opinion.

10. Given that state agencies are allowed the ability to create advisory committees at will, either on an ad-hoc basis or through amending agency rule in Texas Administrative Code:

10a. Is there any functional benefit for having this committee codified in statute?

10b. Does the scope and language found in statute for this committee prevent your agency from responding to evolving needs related to this policy area?

10c. If "Yes" for Question 2b, please describe the rationale for this opinion.

11a. Does your agency recommend this committee be retained, abolished or consolidated with another committee elsewhere (either at your agency or another in state government)?

11b. Please describe the rationale for this opinion.

12a. Were this committee abolished, would this impede your agency's ability to fulfill its mission?

12b. If "Yes" for Question 4a, please describe the rationale for this opinion.

13. Please describe any other suggested modifications to the committee that would help the committee or agency better fulfill its mission.

ASSESSMENT OF ADVISORY COMMITTEES
March, 2016
Agency Code: 601 Texas Department of Transportation

To assist in the process required by Chapter 2110, Texas Government Code, state agencies should submit an assessment of advisory committees using the format provided. Please submit your assessment for each advisory committee under your agency's purview. Include responses for committees created through statute, administrative code or ad-hoc by your agency. Include responses for all committees, whether ongoing or inactive and regardless of whether you receive appropriations to support the committee. Committees already scheduled for abolishment within the 2016-17 biennium are omitted from the scope of this survey. When submitting information for multiple advisory committees, right-click the sheet "Cmte1", select Move or Copy, select Create a copy and move to end.

NOTE: Only the items in blue are required for inactive committees.

SECTION A: INFORMATION SUBMITTED THROUGH ADVISORY COMMITTEE SUPPORTING SCHEDULE IN LEGISLATIVE APPROPRIATIONS REQUEST

Committee Name: Bicycle Advisory Committee (BAC)

Number of Members: 11

Committee Status (Ongoing or Inactive): Ongoing
 Note: An Inactive committee is a committee that was created prior to the 2014-15 biennium but did not meet or supply advice to an agency during that time period.

Date Created: 7/23/2000
Date to Be Abolished: none

Budget Strategy (Strategies) (e.g. 1-2-4): 1-1-1
Strategy Title (e.g. Occupational Licensing): PLAN/DESIGN/MANAGE
Strategy Title:

State / Federal Authority	Select Type	Identify Specific Citation
State Authority	Statute	Government Code, Chapter 2110; Transportation Code, §201.9025
State Authority	Admin Code	Title 43 TAC Rule 1.85
State Authority		
Federal Authority		
Federal Authority		

Advisory Committee Costs: This section includes reimbursements for committee member costs and costs attributable to agency staff support.

Committee Members' <u>Direct</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$0	\$0
<i>Total, Committee Expenditures</i>	\$0	\$0	\$0
Committee Members' <u>Indirect</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$7,150	\$7,293	\$7,439
Number of FTEs	0.1	0.1	0.1
Other Operating Costs	\$2,400	\$2,472	\$2,546
<i>Total, Committee Expenditures</i>	\$9,550	\$9,765	\$9,985
Method of Financing	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Method of Finance			
6 - State Highway Fund No. 006	\$9,550	\$9,765	\$9,985
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
Expenses / MOFs Difference:	\$0	\$0	\$0
Meetings Per Fiscal Year	4	4	4

Committee Description: In accordance with the Texas Administrative Code, the purpose of TxDOT's Bicycle Advisory Committee (BAC) is to advise the commission on bicycle issues and matters related to Safe Routes to School Program and the Texas Transportation Code. The BAC shall advise and make recommendations to the commission on the development of bicycle tourism trails in the state.

SECTION B: ADDITIONAL COMMITTEE INFORMATION

Committee Bylaws: Please provide a copy of the committee's current bylaws and most recent meeting minutes as part of your submission.

1. When and where does this committee typically meet and is there any requirement as to the frequency of committee meetings?

2. What kinds of deliverables or tangible output does the committee produce? If there are documents the committee is required to produce for your agency or the general public, please supply the most recent iterations of those.

3. What recommendations or advice has the committee most recently supplied to your agency? Of these, which were adopted by your agency and what was the rationale behind not adopting certain recommendations, if this occurred?

4a. Does your agency believe that the actions and scope of committee work is consistent with their authority as defined in its enabling statute and relevant to the ongoing mission of your agency?

4b. Is committee scope and work conducted redundant with other functions of other state agencies or advisory committees?

5a. Approximately how much staff time (in hours) was used to support the committee in fiscal year 2015?

5b. Please supply a general overview of the tasks entailed in agency staff assistance provided to the committee.

6. Have there been instances where the committee was unable to meet because a quorum was not present?

7a. What opportunities does the committee provide for public attendance, participation, and how is this information conveyed to the public (e.g. online calendar of events, notices posted in Texas Register, etc.)?

7b. Do members of the public attend at least 50 percent of all committee meetings?

7c. Are there instances where no members of the public attended meetings?

8. Please list any external stakeholders you recommend we contact regarding this committee.

9a. In the opinion of your agency, has the committee met its mission and made substantive progress in its mission and goals?

9b. Please describe the rationale for this opinion.

10. Given that state agencies are allowed the ability to create advisory committees at will, either on an ad-hoc basis or through amending agency rule in Texas Administrative Code:

10a. Is there any functional benefit for having this committee codified in statute?

10b. Does the scope and language found in statute for this committee prevent your agency from responding to evolving needs related to this policy area?

10c. If "Yes" for Question 2b, please describe the rationale for this opinion.

11a. Does your agency recommend this committee be retained, abolished or consolidated with another committee elsewhere (either at your agency or another in state government)?

11b. Please describe the rationale for this opinion.

12a. Were this committee abolished, would this impede your agency's ability to fulfill its mission?

12b. If "Yes" for Question 4a, please describe the rationale for this opinion.

13. Please describe any other suggested modifications to the committee that would help the committee or agency better fulfill its mission.

ASSESSMENT OF ADVISORY COMMITTEES
March, 2016
Agency Code: 601 Texas Department of Transportation

To assist in the process required by Chapter 2110, Texas Government Code, state agencies should submit an assessment of advisory committees using the format provided. Please submit your assessment for each advisory committee under your agency's purview. Include responses for committees created through statute, administrative code or ad-hoc by your agency. Include responses for all committees, whether ongoing or inactive and regardless of whether you receive appropriations to support the committee. Committees already scheduled for abolishment within the 2016-17 biennium are omitted from the scope of this survey. When submitting information for multiple advisory committees, right-click the sheet "Cmte1", select Move or Copy, select Create a copy and move to end.

NOTE: Only the items in blue are required for inactive committees.

SECTION A: INFORMATION SUBMITTED THROUGH ADVISORY COMMITTEE SUPPORTING SCHEDULE IN LEGISLATIVE APPROPRIATIONS REQUEST

Committee Name:

Number of Members:

Committee Status (Ongoing or Inactive): Note: An inactive committee is a committee that was created prior to the 2014-15 biennium but did not meet or supply advice to an agency during that time period.

Date Created: **Date to Be Abolished:**

Budget Strategy (Strategies) (e.g. 1-2-4) **Strategy Title (e.g. Occupational Licensing)**

Budget Strategy (Strategies) **Strategy Title**

[State / Federal Authority](#)
[State Authority](#)
[State Authority](#)

[State Authority](#)
[Federal Authority](#)
[Federal Authority](#)

Select Type	Identify Specific Citation
Admin Code	43 TAC § 1.85

Advisory Committee Costs: This section includes reimbursements for committee member costs and costs attributable to agency staff support.

Committee Members' <u>Direct</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$358	\$350	\$600
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$0	\$0
<i>Total, Committee Expenditures</i>	\$358	\$350	\$600
Committee Members' <u>Indirect</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$50,000	\$50,000	\$50,000
Number of FTEs	0.8	0.8	0.8
Other Operating Costs	\$30,000	\$20,000	\$45,000
Consultants assisting with TxFAC	\$80,000	\$70,000	\$95,000
<i>Total, Committee Expenditures</i>			
Method of Financing	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Method of Finance			
6 - State Highway Fund No. 006	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
Expenses / MOFs Difference:	\$80,358	\$70,350	\$95,600
Meetings Per Fiscal Year	<input type="text" value="3"/>	<input type="text" value="2"/>	<input type="text" value="2"/>

Committee Description:

SECTION B: ADDITIONAL COMMITTEE INFORMATION

Committee Bylaws: Please provide a copy of the committee's current bylaws and most recent meeting minutes as part of your submission.

1. When and where does this committee typically meet and is there any requirement as to the frequency of committee meetings?

2. What kinds of deliverables or tangible output does the committee produce? If there are documents the committee is required to produce for your agency or the general public, please supply the most recent iterations of those.

3. What recommendations or advice has the committee most recently supplied to your agency? Of these, which were adopted by your agency and what was the rationale behind not adopting certain recommendations, if this occurred?

4a. Does your agency believe that the actions and scope of committee work is consistent with their authority as defined in its enabling statute and relevant to the ongoing mission of your agency ? 4b. Is committee scope and work conducted redundant with other functions of other state agencies or advisory committees?

5a. Approximately how much staff time (in hours) was used to support the committee in fiscal year 2015?

5b. Please supply a general overview of the tasks entailed in agency staff assistance provided to the committee.

6. Have there been instances where the committee was unable to meet because a quorum was not present?

7a. What opportunities does the committee provide for public attendance, participation, and how is this information conveyed to the public (e.g. online calendar of events, notices posted in Texas Register, etc.)?

7b. Do members of the public attend at least 50 percent of all committee meetings? 7c. Are there instances where no members of the public attended meetings?

8. Please list any external stakeholders you recommend we contact regarding this committee.

9a. In the opinion of your agency, has the committee met its mission and made substantive progress in its mission and goals?

9b. Please describe the rationale for this opinion.

10. Given that state agencies are allowed the ability to create advisory committees at will, either on an ad-hoc basis or through amending agency rule in Texas Administrative Code:
 10a. Is there any functional benefit for having this committee codified in statute? 10b. Does the scope and language found in statute for this committee prevent your agency from responding to evolving needs related to this policy area?

10c. If "Yes" for Question 2b, please describe the rationale for this opinion.

11a. Does your agency recommend this committee be retained, abolished or consolidated with another committee elsewhere (either at your agency or another in state government)?

11b. Please describe the rationale for this opinion.

12a. Were this committee abolished, would this impede your agency's ability to fulfill its mission?

12b. If "Yes" for Question 4a, please describe the rationale for this opinion.

13. Please describe any other suggested modifications to the committee that would help the committee or agency better fulfill its mission.

ASSESSMENT OF ADVISORY COMMITTEES
March, 2016
Agency Code: 601 Texas Department of Transportation

To assist in the process required by Chapter 2110, Texas Government Code, state agencies should submit an assessment of advisory committees using the format provided. Please submit your assessment for each advisory committee under your agency's purview. Include responses for committees created through statute, administrative code or ad-hoc by your agency. Include responses for all committees, whether ongoing or inactive and regardless of whether you receive appropriations to support the committee. Committees already scheduled for abolishment within the 2016-17 biennium are omitted from the scope of this survey. When submitting information for multiple advisory committees, right-click the sheet "Cmte1", select Move or Copy, select Create a copy and move to end.

NOTE: Only the items in blue are required for inactive committees.

SECTION A: INFORMATION SUBMITTED THROUGH ADVISORY COMMITTEE SUPPORTING SCHEDULE IN LEGISLATIVE APPROPRIATIONS REQUEST

Committee Name: I-69 Corridor Advisory Committee

Number of Members: 24

Committee Status (Ongoing or Inactive): Ongoing
Note: An inactive committee is a committee that was created prior to the 2014-15 biennium but did not meet or supply advice to an agency during that time period.

Date Created: 3/27/2008 **Date to Be Abolished:**

Budget Strategy (Strategies) (e.g. 1-2-4)
Budget Strategy (Strategies)

Strategy Title (e.g. Occupational Licensing)
Strategy Title

State / Federal Authority	Select Type	Identify Specific Citation
State Authority		43 TAC § 1.86
State Authority		
State Authority		
Federal Authority		
Federal Authority		

Advisory Committee Costs: This section includes reimbursements for committee member costs and costs attributable to agency staff support.

Committee Members' <u>Direct</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$0	\$0
<i>Total, Committee Expenditures</i>	\$0	\$0	\$0

Committee Members' <u>Indirect</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$400	\$400
Personnel	\$4,138	\$16,552	\$16,552
Number of FTEs	0.02	0.05	0.05
Other Operating Costs (Consultant)	\$30,000	\$60,000	\$60,000
<i>Total, Committee Expenditures</i>	\$34,138	\$76,952	\$76,952

Method of Financing	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Method of Finance			
6 - State Highway Fund No. 006	\$34,138	\$76,952	\$76,952
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
Expenses / MOFs Difference:	\$0	\$0	\$0

Meetings Per Fiscal Year	2015	2016	2017
	2	4	4

Committee Description: The purpose of the I-69 Corridor Advisory Committee (committee) is to facilitate support and consensus from affected communities, governmental entities, and other interested parties in the planning for the I-69 corridor and to provide advice and recommendations to the Texas Transportation Commission and to TxDOT on the development of the I-69 corridor. This committee continues to serve an important role in the development of the I-69 corridor. Abolishing would damage relationships that have been build between TxDOT and the local communities.

SECTION B: ADDITIONAL COMMITTEE INFORMATION

Committee Bylaws: Please provide a copy of the committee's current bylaws and most recent meeting minutes as part of your submission.

1. When and where does this committee typically meet and is there any requirement as to the frequency of committee meetings?

2. What kinds of deliverables or tangible output does the committee produce? If there are documents the committee is required to produce for your agency or the general public, please supply the most recent iterations of those.

3. What recommendations or advice has the committee most recently supplied to your agency? Of these, which were adopted by your agency and what was the rationale behind not adopting certain recommendations, if this occurred?

4a. Does your agency believe that the actions and scope of committee work is consistent with their authority as defined in its enabling statute and relevant to the ongoing mission of your agency ? 4b. Is committee scope and work conducted redundant with other functions of other state agencies or advisory committees?

5a. Approximately how much staff time (in hours) was used to support the committee in fiscal year 2015?

5b. Please supply a general overview of the tasks entailed in agency staff assistance provided to the committee.

6. Have there been instances where the committee was unable to meet because a quorum was not present?

7a. What opportunities does the committee provide for public attendance, participation, and how is this information conveyed to the public (e.g. online calendar of events, notices posted in Texas Register, etc.)?

7b. Do members of the public attend at least 50 percent of all committee meetings? 7c. Are there instances where no members of the public attended meetings?

8. Please list any external stakeholders you recommend we contact regarding this committee.

9a. In the opinion of your agency, has the committee met its mission and made substantive progress in its mission and goals?

9b. Please describe the rationale for this opinion.

10. Given that state agencies are allowed the ability to create advisory committees at will, either on an ad-hoc basis or through amending agency rule in Texas Administrative Code:

10a. Is there any functional benefit for having this committee codified in statute? 10b. Does the scope and language found in statute for this committee prevent your agency from responding to evolving needs related to this policy area?

10c. If "Yes" for Question 2b, please describe the rationale for this opinion.

11a. Does your agency recommend this committee be retained, abolished or consolidated with another committee elsewhere (either at your agency or another in state government)?

11b. Please describe the rationale for this opinion.

12a. Were this committee abolished, would this impede your agency's ability to fulfill its mission?

12b. If "Yes" for Question 4a, please describe the rationale for this opinion.

13. Please describe any other suggested modifications to the committee that would help the committee or agency better fulfill its mission.

ASSESSMENT OF ADVISORY COMMITTEES
March, 2016
Agency Code: 601 Texas Department of Transportation

To assist in the process required by Chapter 2110, Texas Government Code, state agencies should submit an assessment of advisory committees using the format provided. Please submit your assessment for each advisory committee under your agency's purview. Include responses for committees created through statute, administrative code or ad-hoc by your agency. Include responses for all committees, whether ongoing or inactive and regardless of whether you receive appropriations to support the committee. Committees already scheduled for abolishment within the 2016-17 biennium are omitted from the scope of this survey. When submitting information for multiple advisory committees, right-click the sheet "Cmte1", select Move or Copy, select Create a copy and move to end.

NOTE: Only the items in blue are required for inactive committees.

SECTION A: INFORMATION SUBMITTED THROUGH ADVISORY COMMITTEE SUPPORTING SCHEDULE IN LEGISLATIVE APPROPRIATIONS REQUEST

Committee Name: I-20 East Texas Corridor Advisory Committee

Number of Members:

Committee Status (Ongoing or Inactive): Inactive Note: An inactive committee is a committee that was created prior to the 2014-15 biennium but did not meet or supply advice to an agency during that time period.

Date Created: **Date to Be Abolished:**

Budget Strategy (Strategies) (e.g. 1-2-4) **Strategy Title (e.g. Occupational Licensing)**

Budget Strategy (Strategies) **Strategy Title**

State / Federal Authority	Select Type	Identify Specific Citation
State Authority		43 TAC § 1.86
State Authority		
State Authority		
Federal Authority		
Federal Authority		

Advisory Committee Costs: This section includes reimbursements for committee member costs and costs attributable to agency staff support.

Committee Members' <u>Direct</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$0	\$0
<i>Total, Committee Expenditures</i>	\$0	\$0	\$0

Committee Members' <u>Indirect</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$0	\$0
<i>Total, Committee Expenditures</i>	\$0	\$0	\$0

Method of Financing	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Method of Finance			
1 - General Revenue Fund	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
Expenses / MOFs Difference:	\$0	\$0	\$0

Meetings Per Fiscal Year	2015	2016	2017
	2	0	0

Committee Description: The purpose of the I-20 East Texas Corridor Advisory Committee (committee) is to facilitate support and consensus from affected communities, governmental entities, and other interested parties in the planning for the I-20 East Texas corridor and to provide advice and recommendations to the Texas Transportation Commission and to TxDOT on the development of the I-20 East Texas corridor. The committee presented their recommendations on December 18, 2014 and is now inactive.

SECTION B: ADDITIONAL COMMITTEE INFORMATION

Committee Bylaws: Please provide a copy of the committee's current bylaws and most recent meeting minutes as part of your submission.

1. When and where does this committee typically meet and is there any requirement as to the frequency of committee meetings?

2. What kinds of deliverables or tangible output does the committee produce? If there are documents the committee is required to produce for your agency or the general public, please supply the most recent iterations of those.

3. What recommendations or advice has the committee most recently supplied to your agency? Of these, which were adopted by your agency and what was the rationale behind not adopting certain recommendations, if this occurred?

4a. Does your agency believe that the actions and scope of committee work is consistent with their authority as defined in its enabling statute and relevant to the ongoing mission of your agency ?

 Yes

4b. Is committee scope and work conducted redundant with other functions of other state agencies or advisory committees?

 No

5a. Approximately how much staff time (in hours) was used to support the committee in fiscal year 2015?

5b. Please supply a general overview of the tasks entailed in agency staff assistance provided to the committee.

6. Have there been instances where the committee was unable to meet because a quorum was not present?

Please provide committee member attendance records for their last three meetings, if not already captured in meeting minutes.

7a. What opportunities does the committee provide for public attendance, participation, and how is this information conveyed to the public (e.g. online calendar of events, notices posted in Texas Register, etc.)?

7b. Do members of the public attend at least 50 percent of all committee meetings?

7c. Are there instances where no members of the public attended meetings?

8. Please list any external stakeholders you recommend we contact regarding this committee.

9a. In the opinion of your agency, has the committee met its mission and made substantive progress in its mission and goals?

9b. Please describe the rationale for this opinion.

10. Given that state agencies are allowed the ability to create advisory committees at will, either on an ad-hoc basis or through amending agency rule in Texas Administrative Code:

10a. Is there any functional benefit for having this committee codified in statute?

10b. Does the scope and language found in statute for this committee prevent your agency from responding to evolving needs related to this policy area?

10c. If "Yes" for Question 2b, please describe the rationale for this opinion.

11a. Does your agency recommend this committee be retained, abolished or consolidated with another committee elsewhere (either at your agency or another in state government)?

11b. Please describe the rationale for this opinion.

12a. Were this committee abolished, would this impede your agency's ability to fulfill its mission?

12b. If "Yes" for Question 4a, please describe the rationale for this opinion.

13. Please describe any other suggested modifications to the committee that would help the committee or agency better fulfill its mission.

ASSESSMENT OF ADVISORY COMMITTEES
March, 2016
Agency Code: 601 Texas Department of Transportation

To assist in the process required by Chapter 2110, Texas Government Code, state agencies should submit an assessment of advisory committees using the format provided. Please submit your assessment for each advisory committee under your agency's purview. Include responses for committees created through statute, administrative code or ad-hoc by your agency. Include responses for all committees, whether ongoing or inactive and regardless of whether you receive appropriations to support the committee. Committees already scheduled for abolishment within the 2016-17 biennium are omitted from the scope of this survey. When submitting information for multiple advisory committees, right-click the sheet "Cmte1", select Move or Copy, select Create a copy and move to end.

NOTE: Only the items in blue are required for inactive committees.

SECTION A: INFORMATION SUBMITTED THROUGH ADVISORY COMMITTEE SUPPORTING SCHEDULE IN LEGISLATIVE APPROPRIATIONS REQUEST

Committee Name: I-35 Corridor Advisory Committee

Number of Members:

Committee Status (Ongoing or Inactive): Inactive Note: An inactive committee is a committee that was created prior to the 2014-15 biennium but did not meet or supply advice to an agency during that time period.

Date Created: **Date to Be Abolished:**

Budget Strategy (Strategies) (e.g. 1-2-4) **Strategy Title (e.g. Occupational Licensing)**

Budget Strategy (Strategies) **Strategy Title**

- [State / Federal Authority](#)
- [State Authority](#)
- [State Authority](#)
- [State Authority](#)
- [Federal Authority](#)
- [Federal Authority](#)

Select Type	Identify Specific Citation
Admin Code	43 TAC § 1.86

Advisory Committee Costs: This section includes reimbursements for committee member costs and costs attributable to agency staff support.

Committee Members' <u>Direct</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$0	\$0
<i>Total, Committee Expenditures</i>	\$0	\$0	\$0

Committee Members' <u>Indirect</u> Expenses	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Travel	\$0	\$0	\$0
Personnel	\$0	\$0	\$0
Number of FTEs	0.0	0.0	0.0
Other Operating Costs	\$0	\$0	\$0
<i>Total, Committee Expenditures</i>	\$0	\$0	\$0

Method of Financing	Expended Exp 2015	Estimated Est 2016	Budgeted Bud 2017
Method of Finance			
1 - General Revenue Fund	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
	\$0	\$0	\$0
Expenses / MOFs Difference:	\$0	\$0	\$0

Meetings Per Fiscal Year			
	0	0	0

Committee Description: The purpose of the I-35 Corridor Advisory Committee (committee) is to facilitate support and consensus from affected communities, governmental entities, and other interested parties in the planning for the I-35 corridor and to provide advice and recommendations to the Texas Transportation Commission and to TxDOT on the development of the I-35 corridor. The final meeting for the committee was on September 18, 2013 and is now inactive.

SECTION B: ADDITIONAL COMMITTEE INFORMATION

Committee Bylaws: Please provide a copy of the committee's current bylaws and most recent meeting minutes as part of your submission.

1. When and where does this committee typically meet and is there any requirement as to the frequency of committee meetings?

2. What kinds of deliverables or tangible output does the committee produce? If there are documents the committee is required to produce for your agency or the general public, please supply the most recent iterations of those.

3. What recommendations or advice has the committee most recently supplied to your agency? Of these, which were adopted by your agency and what was the rationale behind not adopting certain recommendations, if this occurred?

4a. Does your agency believe that the actions and scope of committee work is consistent with their authority as defined in its enabling statute and relevant to the ongoing mission of your agency ?

4b. Is committee scope and work conducted redundant with other functions of other state agencies or advisory committees?

5a. Approximately how much staff time (in hours) was used to support the committee in fiscal year 2015?

5b. Please supply a general overview of the tasks entailed in agency staff assistance provided to the committee.

6. Have there been instances where the committee was unable to meet because a quorum was not present?

Please provide committee member attendance records for their last three meetings, if not already captured in meeting minutes.

7a. What opportunities does the committee provide for public attendance, participation, and how is this information conveyed to the public (e.g. online calendar of events, notices posted in Texas Register, etc.)?

7b. Do members of the public attend at least 50 percent of all committee meetings?

7c. Are there instances where no members of the public attended meetings?

8. Please list any external stakeholders you recommend we contact regarding this committee.

9a. In the opinion of your agency, has the committee met its mission and made substantive progress in its mission and goals?

9b. Please describe the rationale for this opinion.

10. Given that state agencies are allowed the ability to create advisory committees at will, either on an ad-hoc basis or through amending agency rule in Texas Administrative Code:

10a. Is there any functional benefit for having this committee codified in statute?

10b. Does the scope and language found in statute for this committee prevent your agency from responding to evolving needs related to this policy area?

10c. If "Yes" for Question 2b, please describe the rationale for this opinion.

11a. Does your agency recommend this committee be retained, abolished or consolidated with another committee elsewhere (either at your agency or another in state government)?

11b. Please describe the rationale for this opinion.

12a. Were this committee abolished, would this impede your agency's ability to fulfill its mission?

12b. If "Yes" for Question 4a, please describe the rationale for this opinion.

13. Please describe any other suggested modifications to the committee that would help the committee or agency better fulfill its mission.

**MINUTES OF THE
TEXAS AVIATION ADVISORY COMMITTEE MEETING
October 6, 2015, 1:00 p.m.
TxDOT Flight Services
10335 Golf Course Road
Austin, TX 78719**

1. CALL TO ORDER

After confirming a quorum was present, a meeting of the Texas Aviation Advisory Committee was called to order at 1:05 p.m. by Chairman Gordon Richardson.

Committee Members

Mr. Gordon Richardson, Chairman, Caldwell, present
Mr. Pete Huff, Vice Chairman, McKinney, present
Mr. Jim Schwertner, Member, Austin, present
Mr. Mike Collier, Member, Austin, -present
Mr. John White, Member, San Antonio, present
Mr. Mike Schnell, Member, Spearman, present

Staff Members

Mr. Dave Fulton, Director, TxDOT Aviation Division, present
Mr. Jay Joseph, Director of Flight Services, TxDOT Aviation Division, present
Ms. Kari Campbell, Director of Grant Management & Administration, present
Mr. Greg Miller, Director of Planning & Programming, present
Mr. Harry Lorton, Interim Director of Engineering, present
Ms. Allison Martin, Grant Manager

Observers

Ms. Melanie Alvord-TxDOT- by phone
Ms. Yasmina Platt- AOPA- by phone
Mr. Tripp Riedell – Valero
Ms. Shelly deZevallos- TFGA
Ms. Karon Wiedemann
Mr. Bijan Jamalabad

2. Chairman Richardson asked for approval of the minutes of the August 14, 2015 meeting. A motion was made by Mike Collier to approve the minutes as submitted; the motion was seconded by John White; the minutes were unanimously approved as submitted.

3. Dave Fulton presented the election of a new chairman of the Advisory board. Mr. Jim Schwertner was nominated by Gordon Richardson. John White seconded and Mr.

Schwertner was elected as the new chairman. Gordon continued to conduct the rest of this meeting.

4. Dave Fulton presented his report. He discussed FAA Funding received a six month extension. Texas has lost \$40 million in federal funding which has caused a real impact to our program. Control towers will be funded thru FY 2015. AOPA worked hard with the legislature to have the state directory be given away. Also the MET Tower bill was passed; TxDOT will set up a registry for the towers.
5. All of the Aviation directors gave a brief report on their sections.
6. Shelly deZevallos (Texas for General Aviation) reported on an editorial she had written on the necessity to protect airspace.
7. An email would be sent around to set the next committee meeting and the meeting will be in next three-four months.
8. There being no further business, the meeting was adjourned at 2:20 pm.

Submitted by:



Jim Schwertner, Chairman

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TITLE 43

TRANSPORTATION

PART 1

TEXAS DEPARTMENT OF TRANSPORTATION

CHAPTER 1

MANAGEMENT

SUBCHAPTER F

ADVISORY COMMITTEES

RULE §1.81

Definitions

The following words and terms, when used in this subchapter, shall have the following meanings, unless the context clearly indicates otherwise.

(1) Commission--The Texas Transportation Commission.

(2) Department--The Texas Department of Transportation.

(3) Department advisory committee--Any committee created by the department or the commission for the purpose of providing advice or recommendations in a purely advisory manner regarding certain matters within the jurisdiction of the department or the commission.

(4) District engineer--The chief administrative officer in charge of a district of the department.

(5) Executive director--The chief executive officer of the Texas Department of Transportation.

(6) Statutory advisory committee--A committee expressly created by statute for the purpose of providing advice or recommendations in a purely advisory manner regarding certain matters within the jurisdiction of the commission.

Source Note: The provisions of this §1.81 adopted to be effective March 20, 1992, 17 TexReg 1745; amended to be effective January 13, 1994, 19 TexReg 89; amended to be effective January 2, 2002, 26 TexReg 11046

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TITLE 43

TRANSPORTATION

PART 1

TEXAS DEPARTMENT OF TRANSPORTATION

CHAPTER 1

MANAGEMENT

SUBCHAPTER F

ADVISORY COMMITTEES

RULE §1.82

Statutory Advisory Committee Operations and Procedures

(a) Applicability. This section applies to statutory advisory committees and governs the operation of statutory advisory committees unless it is superceded by a specific provision in §1.84 of this subchapter (relating to Statutory Advisory Committees).

(b) Election of officers and terms of members.

(1) Unless otherwise specified with regard to a particular committee, each committee shall elect a chair and vice-chair by majority vote of the members of the committee. The chair and vice-chair shall each be elected for a term of not less than one year and not more than two years. Once elected, the chair and vice-chair may stand for reelection, without limit on the number of consecutive terms.

(2) Members shall serve on an advisory committee until new members are appointed.

(c) Meetings.

(1) Meeting requirements. The office designated for an advisory committee under subsection (f) of this section shall submit to the Office of the Secretary of State notice of a meeting of the advisory committee at least 10 days before the date of the meeting. The notice must provide the date, time, place, and subject of the meeting. A meeting of an advisory committee must be open to the public. An advisory committee will follow the agenda set for each meeting under paragraph (2) of this subsection. Filing of notice of meetings with the Office of the Secretary of State shall be coordinated through the department's Office of General Counsel.

(2) Scheduling of meetings. Meeting dates, times, places, and agendas will be set by the office designated under subsection (f) of this section. Any committee member may suggest the need for a meeting or an agenda item, provided that the committee may only discuss items that are within the committee's and the department's jurisdiction. The office designated under subsection (f) of this section will provide notice of the time, date, place, and purpose of meetings to the members, by mail, email, telephone or any combination of the three, at least 10 calendar days in advance of each meeting. All meetings must take place in Texas and must be held in a location that is readily accessible to the general public.

(3) Quorum. A majority of the membership of an advisory committee, including the chairman, constitutes a quorum. The committee may act only by majority vote of the members present at the meeting.

(4) Removal. A committee member may be removed at any time without cause by the person or entity that appointed the member or by that person's or entity's successor.

(5) Parliamentary procedure. Parliamentary procedures for all committee meetings shall be in

accordance with the latest edition of Robert's Rules of Order, except that the chair may vote on any action as any other member of the committee, and except to the extent that Robert's Rules of Order are inconsistent with any statute or this subchapter.

(6) Record. Minutes of all committee meetings shall be prepared and filed with the commission. The complete proceedings of all committee meetings must also be recorded by electronic means.

(7) Public information. All minutes, transcripts, and other records of the advisory committees are records of the commission and as such may be subject to disclosure under the provisions of Government Code, Chapter 552.

(d) Reimbursement. The department may, if authorized by law and the executive director, reimburse a member of a committee for reasonable and necessary travel expenses. Current rules and laws governing reimbursement of expenses for state employees shall govern reimbursement of expenses for advisory committee members.

(e) Conflict of interest. Advisory committee members are subject to the same laws and policies governing ethical standards of conduct as those for commission members and employees of the department.

(f) Administrative support. For each advisory committee, the executive director will designate an office of the department that will be responsible for providing any necessary administrative support essential to the functions of the committee.

(g) Advisory committee recommendations. In developing department policies, the commission will consider the recommendations submitted by advisory committees.

(h) Manner of reporting.

(1) The office designated under subsection (f) of this section shall, in writing, report to the commission an official action of a statutory advisory committee, including any advice and recommendations, prior to commission action on the issue. The chair of the advisory committee or the chair's designee will also be invited by the department to appear before the commission prior to commission action on a posted agenda item to present the committee's advice and recommendations.

(2) In the event a written report cannot be furnished to the commission prior to commission action, the report may be given orally, provided that a written report is furnished within 10 days of commission action.

(i) Duration. Except as otherwise specified in this subchapter, each statutory advisory committee is abolished December 31, 2015, unless the commission amends its rules to provide for a different date.

Source Note: The provisions of this §1.82 adopted to be effective March 20, 1992, 17 TexReg 1745; amended to be effective January 13, 1994, 19 TexReg 89; amended to be effective May 19, 1995, 20 TexReg 3344; amended to be effective September 22, 1995, 20 TexReg 7079; amended to be effective August 25, 1997, 22 TexReg 7508; amended to be effective June 21, 1998, 23 TexReg 6250; amended to be effective July 23, 2000, 25 TexReg 6799; amended to be effective January 2, 2002, 26 TexReg 11046; amended to be effective September 18, 2003, 28 TexReg 8003; amended to be effective December 8, 2005, 30 TexReg 8179; amended to be effective December 6, 2007, 32 TexReg 8855; amended to be effective April 17, 2008, 33 TexReg 2962; amended to be effective December 10, 2009,

34 TexReg 8794; amended to be effective December 8, 2011, 36 TexReg 8239; amended to be effective December 12, 2013, 38 TexReg 8916

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**MINUTES OF THE
TEXAS AVIATION ADVISORY COMMITTEE MEETING
October 6, 2015, 1:00 p.m.
TxDOT Flight Services
10335 Golf Course Road
Austin, TX 78719**

1. CALL TO ORDER

After confirming a quorum was present, a meeting of the Texas Aviation Advisory Committee was called to order at 1:05 p.m. by Chairman Gordon Richardson.

Committee Members

Mr. Gordon Richardson, Chairman, Caldwell, present
Mr. Pete Huff, Vice Chairman, McKinney, present
Mr. Jim Schwertner, Member, Austin, present
Mr. Mike Collier, Member, Austin, -present
Mr. John White, Member, San Antonio, present
Mr. Mike Schnell, Member, Spearman, present

Staff Members

Mr. Dave Fulton, Director, TxDOT Aviation Division, present
Mr. Jay Joseph, Director of Flight Services, TxDOT Aviation Division, present
Ms. Kari Campbell, Director of Grant Management & Administration, present
Mr. Greg Miller, Director of Planning & Programming, present
Mr. Harry Lorton, Interim Director of Engineering, present
Ms. Allison Martin, Grant Manager

Observers

Ms. Melanie Alvord-TxDOT- by phone
Ms. Yasmina Platt- AOPA- by phone
Mr. Tripp Riedell – Valero
Ms. Shelly deZevallos- TFGA
Ms. Karon Wiedemann
Mr. Bijan Jamalabad

2. Chairman Richardson asked for approval of the minutes of the August 14, 2015 meeting. A motion was made by Mike Collier to approve the minutes as submitted; the motion was seconded by John White; the minutes were unanimously approved as submitted.
3. Dave Fulton presented the election of a new chairman of the Advisory board. Mr. Jim Schwertner was nominated by Gordon Richardson. John White seconded and Mr.

Schwertner was elected as the new chairman. Gordon continued to conduct the rest of this meeting.

4. Dave Fulton presented his report. He discussed FAA Funding received a six month extension. Texas has lost \$40 million in federal funding which has caused a real impact to our program. Control towers will be funded thru FY 2015. AOPA worked hard with the legislature to have the state directory be given away. Also the MET Tower bill was passed; TxDOT will set up a registry for the towers.
5. All of the Aviation directors gave a brief report on their sections.
6. Shelly deZevallos (Texas for General Aviation) reported on an editorial she had written on the necessity to protect airspace.
7. An email would be sent around to set the next committee meeting and the meeting will be in next three-four months.
8. There being no further business, the meeting was adjourned at 2:20 pm.

Submitted by:



Jim Schwertner, Chairman

**MINUTES OF THE
TEXAS AVIATION ADVISORY COMMITTEE MEETING
August 14, 2015, 2:00 p.m.
Conference Call
150 East Riverside Drive, South Tower, 5th Floor, Room 108
Austin, TX 78704**

1. CALL TO ORDER

After confirming a quorum was present, a meeting of the Texas Aviation Advisory Committee was called to order at 2:05 p.m. by Chairman Gordon Richardson.

Committee Members

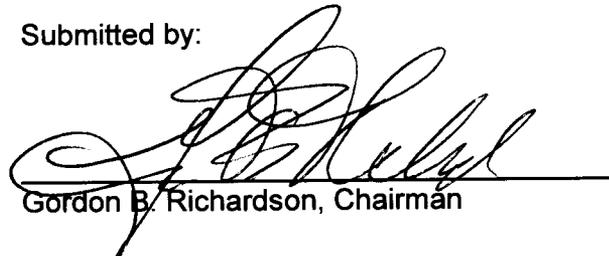
Mr. Gordon Richardson, Chairman, Caldwell, present- by phone
Mr. Pete Huff, Vice Chairman, McKinney, present- by phone
Mr. Joe Crawford, Member, Abilene, present- by phone
Mr. Mike Collier, Member, Austin, -present- by phone
Mr. John White, Member, San Antonio, present- by phone
Mr. Mike Schnell, Member, Spearman, not-present

Staff Members

Mr. Dave Fulton, Director, TxDOT Aviation Division, present
Mr. Jay Joseph, Director of Flight Services, TxDOT Aviation Division, not present
Ms. Kari Campbell, Director of Grant Management & Administration, present
Mr. Greg Miller, Director of Planning & Programming, present- by phone
Mr. Bijan Jamalabad, Director of Engineering, present
Ms. Allison Martin, Grant Manager, present

2. Chairman Richardson asked for approval of the minutes of the May 21, 2015 meeting. A motion was made by John White to approve the minutes as submitted; the motion was seconded by Pete Huff; the minutes were unanimously approved as submitted.
3. Dave Fulton presented the Aviation Capital Improvement Program 2016-2018 for approval. Pete Huff stated it was a great program and very proud of the staff, Mike seconded those comments. A motion was made by Pete Huff and the motion was seconded by John White; the CIP was unanimously approved as submitted.
4. There being no further business, the meeting was adjourned at 2:10 pm.

Submitted by:


Gordon B. Richardson, Chairman

**MINUTES OF THE
TEXAS AVIATION ADVISORY COMMITTEE MEETING
May 21, 2015, 1:00 p.m.
TxDOT Flight Services
10335 Golf Course Road
Austin, TX 78719**

1. CALL TO ORDER

After confirming a quorum was present, a meeting of the Texas Aviation Advisory Committee was called to order at 1:05 p.m. by Chairman Gordon Richardson.

Committee Members

Mr. Gordon Richardson, Chairman, Caldwell, present
Mr. Pete Huff, Vice Chairman, McKinney, present
Mr. Joe Crawford, Member, Abilene, present- by phone
Mr. Mike Collier, Member, Austin, -present
Mr. John White, Member, San Antonio, present
Mr. Mike Schnell, Member, Spearman, present

Staff Members

Mr. Dave Fulton, Director, TxDOT Aviation Division, present
Mr. Jay Joseph, Director of Flight Services, TxDOT Aviation Division, present
Ms. Kari Campbell, Director of Grant Management & Administration, present
Mr. Greg Miller, Director of Planning & Programming, present
Mr. Bijan Jamalabad, Director of Engineering, present
Mr. Wade Troth, Planner
Ms. Allison Martin, Grant Manager

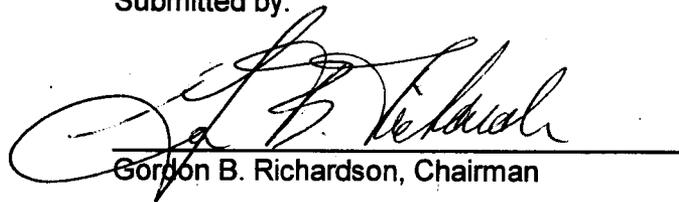
Observers

Mr. Jay Carpenter, TXAA
Ms. Melanie Alvord-TxDOT- by phone
Mr. Paul Smith, NBAA
Mr. Ty Gibson, City of Georgetown

2. Chairman Richardson asked for approval of the minutes of the January 29, 2015 meeting. A motion was made by Mike Collier to approve the minutes as submitted; the motion was seconded by Pete Huff; the minutes were unanimously approved as submitted.
3. Dave Fulton presented his report. He discussed FAA Funding ends on September 30th and they need to have a program budget of about 60% before FAA can start issuing grants. Texas has lost \$40 million in federal funding which has caused a real impact to our program. Control towers will be funded thru FY 2015. AOPA worked hard with the legislature to have the state directory be given away. Also the MET Tower bill was passed; TxDOT will set up a registry for the towers.

4. All of the Aviation directors gave a brief report on their sections.
5. Jay Carpenter (TXAA) talked about their Safety Fly-In on October 17th at Lone Star Executive Airport.
6. John White (Texas for General Aviation) talked about the growth of the Texas for General Aviation. They have added three senators.
7. The chairman asked if there were comments from the public. Paul Smith introduced Mr. Ty Gibson who is on the Georgetown City Council.
8. An email would be sent around to set the next committee meeting and the meeting will be in next three-four months.
9. There being no further business, the meeting was adjourned at 2:30 pm.

Submitted by:



Gordon B. Richardson, Chairman

**MINUTES OF THE
TEXAS AVIATION ADVISORY COMMITTEE MEETING
January 29, 2015, 1:00 p.m.
TxDOT Flight Services
10335 Golf Course Road
Austin, TX 78719**

1. CALL TO ORDER

After confirming a quorum was present, a meeting of the Texas Aviation Advisory Committee was called to order at 1:00 p.m. by Chairman Gordon Richardson.

Committee Members

Mr. Gordon Richardson, Chairman, Caldwell, present
Mr. Pete Huff, Vice Chairman, McKinney, present
Mr. Joe Crawford, Member, Abilene, present
Mr. Mike Collier, Member, Austin, -not-present
Mr. John White, Member, San Antonio, not-present
Mr. Mike Schnell, Member, Spearman, present

Staff Members

Mr. Dave Fulton, Director, TxDOT Aviation Division, present
Mr. Jay Joseph, Director of Flight Services, TxDOT Aviation Division, present
Ms. Kari Campbell, Director of Grant Management & Administration, present
Mr. Greg Miller, Director of Planning & Programming, present
Mr. Bijan Jamalabad, Director of Engineering, present

Observers

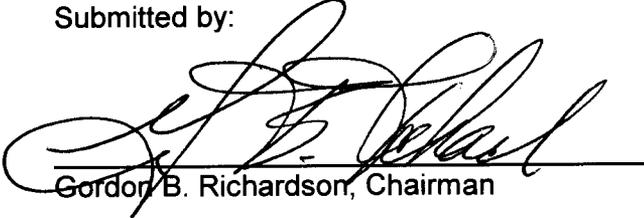
Mr. Steve Hadley, NBAA
Mr. Scott Miller, Valero
Ms. Karon Wiedemann, Garver
Mr. Jay Carpenter, TXAA
Ms. Yasmina Platt- AOPA- by phone
Melanie Alvord-TxDOT- by phone

2. Chairman Richardson asked for approval of the minutes of the October 28, 2014 meeting. A motion was made by Pete Huff to approve the minutes as submitted; the motion was seconded by Joe Crawford; the minutes were unanimously approved as submitted.

3. Dave Fulton presented his report. FAA received authorization for another year of funding. Federal funding is anticipated between February and June. Control towers will be funded thru FY 2015. State issues- transportation is a top priority. AOPA is working with the legislature to have the state directory be given away.

4. Steve Hadley (NBAA) discussed the issue of \$100 user fees.
5. All of the Aviation directors gave a brief report on their sections.
6. Yasmina Platt (AOPA) discussed the met tower bill and the marking of the towers.
7. Jay Carpenter (TXAA) talked about their annual membership meeting. And their iPledge campaign is taking off.
8. Scott Miller (Texas for General Aviation) reminded everyone about Smackdown on April 20-23.
9. The chairman asked if there were comments from the public. Karon Wiedemann, Funding Coordinator for Garver, invited committee members to join Garver's Go Kart event and customer appreciation dinner at the 2015 Texas Aviation Conference
10. An email would be sent around to set the next committee meeting and the meeting will be in next three-four months.
11. There being no further business, the meeting was adjourned at 2:35 pm.

Submitted by:



Gordon B. Richardson, Chairman

Summary of Minutes
Border Trade Advisory Committee

Capital Building, Austin, TX

Wednesday, July 16, 2014; 10:00 a.m. to 12:00 p.m.

Moderated by: Secretary of State Nandita Berry

BTAC Members and representatives: Ed Drusina, Rob Harrison, Rolando Ortiz, Ramsey Cantu, Michael O'Toole, Pete Sepulveda, Sam Vale, Ivan Jaime, Ruben Medina (Port of Corpus Christi), Sharada Vadali (TTI), Alfonso Vallejo (Brownsville MPO), Artemio Palacios (Pharr Intl. Bridge), Juan Olaguibel (McAllen-Hidalgo and Anzalduas Intl. Bridges), Gerry Schewebel (IBC), Hector Cerna (IBC), Andrew Canon (Hidalgo County MPO), Salvador Gonzalez-Pyck (El Paso MPO)

Others: Jeff Madden, Olivia Varela, Robin Donnelly, Elizabeth Cox, Eduardo Hagert, Jorge Garces, Esther Hitzfelder, Sarah Overmyer, Dan Seedah, Jesse Hereford, Caroline Mays, Jen Shugert

Call to Order

The Secretary of State called the meeting to order at 10:00 a.m.

Member and Attendee Introductions

Nine BTAC members were present, establishing a quorum, as well as 21 other attendees.

Approval of the Meeting Minutes

A motion to approve the minutes from the December 11 meeting was made by Rolando Ortiz and seconded. Gerry Schwebel suggested that the meeting location of San Antonio be added to the minutes. There was no further discussion and the minutes were approved without any objections.

Presentation on "Effects on International Trade by Border Wait Times," by Robert Harrison, Deputy Director, University of Texas Center for Transportation Research

The presentation and report were well received by meeting attendees. Jorge Garces suggested that the report be presented to federal stakeholders and the U.S./Mexico Joint

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Committee on Transportation Planning. This proposal was supported by Gerry Schwebel, Rolando Ortiz, and Caroline Mays. Other suggestions included the Border Governors' conference, the U.S. DOT freight advisory committee, and Mexican federal authorities. Caroline Mays suggested that a short, glossy document be created for distribution in Washington and also that short-term issues (steps that can be accomplished in 6–12 months) be highlighted. Jorge Garces suggested the report be submitted/presented at the Freight Advisory Committee meeting held in 2 weeks in Midland/Odessa, Texas.

Jen Shugert, who represented Representative Moody, spoke on his behalf. His priorities were focused on what can realistically be done by the State of Texas sooner rather than later. Examples include examining funding appropriations and disseminating the report around the State. Sam Vale echoed similar sentiments.

Questions were raised about whether or not the report can be disseminated right away and given to the Texas Highway Commission. It was confirmed that the report is still in draft form, so dissemination is not immediate. There was a reminder by Esther Hitzfelder that the final report will be submitted no later than October 1 to the Texas Legislature for approval and possible adoption by the State.

Ivan Jaime advocated for the inclusion of rail in the study.

Jesse Hartford suggested using a rainy day fund or an infrastructure fund as a way to finance transportation infrastructure. He pointed out that the border currently competes with metropolitan areas for funding. He recommended reviewing the State of Texas Coordinated Border Infrastructure program and guidelines from Customs and Border Protection on border infrastructure.

A general discussion defining different trusted traveler programs followed. A few definitions were clarified by attendees.

Gerry Schwebel suggested that that BTAC look into and learn about President Enrique Peña Nieto's five-year infrastructure plan, and seek a better understanding of the U.S. consumer in order to learn about Texas agricultural imports and exports.

The Secretary of State suggested that BTAC members contact CTR researchers directly with suggestions and changes for the report before the October 1 deadline.

Lunch Break (12:00–1:00 p.m.)

Presentation on Border-Trade-Related Issues by Caroline Mays

Caroline Mays gave a presentation highlighting issues related to Texas-Mexico border trade. Her presentation noted that the border is important because of these factors:

- NAFTA trade
- The automotive sector
- Food products (much of what we eat comes from Mexico)
- 80% of trade between the U.S. and Mexico comes through the Texas border

Issues that need to be addressed at the border include the following:

- Modernizing the truck screening process
- Understanding reforms in Mexico (they are investing in infrastructure because they want to reach the U.S. market)
- Application of technology in the short term
- Bringing stakeholders together as there is a disconnect between the public and private sectors.
- Some of the recommendations have been around for 20 years, but what can be done now?
- Finding connections to devise unified strategies on the border so that Texas can continue to be competitive
- Consistency in wait time measurement
- Wait time costs: we need more information with specific figures of the costs of delays when entering Texas
- Balancing security and trade
- Specific recommendations coming from the National Freight Advisory Committee's recommendations to USDOT

After the presentation, Andrew Canon expressed interest in other areas in Texas forming freight advisory committees as Hidalgo is only the second one in the state, after Dallas. He emphasized that most of the freight traffic in Texas is coming from the border regions.

There was general discussion of over-inspection at the border and expensive fines for minor issues. Gerry Schwebel pointed out that some companies have to shut down over fines issued for minor offenses and violations that stay on their records. Gerry Schwebel added that drivers can be banned after three citations and this can lead to driver shortage and larger issues.

Examples of planning oversights were brought up, such as the Laredo-San Antonio corridor being left out of priority corridors by the USDOT, and Mexico being left out as an emerging trade economy.

Jesse Hereford mentioned the superbooths in Mariposa as examples of technology to emulate. He also mentioned a study by the North American Development Bank coming out in October on border studies, finance, and feasibility, which includes a focus group of Mexican states.

Discuss and Approve Recommendations to the Texas Transportation Commission regarding the Highest Priority Border Trade Transportation Challenges

The Secretary of State suggested approving study recommendations at a later meeting because the report was still in draft form.

Caroline Mays notified the group about the North American Sustainable Economic Development Summit from August 25 to 27.

Andrew Canon notified the group about the Border to Border Conference in McAllen from November 18 to 20.

Jesse Hereford notified the group about the Border Trade Alliance's conference in Mexico City from August 27 to 28.

The meeting was adjourned at 2:00 p.m.

MINUTES FOR ADOPTION

Public Transportation Advisory Committee – Teleconference Meeting
3712 Jackson Ave., Bldg. 6, Room 324, Austin, Texas
May 26, 2015

Committee Members Present and Participating:

Michelle Bloomer, Outgoing Chair
J.R. Salazar, Outgoing Vice Chair
Rob Stephens, Incoming Chair (Elected at this meeting)
John McBeth, Incoming Vice Chair (Elected at this meeting)
Brad Underwood

Committee Members Participating via Teleconference:

Glenn Gadbois

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Josh Ribakove, Communications Manager, PTN
Ryan Granger, Federal Relations Representative, Federal Affairs Office (FED)
Michelle Conkle, Statewide Planning/Program Branch Manager (TPP)

TxDOT Participating via Teleconference:

Jay Bond, Planner, State Legislative Affairs (SLA)

AGENDA ITEM 1: Call to Order.

J.R. Salazar called the meeting to order at 1:33 P.M.

AGENDA ITEM 2: Safety Briefing.

Josh Ribakove gave a safety briefing for attendees at 1:33 P.M.

AGENDA ITEM 3: Approval of minutes from November 22, 2014 meeting.

MOTION John McBeth moved to approve the March 31, 2015 meeting minutes.

SECOND Rob Stephens seconded the motion.

The motion passed unanimously at 1:34 P.M.

AGENDA ITEM 5 (taken out of order): TxDOT's Public Transportation Division Director's report to the committee regarding public transportation matters.

Eric Gleason introduced Jay Bond from TxDOT's State Legislative Affairs office, who addressed the meeting telephonically at 1:35 P.M. re: bills being considered by the Texas Legislature, including Representative Guillen's bill concerning PTAC.

Question and discussion: Eric Gleason, Glenn Gadbois, Jay Bond, J.R. Salazar.

After Mr. Bond finished, Mr. Gleason continued his report, beginning at 1:44 P.M. He spoke about items of concern, including TxDOT's Tiger VII project application, federal funding, and when commission action on the balance of the current fiscal year's federal funds may be anticipated.

Question and discussion: John McBeth, Eric Gleason.

AGENDA ITEM 4 (taken out of order): Selection of a new chairperson and vice chairperson (Action).

Selection of new officers began at 1:53 P.M.

MOTION J.R. Salazar moved to nominate Rob Stephens for PTAC chairperson.

SECOND Michelle Bloomer seconded the motion.

The motion passed unanimously at 1:55 P.M.

MOTION J.R. Salazar moved to nominate John McBeth for PTAC vice chairperson.

SECOND Michelle Bloomer seconded the motion.

The motion passed unanimously at 1:58 P.M.

AGENDA ITEM 6: Update on federal authorization and the revised GROW AMERICA Act proposal (Action).

Eric Gleason introduced Ryan Granger from TxDOT's Federal Affairs Office, who gave his briefing at 1:59 P.M. They led the subsequent discussion together.

Question and discussion: Michelle Bloomer, Ryan Granger.

The committee requests another update at the July meeting.

No action taken.

AGENDA ITEM 7: Discussion on the scope and timing of TxDOT's look at the impact of growth and urbanization on public transportation in Texas (Action).

Eric Gleason introduced Linda Cherrington from Texas A&M University's Texas Transportation Institute (TTI), who presented on the above topic beginning at 2:08 P.M.

Comments and discussion: John McBeth, Linda Cherrington, Rob Stephens, Brad Underwood, Glenn Gadbois, Michelle Bloomer, Eric Gleason.

MOTION Rob Stephens moved to request that, at PTAC's September meeting, TxDOT provide a schedule for an approach and scope of work to address issues that include:

- Issues and options for addressing urbanized areas exceeding 200,000 population with transit districts formed under Chapter

458 of the Texas State Legislative code. Current (2010 Census designations) and future-anticipated 2020 Census results. Examination of Federal/State funding uses, levels, and regulatory environment.

- Issues and options for addressing the Enclave Cities (NET, Mesquite, Arlington, Grand Prairie). Examination of Federal/State funding uses, levels, and regulatory environment.
- Urban Gap - policy options for addressing intervening years leading up to the next Census.
- Anticipated changes in designated area status – 2020 Census: Rural to Small Urban, Small Urban to Large Urban, and Rural to Large Urban. Examination of impacts on funding, mitigation of impact strategies, changes in regulatory environment.

SECOND John McBeth seconded the motion.

The motion passed unanimously at 3:02 P.M.

AGENDA ITEM 8: Discussion of how to track the progress of TxDOT's long-range transportation plan, Texas Transportation Plan 2040 (Action).

Eric Gleason introduced Michelle Conkle, TxDOT's Statewide Planning/Program Branch Manager, Transportation Planning & Program Office, who began her presentation at 3:03 P.M.

Question and discussion: Glenn Gadbois, Michelle Conkle.

No action taken.

AGENDA ITEM 9: Public Comment.

There were no public comments at this meeting.

AGENDA ITEM 10: Propose and Discuss Agenda Items for Next Meeting; Confirm Date of Next Meeting

Discussion began at 3:22 P.M.

No items were proposed beyond another update on federal transportation funding authorization. The committee decided to hold its next meeting on Thursday, July 23, 2015 at TxDOT's Riverside Campus.

AGENDA ITEM 11: Adjourn

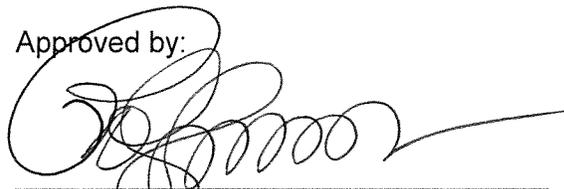
Meeting adjourned at 3:28 P.M.

Prepared by:



Josh Ribakove
Public Transportation Division

Approved by:



Rob Stephens, Chair
Public Transportation Advisory Committee



MINUTES FOR ADOPTION

Public Transportation Advisory Committee – Teleconference Meeting
3712 Jackson Ave., Bldg. 6, Room 324, Austin, Texas
July 23, 2015

Committee Members Present and Participating:

Rob Stephens, Chair
John McBeth, Vice Chair
Glenn Gadbois (beginning 9:00 A.M.)
J.R. Salazar

Committee Members Participating via Teleconference:

Michelle Bloomer
Glenn Gadbois (8:30-9:00 A.M.)

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Josh Ribakove, Communications Manager, PTN
Kari Banta, Program Manager, PTN
Steve Wright, Program Manager, PN
Ryan Granger, Federal Relations Representative, Federal Affairs Office (FED)

AGENDA ITEM 1: Call to Order.

Rob Stephens called the meeting to order at 8:30 A.M.

AGENDA ITEM 2: Safety Briefing.

Josh Ribakove gave a safety briefing for attendees at 8:32 P.M.

AGENDA ITEM 3: Approval of minutes from May 26, 2015 meeting (Action).

MOTION John Mcbeth moved to approve the May 26, 2015 meeting minutes.

SECOND J.R. Salazar seconded the motion.

The motion passed unanimously at 8:33 A.M.

AGENDA ITEM 4: TxDOT's Public Transportation Division Director's report to the committee regarding public transportation matters.

Eric Gleason's report touched on re-obligating remaining JARC and New Freedom program balances, TxDOT's TIGER VII application, and PTN's July semiannual meetings for the division and the transit operators it funds.

Question and discussion: Glenn Gadbois, Eric Gleason.

AGENDA ITEM 5: Texas legislative update (Action).

Eric Gleason provided this update.

Comments and discussion: John McBeth, Glenn Gadbois, Marc Williams.

No action taken.

AGENDA ITEM 6: Update on federal authorization (Action).

Eric Gleason introduced Ryan Granger from TxDOT's Federal Affairs Office, who gave his briefing at 8:43 A.M. They led the subsequent discussion together.

Questions and discussion: J.R. Salazar, Glenn Gadbois, Ryan Granger, Eric Gleason.

The committee requests another update at the September meeting.

Public Comment from Paulette Shelton, Ft. Bend County.

No action taken.

AGENDA ITEM 7: Review of FY205 5310 program activities (Action).

Eric Gleason initiated the presentation at 9:00 A.M., and then introduced 5310 program manager Kari Banta, who gave a presentation on the topic and encouraged questions and discussion.

Questions and discussion: J.R. Salazar, Glenn Gadbois, John McBeth, Michelle Bloomer, Rob Stephens, Eric Gleason, Kari Banta.

The committee requests an update on any program changes at the September meeting.

No action taken.

AGENDA ITEM 8: Presentation on coordinated regional planning activities (Action).

Eric Gleason initiated the presentation at 9:40 A.M., and then introduced Steve Wright, Transportation Planning & Program Office, who gave a presentation on the topic and encouraged comments and discussion.

Comments and discussion: Glenn Gadbois, Rob Stephens, John McBeth, Eric Gleason, Steve Wright.

No action taken.

AGENDA ITEM 9: Discussion and development of Public Transportation Advisory Committee (PTAC) Work Plan, based on PTAC's guiding principles and comments made at the January 22, 2015 meeting (Action).

Eric Gleason initiated this discussion at 9:52 A.M.

Discussion among Rob Stephens, Michelle Bloomer, Glenn Gadbois. Items identified as essential included the 5310 program, anticipated changes resulting from the 2020 U.S. census, and TxDOT's long range plan.

Public Comment from Ms. Paulette Shelton, Ft. Bend County at 9:57 A.M. Ms. Shelton requested that PTAC also focus on the effects of urbanization on formerly rural areas, in regard to transit.

Further discussion among Rob Stephens, Glenn Gadbois, John McBeth and Paulette Shelton.

No action taken.

AGENDA ITEM 10: Public Comment

Comment from Ms. Paulette Shelton, Ft. Bend County at 10:09 A.M. Ms. Shelton suggests making the public comment section of PTAC meetings more accessible and making the rules for public comments more clear on the published agendas for PTAC meetings.

Comment from Ms. Regina Blye, Texas State Independent Living Council at 10:15 A.M. Ms. Blye spoke about the Texas State Independent Living Council and its collaboration with TxDOT, and the 1st Annual Transportation Works Summit. She provided the committee with printed information on the summit.

AGENDA ITEM 11: Propose and Discuss Agenda Items for Next Meeting; Confirm Date of Next Meeting

Discussion began at 3:22 P.M.

No items were proposed beyond another update on federal transportation funding authorization. The committee decided to hold its next meeting on Thursday, July 23, 2015 at TxDOT's Riverside Campus.

AGENDA ITEM 11: Propose and discuss agenda items for next meeting; confirm date of next meeting (Action).

Discussion among all members began at 10:20 A.M. Meeting date was not confirmed but agenda items are to focus on changes to the 5310 program; federal legislation; the effects of urbanization (presentation by Linda Charrington of the Texas Transportation Institute); PTAC's guiding principles and work plan; and progress on research re: the impact of fracking upon transit.

No action taken.

AGENDA ITEM 12: Adjourn (Action).

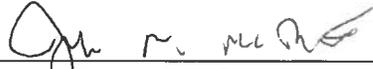
Meeting adjourned at 10:27 A.M.

Prepared by:



Josh Ribakove
Public Transportation Division

Approved by:



John McBeth, Vice Chair
Public Transportation Advisory Committee

MINUTES FOR ADOPTION

Public Transportation Advisory Committee – Teleconference Meeting
3712 Jackson Ave., Bldg. 6, Room 324, Austin, Texas
September 29, 2015

Committee Members Present and Participating:

John McBeth, Vice Chair
J.R. Salazar

Committee Members Participating via Teleconference:

Michelle Bloomer
Rob Stephens, Chair

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Josh Ribakove, Communications Manager, PTN
Kari Banta, Program Manager, PTN
Kelly Kirkland, Section Director, PTN

AGENDA ITEM 1: Call to Order.

John McBeth called the meeting to order at 1:05 P.M.

AGENDA ITEM 2: Safety Briefing.

Josh Ribakove gave a safety briefing for attendees at 1:05 P.M.

AGENDA ITEM 3: Approval of minutes from July 23, 2015 meeting. (Action)

MOTION J.R. Salazar moved to approve the July 23, 2015 meeting minutes.

SECOND Rob Stephens seconded the motion.

The motion passed unanimously at 1:07 P.M.

AGENDA ITEM 4: TxDOT's Public Transportation Division Director's report to the committee regarding public transportation matters.

Eric Gleason's report began at 1:07 P.M. and touched on the Texas Transportation Commission's July Minute Order approvals, the yearly shutdown of TEAM (the federal grant management system) and TEAM's replacement by a new system called TrAMS.

AGENDA ITEM 5: Discussion of potential changes to the Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities program activities for FY2016. (Action)

Eric Gleason opened this topic at 1:10 P.M. and introduced Kari Banta, who began her presentation at 1:11 P.M.

Comments and discussion: John McBeth, J.R. Salazar, Michelle Bloomer, Kari Banta, Eric Gleason.

No action taken.

AGENDA ITEM 6: Presentation by Linda Cherrington (Texas A&M Transportation Institute) on the effects of urbanization on transit. (Action)

Linda Cherrington began her presentation at 1:29 P.M.

Questions and discussion: J.R. Salazar, John McBeth, Michelle Bloomer, Linda Cherrington

No action taken.

AGENDA ITEM 7: Report on research about energy sector impacts on transit. (Action)

Kelly Kirkland began his presentation at 2:10 P.M.

No action taken.

AGENDA ITEM 8: Briefing on the Open Meetings Act with respect to options for public comment. (Action)

Josh Ribakove began his presentation at 2:14 P.M.

No action taken.

AGENDA ITEM 9: Discussion and development of Public Transportation Advisory Committee (PTAC) Work Plan, based on PTAC's guiding principles and comments made at the January 22, 2015 meeting (Action).

John McBeth initiated this discussion at 2:19 A.M., asking if any committee members wanted to provide input on this topic. No input was received.

No action taken.

AGENDA ITEM 10: Public Comment

There were two comments from Ms. Paulette Shelton, Ft. Bend County, beginning at 2:20 P.M. Ms. Shelton first commented on item 6, then commented on item 8, requesting that PTAC accept public comments on agenda items before taking action on those items. The committee agreed to do that.

Comments and discussion: John McBeth, Eric Gleason, Josh Ribakove.

AGENDA ITEM 11: Propose and discuss agenda items for next meeting; confirm date of next meeting. (Action)

Discussion among all members began at 2:32 P.M. No agenda items were proposed. The committee asked TxDOT to poll the committee to select a date for the next meeting.

No action taken.

AGENDA ITEM 12: Adjourn (Action).

MOTION J.R. Salazar moved to adjourn the meeting at 2:33 P.M.

SECOND Michelle Bloomer seconded the motion.

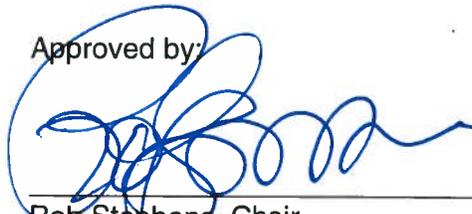
The motion passed unanimously and the meeting adjourned at 2:33 P.M.

Prepared by:



Josh Ribakove
Public Transportation Division

Approved by:



Rob Stephens, Chair
Public Transportation Advisory Committee

MINUTES FOR ADOPTION

Bicycle Advisory Committee – Teleconference Meeting
200 E. Riverside Drive, Austin TX, Classroom E
May 1, 2015

BAC Committee Members Present and Participating:

Billy Hibbs, Chair
Russ Frank, Vice-chair
Howard Peak
Margaret Charlesworth
Robert Gonzales
Ann Marie Williamson
Ramiro Gonzalez
David Steiner
Karla Weaver
Jason Fialkoff

BAC Committee Members Participating Telephonically:

Allison Blazosky

Texas Transportation Commission Members Participating Telephonically:

Jeff Austin III, Commissioner

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Teri Kaplan, Statewide Bicycle / Pedestrian Coordinator (PTN)
Donna Roberts, Program Services Manager (PTN)
Josh Ribakove, Communications Manager (PTN)
Anita Bradley, Texas Transportation Commission Assistant
Russell Zapalac, Chief Planning/Project Officer

Also Present and Participating:

Genevieve Bales, FHWA
Jesse Blouin, CH2M Hill
Stephanie Lind, CH2M Hill

Also Present:

Marc Williams, TxDOT
Robin Stallings, BikeTexas

AGENDA ITEM 1: Call to Order.

Billy Hibbs called the meeting to order at 10:00 A.M.

AGENDA ITEM 2: Safety Briefing.

Josh Ribakove provided a safety briefing at 10:01 A.M.

Comments by David Steiner and Teri Kaplan

AGENDA ITEM 3: Approval of Minutes from January 26, 2015 Meeting (Action).

Comment by Anne-Marie Williamson, spelling correction.

MOTION Russ Frank moved to approve the January 26, 2015, meeting minutes, subject the spelling correction.

SECOND Margaret Charlesworth seconded the motion.

The motion passed unanimously at 10:04 A.M.

AGENDA ITEM 4: Report from BAC Chair.

Billy Hibbs reported on the Hub-and-Spoke Tyler Bike Lane Study at 10:04 A.M.

* Commissioner Austin addressed the committee telephonically at 10:10 A.M.

* Agenda Item 4 resumes at 10:17 A.M.

Questions, comments, and discussion among Russ Frank, Anne-Marie Williamson, Robert Gonzalez, Jason Fialkoff, David Steiner, Karla Weaver, and Eric Gleason.

AGENDA ITEM 5: TxDOT's Public Transportation Division Director's report to the BAC regarding statewide bicycle and pedestrian matters.

Eric Gleason began his report at 10:35 A.M. He spoke on topics including the Texas Transportation Commission and the May 4 TAP Call for Projects submission deadline.

AGENDA ITEM 6: Discussion of TxDOT's Texas Guide to Safe Bicycling. (Action)

Teri Kaplan, TxDOT's Statewide Bicycle and Pedestrian Coordinator, gave a report on the newly developed Texas Guide to Safe Bicycling and ~~Door~~ handlebar hanger at 10:46 A.M.

handlebar hanger

Questions and comments from Anita Bradley, Billy Hibbs, Ramiro Gonzalez, Eric Gleason, Howard Peak, Margaret Charlesworth, Karla Weaver, Ramiro Gonzales, Anne-Marie Williamson, and Jason Fialkoff.

MOTION Howard Peak moved to **approve** the *Texas Guide to Safe Bicycling*, subject to a minor correction.

SECOND Russ Frank seconded the motion.

MODIFICATION Margaret Charlesworth modified the motion.

The motion passed unanimously at 10:54 A.M.

AGENDA ITEM 7: Discussion of issues and priorities for TxDOT's Bicycle and Pedestrian Strategic Direction Report. (Action)

This discussion and brainstorming session, led by Jesse Blouin and Stephanie Lind of CH2M, began at 10:55 A.M.

Questions and comments from Alison Blazosky, Jason Fialkoff, Robert Gonzalez, David Steiner, Russ Frank, Billy Hibbs, Anne-Marie Williamson, Margaret Charlesworth, Howard Peak, Karla Weaver, and Ramiro Gonzales.

Public Comment on Agenda Item 7 from Robin Stallings of BikeTexas at 11:44 A.M.

AGENDA ITEM 8: Update from committee members on local and statewide issues.

Discussion of this item, led by Billy Hibbs, began at 11:48 A.M. Each committee member was given an opportunity to discuss issues in their region.

Comments from Jason Fialkoff, Robert Gonzalez, David Steiner, Russ Frank, Billy Hibbs, Anne-Marie Williamson, Margaret Charlesworth, Howard Peak, Karla Weaver, and Ramiro Gonzales.

AGENDA ITEM 9: Public Comment.

Robin Stallings of BikeTexas commented regarding TAP funding in Texas at 12:12 P.M.

AGENDA ITEM 10: Discussion of BAC 2015 meeting schedule and agenda items for future BAC meetings; confirm date of next BAC meeting (Action).

Discussion of this item, led by Teri Kaplan, began at 12:16 P.M. The date of the next meeting and agenda items to be determined via email.

AGENDA ITEM 11: Adjourn

MOTION Robert Gonzalez moved to adjourn the meeting at 12:19 P.M.

SECOND David Steiner seconded the motion.

Meeting adjourned at 12:19 P.M.

Prepared by:


Josh Ribakove
Public Transportation Division

Approved by:


Billy Hibbs
Chair, Bicycle Advisory Committee

MINUTES FOR ADOPTION

Bicycle Advisory Committee – Teleconference Meeting
200 E. Riverside Drive, Austin TX, Classroom E
July 27, 2015

BAC Committee Members Present and Participating:

Billy Hibbs, Chair
Russ Frank, Vice-chair
Howard Peak
Margaret Charlesworth
Robert Gonzales
Anne-Marie Williamson
David Steiner
Karla Weaver
Jason Fialkoff
Allison Blazosky

BAC Committee Members Not Present:

Ramiro Gonzalez

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Teri Kaplan, Statewide Bicycle / Pedestrian Coordinator (PTN)
Donna Roberts, Program Services Manager (PTN)

Also Present and Participating:

Jesse Blouin, CH2M Hill
Stephanie Lind, CH2M Hill

Also Present:

Robin Stallings, BikeTexas
Kalina Sanchez, Please Be Kind to Cyclists
Steven Schram, TCS
Lydia Bryan-Valdez, TxDOT, TRF-TS

AGENDA ITEM 1: Call to Order.

Billy Hibbs called the meeting to order at 10:00 A.M.

AGENDA ITEM 2: Safety Briefing.

Donna Roberts provided a safety briefing at 10:01 A.M.

AGENDA ITEM 3: Approval of Minutes from May 1, 2015 Meeting (Action).

Billy Hibbs introduced the item at 10:02 A.M. and clarified that he misspoke on label of educational material that was developed; he called it a “door hanger” but it should be a “handlebar hanger”.

Margaret Charlesworth commented that Roberts’s rules of order require that a change in a motion should be described as “move to amend the motion”. Then the amended motion can be reviewed and voted on. (Apparently page 2 of the May 1, 2015 minutes does not state it this way.)

Teri Kaplan suggested we accept the minutes as is since they do accurately represent the discussion and will review Roberts Rules with Margaret before the next BAC meeting.

MOTION David Steiner moved to approve the May 1, 2015, meeting minutes, subject to a minor correction (corrected the term “handlebar” hanger).

SECOND Jason Fialkoff seconded the motion.

The motion passed unanimously at 10:04 A.M.

AGENDA ITEM 4: Recognition of Exiting BAC Members.

Teri Kaplan and Billy Hibbs discussed the process for BAC membership and thanked the three outgoing members for their tenure (Howard Peak, Anne-Marie Williamson, and Margaret Charlesworth - each having served for ten years or more), beginning at 10:04 A.M.

AGENDA ITEM 5: Report from BAC Chair.

Billy Hibbs gave his report beginning at 10:08 A.M. Billy reported on his June presentation to the Texas Transportation Commission regarding BAC activities. He highlighted the following 3 items in his presentation to the Commission: Bike Safety Materials (Safety Guide, Handlebar Hangers), TxDOT’s Bicycle and Pedestrian Strategic Direction Report, and the Tyler BikeStripe project.

AGENDA ITEM 6: TxDOT’s Public Transportation Division Director’s report to the BAC regarding statewide bicycle and pedestrian matters.

Eric Gleason began his report at 10:18 A.M. He spoke on topics including the Texas Transportation Commission’s interest in and interaction with the BAC and BAC activities, and suggested that a discussion on TxDOT’s seal coating be included as an agenda item at the October 2015 BAC meeting.

AGENDA ITEM 7: Presentation and Discussion on TxDOT’s Bicycle and Pedestrian Strategic Direction Report.

Stephanie Lind and Jesse Blouin of CH2M, began discussion at 10:22 A.M. They discussed the purpose of TxDOT’s Bicycle and Pedestrian Strategic Direction Report with a presentation on its focus areas and outcomes based on recommendations received from BAC members at the May meeting, TxDOT staff, and the League of American Bicyclists Annual Report.

Comments from Jason Fialkoff, Karla Weaver, Allison Blazosky and Robert Gonzalez.

Public Comment on this item from Robin Stallings of BikeTexas.

Eric Gleason clarified next steps for completion of the report.

AGENDA ITEM 8: Presentation and discussion on TxDOT’s 2015 Transportation Alternatives Program Call for Projects.

Teri Kaplan began her report at 11:02 A.M. Eric Gleason clarified next steps for project selection and Commission action.

Comment from Billy Hibbs.

AGENDA ITEM 9: Update from committee members on local and statewide issues.

Discussion of this item, led by Billy Hibbs, began at 11:12 A.M. Each committee member was given an opportunity to discuss issues in their region.

Additionally, Jason Fialkoff reminded the group of the upcoming National Association of City Transportation Officials (NACTO) conference, which will be held in Austin this October.

AGENDA ITEM 10: Public Comment.

Robin Stallings of BikeTexas commented at 11:35 P.M. His topics included TxDOT's bike/ped policy in relation to a "Complete Streets" objective. Billy Hibbs suggested Mr. Stallings prepare a presentation that can be shared with the BAC at a future meeting.

Mr. Stallings reiterated that a portion of TAP funding is flexed at the discretion of the Commission for use on non-bike/ped projects and suggested that those funds be used for larger, demonstration-type bike/ped projects.

Mr. Stallings mentioned the upcoming Texas Trails Conference, to be held in Houston on March 9-11, 2016.

AGENDA ITEM 11: Discussion of BAC 2015 meeting schedule and agenda items for future BAC meetings; confirm date of next BAC meeting (Action).

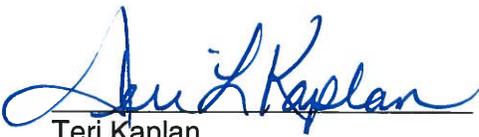
Discussion of this item, led by Teri Kaplan, began at 11: 47 A.M. Teri proposed that the next BAC meeting be scheduled to coincide with the upcoming NACTO conference in Austin, occurring October 28-3, 2015. There was general consensus from a majority of the BAC members present. The next BAC meeting will be October 30, 2015.

Billy Hibbs suggested that a future BAC meeting include a presentation from Jason Fialkoff on the City of Austin's new Bike Plan and their Complete Streets policy and recommended inviting Robin Stallings from Bike Texas to give a presentation on the *Quebec Connectivity Project*. In addition, Chairman Hibbs requested having a presentation on the latest Draft of the *Strategic Direction Report for TxDOT's Bicycle Program*.

AGENDA ITEM 11: Adjourn

Meeting adjourned at 11:57 A.M.

Prepared by:



Teri Kaplan
Public Transportation Division

Approved by:



Billy Hibbs
Chair, Bicycle Advisory Committee

MINUTES FOR ADOPTION

Bicycle Advisory Committee – Teleconference Meeting
200 E. Riverside Drive, Austin TX, Classroom C
October 27, 2015

BAC Committee Members Present and Participating:

Billy Hibbs, Chair
Ramiro Gonzalez
Anne-Marie Williamson
Karla Weaver
Allison Blazosky
Allison Kaplan
Shawn Twing

BAC Committee Members Participating by Telephone:

Russ Frank, Vice-chair
Joseph Pitchford

BAC Committee Members Not Attending:

David Steiner
Robert Gonzales

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Teri Kaplan, Statewide Bicycle / Pedestrian Coordinator (PTN)
Donna Roberts, Program Services Manager (PTN)
Josh Ribakove, Communications Manager (PTN)
Randy Hopmann, Director, Engineering Operations, Urban & Rural Districts (ADM)
Michael Lee, Director, Maintenance Division (MNT)
Phillip Hempel, Transportation Engineer, Pavement Evaluation (MNT)
Terry Pence, Section Director, Traffic Safety (TRF)

Also Present and Participating:

Stephanie Lind, CH2M Hill
Vince Montero, CH2M Hill

AGENDA ITEM 1: Call to Order.

Billy Hibbs called the meeting to order at 10:00 A.M.

AGENDA ITEM 2: Safety Briefing.

Josh Ribakove provided a safety briefing at 10:01 A.M.

AGENDA ITEM 3: Approval of Minutes from May 1, 2015 Meeting (Action).

Billy Hibbs introduced the item at 10:02 A.M. and requested one edit for the sake of clarification.

MOTION Allison Blazosky moved to approve the July 27, 2015, meeting minutes, subject to the minor correction discussed.

SECOND Karla Weaver seconded the motion.
The motion passed unanimously at 10:05 A.M.

AGENDA ITEM 4: Recognition of new BAC members.

Billy Hibbs introduced and then directed his comments to three new committee members – Allison Kaplan, Joseph Pitchford and Shawn Twing – beginning at 10:05 A.M. Topics included committee history, meeting frequency, and the inclusion of members from non-metropolitan communities.

AGENDA ITEM 5: Report from BAC chair.

Billy Hibbs gave his report beginning at 10:17 A.M. Topics included the upcoming seal coat/chip seal presentation, community bicycle plans, what the BAC can do for Texas, and BikeStripe.

AGENDA ITEM 6: Report from TxDOT's Public Transportation Division Director regarding statewide bicycle and pedestrian matters.

Donna Roberts presented division director Eric Gleason's report, beginning at 10:22 A.M. Topics included the Commission's TAP awards from their September meeting, and the funding that is still available for nonurban TAP projects proposed in TxDOT's 2015 call for projects.

Comment from Allison Blazosky, who suggested that all selected projects be posted on TxDOT.gov. Donna Roberts agreed to this.

AGENDA ITEM 7: Presentation and discussion on TxDOT's use of seal coat/chip seal.

Randy Hopmann introduced the topic at 10:30 and introduced Michael Lee, who gave the presentation with assistance from Phillip Hempel and Randy Hopmann.

Discussion among Billy Hibbs, Anne-Marie Williamson, and Randy Hopmann.

Comment from Billy Hibbs, who asked Eric Gleason to collaborate with him to create a policy statement on this topic for the next BAC meeting.

AGENDA ITEM 8: Update on the status of Safe Routes to School non-infrastructure projects (Action).

Terry Pence began his report at 11:16 A.M. Topics included Traffic Operations (TRF) November 6, 2015 call for traffic safety projects and the remaining noninfrastructure Safe Routes to School Program (SRTS) funding. TRF anticipates a SRTS call for projects in the Spring of 2016.

Question from Ramiro Gonzalez, response from Terry Pence.

No action taken.

AGENDA ITEM 9: Presentation and discussion on TxDOT's draft Bicycle Strategic Direction Report (Action).

Eric Gleason opened this item at 11:24 A.M. and introduced Stephanie Lind and Vince Montero from CH2M Hill. Stephanie Lind led the presentation.

Discussion among Billy Hibbs, Teri Kaplan, Eric Gleason, Allison Kaplan, Stephanie Lind, Russ Frank and Karla Weaver.

Allison Kaplan requested that captions be added to photos in the report to show location information.

Karla Weaver suggested expanding the bikeway network section by adding information about rural vs. urban bikeways.

Karla Weaver requested a change in the funding slide (slide 13).

MOTION Russ Frank moved to endorsed the report.

SECOND Ramiro Gonzalez seconded the motion.

The motion passed unanimously at 11:52 A.M.

AGENDA ITEM 10: Discussion on BikeStripe program and pilot project requirements (Action).

Billy Hibbs introduced and opened this item for discussion at 11:52 A.M.

Comments and discussion among Karla Weaver, Ramiro Gonzalez and Billy Hibbs.

Eric Gleason suggested that a letter on this topic from Billy Hibbs as committee chair be sent to the commission.

MOTION Ramiro Gonzalez moved *"to prepare a letter of request from the BAC Committee to TxDOT's Texas Transportation Commission for consideration to provide \$2 million in funding to establish a pilot program for the hub-and-spoke bicycle lane striping initiative, known as BikeStripe, and selection of demonstration projects."*

SECOND Russ Frank seconded the motion.

The motion passed at 11:59 A.M.

AGENDA ITEM 11: Update from committee members on local and statewide issues.

Discussion of this item, led by Billy Hibbs, began at Noon. Each committee member attending in person or by telephone were given an opportunity to discuss issues in their region.

AGENDA ITEM 12: Public Comment.

There were no public comments.

AGENDA ITEM 11: Discussion of BAC 2015 meeting schedule and agenda items for future BAC meetings; confirm date of next BAC meeting (Action).

Discussion of this item, led by Teri Kaplan, began at 12:11 P.M. Teri proposed that future BAC meetings be scheduled on Fridays. There was general consensus from the majority of BAC members present. Teri Kaplan will poll the members to determine the next meeting date.

AGENDA ITEM 11: Adjourn (Action).

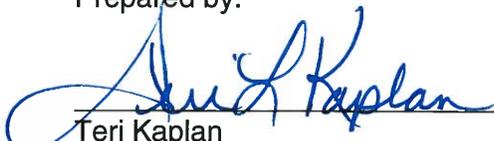
Billy Hibbs opened this item at 12:12 P.M.

MOTION Anne-Marie Williamson moved to adjourn the meeting.

SECOND Karla Weaver seconded the motion.

The motion passed at 12:13 P.M. Meeting adjourned.

Prepared by:


Teri Kaplan
Public Transportation Division

Approved by:


Billy Hibbs
Chair, Bicycle Advisory Committee



Freight Advisory Committee

July 15, 2015, 8:30 a.m.

Congressman Solomon P. Ortiz International Center, 402 Harbor Drive, Corpus Christi, Texas 78401

Attendees

Committee Member	Organization	Attendance
Judge Ed Emmett, Chair	Harris County	Present
Secretary Carlos H. Cascos, Vice Chair	Texas Secretary of State	Not Present
French F. Thompson, III	BNSF	Present
Steve Stewart	Gulf Winds International, Inc.	Not Present
Kevin McIntosh	Kansas City Southern (KCSR)	Not Present
Brenda Mainwaring	Union Pacific Railroad	Present
Joseph Adams		Not Present
Juan-Carlos Ruck	HEB	Not Present
Michael Dyll	Texas International Freight	Present
K. Alan Russell	The Tecma Group of Companies	Not Present
Jack Todd	Texas Association of Manufacturers	Designee Present (Barrett Smith)
John LaRue	Texas Ports Association, Port of Corpus Christi	Present
Judge Clay Lewis Jenkins	Dallas County	Not Present
Carlton Schwab	Texas Economic Development Council	Not Present
Kenneth Dierschke	Texas Farm Bureau	Present
Steve Boecking	Alliance Texas	Present
John Esparza	Texas Trucking Association	Designee Present (Les Findeisen)
Todd Frease, Sr.	McLane Global Logistics	Not Present
Ron Beeson	Lubrizol Corp.	Present
Roger Guenther	Port of Houston Authority	Present
Senator Sylvia R. Garcia	Texas State Senator: District 6	Present

TxDOT & Texas A&M Transportation Institute (TTI)

Marc Williams, PE	Director of Planning, TxDOT
Caroline Mays, AICP	Freight Systems Branch Manager, TxDOT
Peggy Thurin	TPP Division, TxDOT
Sondra Johnson	TxDOT
Kale Driemeier	TxDOT
Melissa Meyer	TxDOT

Chad Coburn	TxDOT
Cindy Mueller	TxDOT
Kent Marquardt	TxDOT
Eduardo Hagert	TxDOT
Lonnie Gregorcyk	TxDOT
Mike Schofield	TxDOT
Roger Schiller	TxDOT
Bill Orr	TxDOT
Sara Garza	TxDOT
Curtis Morgan	TTI

CDM Smith Consultant Team

Vince Mantero, AICP	CDM Smith
Sean Tenney	CDM Smith
Kim Sachtleben	Atkins
Marie Lewis Adams	Nancy Ledbetter & Associates, Inc.

Other Attendees

Richard Zientek, Harris County Judge's Office
 Andrew Canon, Hidalgo County MPO
 Beth Everage, CEA
 Brigida Gonzalez, Corpus Christi MPO
 Bruce Mann, Port of Houston Authority
 Clark Greer, Coca Cola
 Colleen McIntyre, City of Corpus Christi
 Derek Darnell, Office of Senator Garcia
 Gary Bushell, Consultant
 Georgi Ann Jasenovic, FHWA
 Gerald Schwebel, IBC
 Hans-Michael Ruthe, Houston-Galveston Area Council
 Jarl Pederson, Port of Corpus Christi Authority
 Jeff Pollack, Corpus Christi MPO
 Leah Pagan Olivarri, Olivarri & Associates
 Lillian Champion, Hidalgo County MPO
 Linda de la Fuente, Hidalgo County MPO
 Matt Woodruff, Kirby Corporation
 Michael Bomba, University of North Texas
 Nelda Olivo, Port of Corpus Christi Authority
 Paul Cristina, BNSF
 Paula Dowell, Cambridge Systematics
 Pete Saenz, Mayor, City of Laredo
 Raymond Chong, City of Corpus Christi
 Richard Bullock, Coastal Bend Council of Governments
 Richard Langer, Quetica
 Rosie Collin, Port of Corpus Christi Authority
 Scott Campbell, EHCMA
 Scott M. Harris, Lockwood, Andrews & Newman, Inc.
 Sergio Contreras, City of Pharr
 Sherry Pifer, SH 130
 Judge Tano Tijerina, Webb County
 Victor Guerra, Pathfinder Public Affairs
 Matilda Saenz, Office of Rep. Abel Guerra

Ruben Saenz, Nueces County Airport
Olivia Varela, Laredo Development Foundation
Glen Jones, Texas Farm Bureau
J. D. Kennedy, Office of Congressman Farenthold

Meeting Action Items

Texas Freight Mobility Plan

- Update Chapters 1-12 in response to TxFAC comments
- Update Executive Summary in response to TxFAC comments

1. Welcome & Introductions

Judge Ed Emmett welcomed the group and thanked the Port of Corpus Christi for its hospitality. Each TxFAC member introduced themselves, as well as Nueces County Judge Loyd Neal. Judge Emmett noted the group had already gone through Chapters 1-10 during the previous TxFAC meeting, so that section should go quickly; he also mentioned he met with the team regarding Chapters 11-12. The Executive Summary will form the majority of what most people and decision-makers will read, so it will be very important to discuss.

He introduced special guests Mayor Pete Saenz from Laredo, and Judge Tano Tijerina from Webb County. While vitally important for freight in Texas, this area of the state is not represented on TxFAC.

Mayor Saenz spoke about the importance of the City of Laredo, its relationship to Mexico, and its massive freight presence. Compared to its population size, Laredo does a larger amount of business than other Texas cities. Laredo is the #1 border port in the U.S. and the western hemisphere and handled over \$253 b worth of trade in 2013. Laredo handles over 50% of US/Mexico trade and over 6 million U.S. jobs depend on trade with Mexico. Its airport has implemented Mexican pre-clearance for flights, where if plane lands in Laredo it can travel anywhere else in Mexico with no further inspections. Laredo has a low rate of unemployment and is very safe – much safer than other U.S. cities. Laredo is currently 3rd in average annual growth among US cities.

Webb County Judge Tano Tijerina introduced himself and apologized that the region has been less proactive in past in terms of engagement in statewide freight efforts. He stated there would be more involvement in future and reiterated the importance of freight in the region and stressed the desire to have a Laredo representative on the Committee.

Colleen McIntyre, Corpus Christi City Council, introduced herself and apologized that Mayor Nelda Martinez was unable to attend. She stated that currently there is over \$33 b investments being made by private companies in Corpus Christi.

She also noted the importance of freight in Corpus Christi in terms of the city's proximity to Mexico and deep water port. She thanked the committee for coming to Corpus Christi.

2. Freight Plan Chapters 1-10

Vince Mantero began the discussion on the report by reviewing the overall process and the January 2015 TxFAC meeting/comments on Chapters 1-10. He briefly discussed the contents of each chapter.

Brenda Mainwaring said she had several minor comments that she would submit following the meeting. She noted the team had done a great job putting the plan together. On page 4-10 regarding industry associations, the Texas Rail Advocates are not an industry association. It should be replaced with the Texas Railroad Association. On page 5-20, the Strategic Military Rail Network should be included in addition to the Strategic Highway network.

Marc Williams mentioned that the Secretary Cascos noticing a typo on page 5-8, which states the Laredo border crossings handle “million” trucks – it should be two million. Judge Tijerina said the exact number was 3,870,931 trucks, so the report should really say nearly 4 million. Mr. Mantero noted the number in the report was only referring to northbound trucks, and said the report will clarify this.

3. Freight Plan Chapters 11-12

Vince Mantero provided an overview of Chapter 11, which discusses freight policies, programs, and projects. He provided a detailed overview of the way projects, particularly highway projects, were collected and organized within the plan.

French Thompson noted many of the rail projects referenced in the report are “TBD” in terms of cost values. Is that OK, or does TxDOT need dollar amounts?

Mr. Mantero stated the project team did not want to assume dollar amounts and speak for the railroads, but if rail companies could provide estimated costs that would be helpful.

Marc Williams suggested the rail companies provide a range of estimated costs.

On Page 11-17, in terms of the comprehensive rail program that TxDOT should facilitate, Mr. Thompson suggested some tweaks to the language to make it sound more collaborative. He said he would send recommended language to the team.

Judge Emmett advised that it might be a good time to discuss the plan appendices.

Marc Williams explained the project team had spent significant time over the past few months working with TxDOT districts, MPOs, and other agencies to refine and update the plan’s list of projects (primarily highway projects). This was a huge effort to manage a huge data set of projects. The team tried to make it as multimodal as possible, but it is still very highway-centric; highways are not more important, but a lot of the funding/appropriation is directed toward highways. While the TxFAC is involved at a higher level, project details become more important as districts and MPOs start reviewing their individual regions. The team held thorough discussions on how much detail should be included in the report versus the appendices. We erred on the side of brevity in the report, and put more detail into the appendices. After the TxFAC members have provided their reviews, we will share the project list and report as a whole with the districts and MPOs to review the details again. Significant collaboration is occurring throughout the state regarding the project details, because that information is very important at a local level.

Steve Boecking noted the project priority ranking shown in the appendices. On page B-6, two projects on I-35W north of Fort Worth shown as low priority, but they are currently under construction. How can this be reconciled?

Marc Williams said he would have to look at the details, but the projects on the list may refer to second or future phases of those projects, not those currently under construction.

Emmett stated it was important to remember that as soon as the plan starts listing specific projects, lots of concerns are raised, but the Freight Plan is focused on the process. When lines are drawn on a map, people can get very contentious. The TxFAC and the project team have established a process to make sure the emphasis goes where it is supposed to go – towards the big picture and away from the detail. When TxDOT first contacted the MPOs and districts, they received long lists of potential projects, but some important ones were not included (e.g. I-69 in the Houston area). So the team took a different approach, removing all the individual projects from the report and including them in an appendix – putting the process first and foremost and not focusing on individual projects.

Vince Mantero discussed Chapter 12, the Implementation Plan, which includes project prioritization, timeline, and cost. While the chapter itself provides an overview, most detail regarding individual projects is included in the plan appendices.

French Thompson inquired how rail projects were prioritized, in terms of low, medium or high priority. Does the team want the railroads' input on those priorities as well?

Mr. Mantero said yes, the team did not want to assume on the part of the railroads for that information. The team took the prioritization done by the railroads and other reports and didn't change those.

Judge Emmett asked what types of projects are considered port or waterway projects, such as whether they include "outside the gate" projects like roadways connecting to a port, or just "inside the gate" improvements.

Mr. Mantero said they include a combination of both, and the list of port projects includes the information available from various port plans or access studies.

Roger Guenther said a lot the information in the port section came from Houston Port Authority plans. He stressed that the Ports needed to scrub the project list to ensure that the projects are representative of needs.

Caroline Mays confirmed the list incorporates both types of projects, including some rail projects as well.

Judge Emmett then inquired whether there may be overlap between port and highway projects, such as port access projects that also might be included on the highway side.

Mr. Mantero acknowledged that there might be some duplication, and that the team will review the project list to make sure there was no duplication of projects.

Roger Guenther asked if the team needed greater detail from the ports on recently-completed projects or other information, and Mr. Mantero said yes, the more information the better.

Brenda Mainwaring stated the report may have some competitive concerns between different modal projects. She noted the rail section may have some placeholders for now, and asked if project prioritization will need to be established at a later date.

Judge Emmett replied that TxFAC member organizations would probably not ever have to deal with actual prioritization, in terms of individual projects – that is more in the hands of local decision-makers.

Senator Garcia noticed one of the Laredo projects is listed twice, under rail and also under border projects, but it is listed with a different level of prioritization in each category. That is a concern; we will need to be able to explain these discrepancies.

Vince Mantero stated there will be overlap in the border category, because it is not a separate mode of transportation. It just includes a listing of projects that are border-related, which may have different levels of priority among border projects. He agreed that the discrepancy issue should be addressed.

Ms. Mainwaring expressed concern that when the TxFAC approves the document, there may be a perception that all TxFAC members agree to all the projects included in the plan appendices. Should there be a disclaimer or other explanation that this is not necessarily the case?

Caroline Mays deferred to Marc Williams on overall direction, but stated the committee needs to achieve consensus on every component of the higher-level plan – not necessarily all the detail. If the committee does not agree on overall plan direction that is a problem, but if there is a section where the rail companies would like to add a disclaimer, that is certainly possible.

Judge Emmett clarified that Ms. Mainwaring was referring to the list of projects, not the overall plan strategy. Maybe the document should include a disclaimer that the projects are an illustrative list, and the committee is not in charge of approving actual projects. He also reminded the Committee that a lot of the projects are privately funded.

Mayor Saenz raised concerns about which entities set priority for the proposed projects. How were the low, medium and high-priority projects determined?

Mr. Mantero stated for border projects, the priorities came directly from Border Master Plans, in which the projects were already prioritized. Eduardo Hagert confirmed that the projects came from the Border Master Plans. TxDOT spearheaded the Border Master Plan process at the request of the U.S. Department of State, but the plans are prepared by many different agencies including MPOs, cities and counties. The project team did not want to change the priorities already laid out by border stakeholders.

Judge Emmett noted the current Laredo mayor and Webb County judge were recently elected, and were not part of the border master plan process. He suggested TxDOT and local officials get together and make sure current master plans make sense.

Caroline Mays reiterated that the Border Master Plans did include extensive outreach, and the project team did not want to superimpose any new priorities. That said, priorities do change and the team would be happy to revisit those recommendations.

Judge Emmett stated the prioritization seems to be a real sticking point; listing projects is one thing, but ranking them is another. The committee may choose to remove itself from that process.

Steve Boecking agreed the committee members are not the ones qualified to rank projects; that should be TxDOT's responsibility.

Judge Emmett posited that the team could strip ranking out of the plan; after all, priorities change. He asked Marc Williams if it was possible to remove the project prioritization.

Mr. Williams said if there is a glaring issue in the report, the committee should bring it up, but he encouraged committee members to stay out of the weeds. Most of the low/medium/high rankings have been determined in other planning documents. It is not the intent of the Freight Plan document to start dictating changes to local plans, but we should look at inconsistencies.

Mayor Saenz noted that along those lines, the distinction could be also made between ranking projects within communities as opposed to priorities between communities throughout the state.

Judge Emmett agreed with Mayor Saenz's statement. He noted Brenda Mainwaring started this conversation by suggesting a statement of a disclaimer on where the list of projects came from and that the TxFAC is not the one setting priorities. Also due to competitive consequences, all parties do not necessarily agree to all projects listed.

Mr. Williams said yes, a disclaimer could be included that states the priorities in the plan appendices do not necessarily reflect the priorities of the TxFAC or TxDOT. It can also note that the plan is a living document that will be regularly updated. If we see inconsistencies, we should try to resolve them. But we do need to distance the TxFAC from being the direct author of these projects and priorities.

Brenda Mainwaring clarified that she was not just referring to priorities, but also the projects themselves. There are projects included that Union Pacific is opposed to, and she would not want to give the impression that Union Pacific sanctioned those efforts.

Judge Emmett said he thought most people reviewing the plan would just look at their own region.

Michael Dyll stated the committee needs to see the plan as the main document and the appendices as the base material that went into developing the plan to facilitate, therefore, it's important to keep the project priorities.

French Thompson said he would draft some generalized language to address those issues. As a group, the TxFAC agrees that Chapters 1-12 provide a good overall direction for freight. The concern, however, is if the state does receive an influx of funding to put towards freight, where will the priority come from? They will look towards the plan.

Marc Williams noted he would discuss the 84th legislative session updates later in the meeting; House Bill 20 sets forth a requirement that TxDOT undertake a more performance-based, data-driven project selection process. It is more important now that there is a data-driven process for prioritizing money, so it is more rigorous and transparent. The Freight Plan will be one input in the broader process. This plan will be a marker for those projects that have freight significance.

Mayor Saenz said the important thing was to determine the ultimate purpose of the plan, such as economic development, etc., because that will dictate which projects are prioritized. Does TxDOT determine overall priority?

Mr. Williams replied priority is determined by a mix of state and local input. There exists a give and take between overall interests and local priorities because the state does not want to dictate what is important everywhere. There is no entity that controls the whole planning process; the project team will send out the entire plan to TxDOT districts, MPOs, and local agencies, and we expect to get comments back on projects and priorities. We are happy to work with local

agencies to re-clarify our role and re-visit priorities. He noted that the Freight Plan identifies a list of projects from a freight perspective and statewide. He added that the Freight Plan is part of a bigger strategy for TxDOT and will play an important part as input into future transportation project prioritization and decision making.

Senator Garcia asked how most projects in the plan were prioritized. Was it by MPOs?

Mr. Williams said if projects were already prioritized by MPOs or other agencies, TxDOT incorporated those priorities into the Freight Plan. If not, the team looked at how that project was discussed/included within regional plans, whether the project was part of the primary/secondary freight network, where the project was in the pipeline, etc. and prioritized accordingly.

Senator Garcia noted once the plan is finalized, the public will see it as our (TxFAC's) document; but the priorities are not our priorities, they are local priorities. The document needs to make this clear.

Judge Emmett explained that the Freight Plan was undertaken under direction from MAP-21; part of that process is identifying projects. But no matter what projects are listed in the plan, the local authorities will decide what gets implemented.

Mayor Saenz asked about prioritization between cities/regions; who decides how funding is allocated?

Judge Emmett replied that TxDOT parcels out money to regions statewide, and then projects are prioritized within those funding allocations.

French Thompson said perhaps the plan should state that projects will be prioritized locally, and that decisions will come down to those local authorities.

Marc Williams said he certainly empathized and understood the prioritization issue. If it was up to him, he might not spell it out, but the Freight Plan needs to outline a basic concept of what TxDOT and the TxFAC see as priorities. They can change, but the plan needs to show which projects we want to target. TxDOT can state that the plan is collaborative, but it cannot be construed as a collective endorsement of all projects; after all, individuals from different regions cannot comment on other regions' projects. Overall, however, FHWA under MAP-21 needs some form of prioritization in the document.

Caroline Mays agreed that removing prioritization from the document would be challenging. The team can add language to make it easier for each group to distance themselves from the actual projects.

Georgi Ann Jasenovic of FHWA clarified that just including a project in a statewide freight plan qualifies it for additional federal emphasis and funding. The exact prioritization in the document, while required under MAP-21, does not change its eligibility for federal funds.

One audience member suggested a three-tiered approach where the plan could call out high-level projects as key priorities, list smaller programmed projects as applicable at the MPO level, and then also include a list of needed but yet undefined projects.

Caroline Mays showed the TxFAC the exact language in MAP-21 federal regulations that requires prioritization of projects in a statewide freight plan.

Judge Emmett reiterated that MAP-21 dictates the development of the Freight Plan; however project prioritization is the responsibility of the MPOs, TxDOT and other entities and the TxFAC cannot change those priorities without consulting with the respect entities.

Senator Garcia stressed that we need to make it clear in the document that the project priorities are not the Committees.

Marc Williams acknowledged that the conversation was an important one to have, and TxDOT will work through it with the project team and FHWA. The team will continue to examine these issues with the TxFAC. He added that it's important to outline priorities, but acknowledged that they don't reflect the Committees endorsements.

Vince Mantero discussed next steps for the Freight Plan. The document will likely be released to the public in August, and hopefully approved by the Texas Transportation Commission in September.

Marc Williams added that the draft Freight Plan and Executive Summary will be revised based on Committee comments then it will be shared with TxDOT Administration and Commission. After that, the Plan will be released for public comment and then back to the Committee for final discussion and recommendation to the Commission for approval.

4. Freight Plan Executive Summary

Judge Emmett began this discussion by noting most people will read the Executive Summary and the project list for their local area. It is important that the TxFAC review the Executive Summary almost page by page, because it is crucial.

Beginning the document review, Judge Emmett noted the Executive Summary had referred to a "road map" for an integrated multimodal network, which has since been changed to "blueprint".

Page 1

On Page 1, 5th line, the mention of a "transportation system that efficiently connects its skilled labor force" is not good phrasing. The transportation system is connecting local, regional, national, and global markets. Also, in the last sentence, there should be a comma after "current federal transportation legislation" and another after "(MAP-21)".

Page 2

Judge Emmett moved on to Page 2, second column, and stated local deep-water ports do not just serve neighboring landlocked states. The word "neighboring" should be removed because they serve the entire nation. For the pie chart showing total freight employment impacts by mode, the data includes direct and indirect impacts. Is everyone OK with that? In a way, every job in Texas is connected to freight. All this information has to be defensible.

French Thompson noted every one rail job generates four or five jobs. The value seems low on the chart, but it is probably because of the overall size of the pie.

Senator Garcia said she read the title of the pie chart as referencing just freight employment, not all employment. It might be helpful to rephrase the title to "Total Employment Impacts by Freight Mode".

Page 3

John LaRue stated Page 3 should mention pipelines, not just trucks, under Energy Development and Production. All modes should be included. The International Trade with Mexico section seems to reference tonnage of freight on highways, but not ports or rail.

Page 4

Mr. LaRue also noted on Page 4 under “We Grow” that there are more current statistics for cotton than 2013; 2014 was a higher production year.

Marc Williams suggested the team could also cite forecasts for 2015.

Judge Emmett said the semicolons on Page 4 do not work well. Also in the last sentence of “We Distribute”, “as well” appears twice.

Mr. Patridge noted that this section need to discuss not just exports, but also imports since there is a growing produce import sector from Mexico crossing the border through the Valley.

Mr. LaRue said regarding the mention of I-35 under “We Distribute”, it should include Laredo to Dallas, not just San Antonio to Waco.

Judge Emmett asked if “outpacing” was one word or two.

Pages 5/6

Judge Emmett said on top of Page 5 in the red box, Texas freight did not directly move anything. Another phrasing would be better; perhaps it should say freight network or system. Also, the last sentence of the first paragraph can be removed, regarding information being found later on in the Freight Plan.

John LaRue noticed the red box on Page 5 does not include a port statistic, while it does include truck and rail.

Clark Greer suggested safety be moved higher under freight transportation challenges, since safety should ultimately be the highest priority.

Judge Emmett said he did not think safety should be the overall highest priority; if it was, everything would shut down. Safety is an important factor but not the leading factor.

Vince Mantero noted there was no particular rank or order intended among the challenges listed.

John LaRue said the page needed a bullet point related to ports and the Gulf Intracoastal Waterway (GIWW); not having one implies there are no congestion issues. The discussion needs to be more multimodal. In the second sentence of the first paragraph, take out “highway and rail” because it needs to cover all modes.

Judge Emmett felt that starting the bullet points with “Need to” makes them sound like a fact rather than a challenge.

Keith Patridge asked whether anything about information/technology should be included in the “challenges” section, such as self-driving trucks, etc. and need to integrate technology and operations

Marc Williams suggested changing the “Highway Operations” section to just “Operations”. The section should say “freight network” instead of “highway freight network”, and technology can be folded into one of the bullets under operations.

Barrett Smith said on the third bullet under Highway and Rail Freight Capacity, seventy-three percent is spelled out the first time, but numbers are used after that.

Brenda Mainwaring recommended rewording the first bullet under Border Crossings to include the word “reduce”. The bullet point is not stated well; it should be an action statement.

Judge Emmett said he did not know what the first bullet meant on Page 6 under Funding. It should be rephrased to state the necessity of investing in freight network improvement.

Ms. Mainwaring suggested the team include a bullet on private investment under Funding, such as leveraging public-private partnerships (PPPs), etc.

Marc Williams mentioned there seems to be sensitivity in the legislature about PPPs. Some people think it just means toll roads. The team should think about whether including it would be a problem.

Mayor Saenz said the City of Laredo had been visiting with Union Pacific and Kansas City Southern on a secure corridor concept where all scanning is done at the yards instead of at the border to reduce congestion. Partnerships and collaborations like that would be helpful for border cities.

Steve Boecking asked whose responsibility it is to alleviate border crossing congestion. Is it TxDOT?

Marc Williams replied any and all border or transportation agencies are involved. This plan is about all priorities, not just the ones TxDOT oversees.

Pages 7/8

Judge Emmett stated the overall document wavers between discussing the “freight network” and the “freight system”. On Page 7, the first paragraph says network, and the second says system. Are network/system used interchangeably, or should we choose one over the other?

Marc Williams said nationally, MAP-21 mostly references networks, so that should be used where the team has a choice.

Judge Emmett suggested rewording the last sentence of the first paragraph on Page 7 to say “last year, billions of tons of freight moved over this network”. Should the word “highways” be included after “interstate” (first sentence under “Highways”)? It should be added for consistency.

John LaRue discussed the language under “Waterways” which states in 2014, waterways transported 560,000 tons of freight. Does that include ports? If so, some zeroes have been left out. Those numbers should be reviewed.

Roger Guenther stated the “Waterways” section does not talk about the movement of freight; there are figures available quantifying freight volumes on the GIWW. The section makes the GIWW sound like it is just a connector.

Judge Emmett noticed there is an airport category under “How Does Freight Move in Texas”, but there is no port category. Airports are gateways as well, like ports.

Vince Mantero agreed the document needs to clarify freight gateways vs. the intrastate network. He would rather add ports than remove airports.

Judge Emmett suggested the port section discuss the volumes of freight introduced through ports and to the highways and rail network.

Mayor Saenz noted “cargo” is an awkward term to use when discussing pipelines.

French Thompson suggested the “Waterways” section on Page 7 be retitled “Ports and Waterways”. Then that section can include freight volumes passing through ports.

Judge Tijerina stated the \$246 million value under “International Border Crossings” is old; in 2014, just the Laredo District had \$280 million in goods crossing the border.

Vince Mantero reiterated that the numbers at border crossings reference only imports, not imports and exports.

Judge Emmett said the real dramatic figure is the total number of trucks crossing the border, so needs to use trucks instead of tonnage.

Page 9

In the first paragraph, Judge Emmett suggested saying “the rest of the U.S.” instead of “other U.S. states”.

Michael Dyll raised concerns with the graph on Page 9 projecting the future 26 years from now. What can happen with a projection is policymakers often just divide by it percentages, parcel it out, and it becomes a self-fulfilling prophecy to end up with lots of highways. He stressed that the graph needs to show magnitude growth – freight will double in 2040.

Mr. Mantero agreed that the information in the graph could be clarified; the document still needs to present a forecast in terms of volumes, but how it is presented by mode could change.

Marc Williams mentioned the last sentence of the second paragraph on Page 9 is intended as a bit of a disclaimer about movement between modes and how congestion will affect freight flows. These are projected trends based on current economic models, but changes to our freight system will affect the projections.

Brenda Mainwaring suggested including that language in a call-out box to improve clarity of the bar graph.

Judge Emmett recommended including “and other factors” after “congestion levels Texas highways” in the second paragraph. Also, remove “and demand” from that sentence.

Judge Emmett asked if the team was sure that 68% of truck trips have an origin and destination within the state. It seems like that number should be higher.

In the last paragraph on Page 9, Judge Emmett also suggested changing “ports” to “gateways” since the discussion includes land ports. Also, in terms of cities/ports mentioned, the paragraph should use whatever terms are official.

Mayor Saenz recommended including global demand in the first paragraph of Page 9, in addition to state and national demand.

Page 10

Judge Emmett inquired if the discussion on stakeholder engagement should appear earlier in the document; he also recommended using a better photo than the one currently shown.

Caroline Mays recalled that previous comments from the committee led to the decision to move stakeholder engagement later in the document.

Pages 11/12

Judge Emmett questioned the statement that the Freight Plan will meet needs “now and in the future” (first sentence).

Brenda Mainwaring said she did not see any comments on supporting private-sector investment in the policy recommendations. Funding will be important to implementing the plan. The only place the private sector is mentioned is in terms of educating the community; if it is going to be included, it should be in terms of funding. The team should also mention preserving capacity for all freight modes; that should be a part of TxDOT recommendations.

French Thompson noted the last bullet on Page 12 is where he recommended changing the wording to sound more collaborative, particularly the word “administer”. He stated that the recommendations should focus on – “Can the public sector remove barriers to private investments.”

Marc Williams suggested re-wording a bullet to say that TxDOT should collaborate with the public and private sectors on funding, program development and administration, etc. to make a “catch-all” statement.

Page 13

Judge Emmett stated the “current freight projects” on Page 13 are not really current projects – they are on the drawing board somewhere. He suggested changing the name to “identified” projects, but acknowledged there are other projects the TxFAC and project team have identified that are not currently on any lists and are not included in this section. The team needs to figure out how to categorize these projects other than “current”.

Marc Williams agreed that the section should state there are other identified projects that are not currently under development.

Judge Emmett raised the possibility of calling them “already-defined” or “currently-defined” freight projects.

Brenda Mainwaring noted the subject and verb do not agree in first line under “Additional Highway Freight Transportation Needs”.

Page 15

Judge Emmett asked if ex officio TxFAC members should be included on Page 15, and Marc Williams said yes. Judge Emmett noted the team would have to figure out how to handle members who have been replaced, such as Steve Stewart.

5. Federal Transportation Re-Authorization

Melissa Meyer presented an update on the federal transportation bill re-authorization. Congress is currently working through extensions for MAP-21. They need to act quickly, as the previous extension expires July 31. The House wants to pass a 5-month extension, while Senate is working towards a longer 18-month extension. MAP-21 legislation laid the groundwork for a national freight program, and it establishes a national freight highway network, albeit with some key gaps. It also allows for states to designate their own freight networks, including local networks. While only recommended in MAP-21, under the DRIVE act in development in the Senate, states would be required to establish Freight Advisory Committees and create state plans in order to receive federal funding.

French Thompson mentioned he heard that the funding source for the 5-month MAP-21 extension includes re-patriated money.

Judge Emmett said it sounded like there had been no discussion of tax increases to raise funding for transportation.

Ms. Meyer stated the House bill uses general revenue with offsets, such as restructuring pensions.

6. Working Lunch – Supply Chain Optimization

Richard Langer delivered a presentation on Quetica, a consulting firm specializing in supply chain management and optimization. He provided a detailed case study of working with the state DOT in Minnesota to develop and implement an optimized freight transportation network. Quetica's approach focuses on modeling complex quantitative information on freight pathways, travel times, capacities, multimodal activity, and other factors to determine overall competitiveness and areas for improvement. Other qualitative factors are also included, such as tax incentives, job creation, local community support, environmental impacts, etc. This analysis allows Quetica to recommend improvements that will lower transportation costs for Minnesota businesses. Private industries feel more comfortable partnering with the DOT to fund the improvements, because Quetica's work delivers confidence in the return on investment. Mr. Langer provided other examples around the country where Quetica's analysis led to considerable savings for businesses and helped states implement necessary projects.

John Larue asked if the savings referenced in the case studies were annual savings.

Mr. Langer said yes, the savings are often huge.

Marc Williams wondered about the top 3 takeaways from a Texas perspective; Texas is trying to go in this direction, like Minnesota and Iowa. The state has not had enough good data to go forward with this process so far. The Freight Plan has allowed us to take steps forward to amass that data. TxDOT will try to incorporate these types of tools and analyses in future.

Judge Emmett noted working for a DOT is different than a private industry; he could not imagine TxDOT investing in a transload facility, for example. The problem DOTs will have is keeping up with all the rules, designations of different facilities, etc. as well as the whole supply chain.

Mr. Langer declared that this type of work can result in significant economic development opportunities, because of the savings and the growth potential. Quetica can show if investments will pencil out, so people feel comfortable investing. In the case studies, Freight Advisory Committees were very helpful, in terms of hearing from all the different shippers and carriers.

Being able to undertake the quantitative analysis is the most important part of the process because that is how most businesses make decisions.

7. Update of Port of Corpus Christi Activities

John LaRue delivered a presentation on Port of Corpus Christi news and undertakings. Ports and pipelines are very integrated and important for the freight network. The Port of Corpus Christi serviced over 100 million tons of freight in 2014, mostly energy-related. Corpus Christi is by and large an energy port – not just refining, but many different energy-related products. The Eagle Ford Shale extends into Mexico as well, and as soon as Mexico sorts out the infrastructure and energy companies involved they will develop it much like in Texas. Recently, there has been a considerable increase in outbound crude (to other U.S. ports). Corpus Christi moves more crude oil out than in.

The Port of Corpus Christi also services grain (grain elevators) and cotton. This year will result in a low cotton crop because of excessive rain in spring 2015. The port moves wind turbine components as well, both imports and exports. Over \$35 billion in port investment is occurring from all the companies in the area, and the port has looked at foreign investment as well. The new harbor bridge will open in 2020, with a clearance of 205 ft. and just shy of a billion dollars in cost. The port maintains close alliances with START – the South Texas Alliance for Regional Trade.

8. 84th Legislative Session Update

Marc Williams delivered a presentation on the Texas 84th legislative session, particularly regarding transportation-related bills. Overall, 7 percent more bills were introduced in the 84th session as opposed to the previous session, but there was a 38 percent increase in bills with transportation/fiscal impacts applicable to TxDOT. While \$1.7 billion in Proposition 1 funding was transferred in 2015, the next two fiscal years may include lower funding levels, probably even less than the \$1.2 billion currently projected for both 2016 and 2017. Oil and gas revenues are down, and there is some volatility in the marketplace. Senate Joint Resolution 5 is also of high importance to TxDOT, as it would provide a more ongoing source of funding from sales tax and motor vehicle taxes. This measure will be submitted to voters in November 2015 as Proposition 7.

House Bill 20 instates more performance-based planning measures for project selection and prioritization, and establishes legislative select committees on transportation. TxDOT can nominate individuals to serve on the committees, and may nominate some members of the TxFAC. He requested members to contact him if interested.

Other notable legislation includes:

- House Bill 122 limits TxDOT's borrowing ability
- Senate Bill 20 revises TxDOT's contracting processes
- House Bill 2612 requires TxDOT to develop a report on eliminating toll roads
- House Bill 3225 allows TxDOT to restrict trucks to certain lanes in work areas for safety reasons
- Senate Bill 1467 authorizes the collection of a service charge on certain toll payments

- Senate Bill 2004 provides funding for deferred building maintenance, including TxDOT buildings
- TxDOT will undergo “sunset review” in 2017

9. Open Discussion

Caroline Mays suggested closing the meeting by allowing TxFAC members to weigh in on the key messages TxDOT should communicate to the Transportation Commission regarding the Freight Plan. What are the top takeaways?

Marc Williams reiterated that the team has an Executive Summary and a thick report, but they need to think about how to message the plan. If there are one, two or five things that the team should repeat ad nauseum, what would they be?

Brenda Mainwaring said TxDOT should play up the statistics about the scope of freight growth that Texas is anticipating, and that highways cannot handle it all. TxDOT has to expand the scope of the multimodal freight network to handle the volumes.

Roger Guenther stated for ports, it is important to educate people on the economic impact of ports and the connections between ports and the rest of the network. We could move much more freight into port, but could not get it out of port on the current network. We need to consider outside-the-box ideas like the Freight Shuttle that may sound crazy now, but container freight was revolutionary not long ago.

Judge Emmett suggested emphasizing the word “multimodal”, which could include new modes as well. Also, a key message is that this plan is bigger than Texas. It involves Mexico, the rest of the nation, and the rest of the globe. We need to clearly state that the future of Texas freight depends on global trade and overall competitiveness.

Steve Boecking agreed about the importance of multimodal transportation, because the easiest way to move freight is by truck but TxDOT cannot pave the whole state. Mexico may be a huge trading partner with Texas, but in north Texas near Alliance, Mexico is not even one of the top trading partners. He urged TxDOT not to ignore the importance of trade with Asia, which comes into north Texas via airports and railroads.

Keith Patridge said the messages need to focus on economic development and job creation, because that is what Texas government and politicians will want to see. For border towns, their regions are large but we are only planning for the Texas half of that population. Mexico is going to be a bigger and bigger trading partner, which will generate more north/south movement. If the focus is on economic development and job creation, we must be smart with our transportation to attract more jobs and business.

Les Findeisen followed up on Roger Guenther’s suggestion by noting oversize/overweight loads are moving out of ports, but the network cannot accommodate that type of cargo. If freight shippers and suppliers are planning to move these large loads out of port, we have to think about improving the rest of the network (overpasses, etc.).

Kenneth Dierschke provided an agricultural perspective by noting a lot of discussion centers on existing trade routes, but there are many potential new routes where gridlock is not an issue, particularly in west Texas. When designing new roads, TxDOT needs to treat people courteously during the planning process.

Ron Beeson said it will be important to highlight projected demand on infrastructure, and detail the current shortfalls.

Michael Dyll felt the key points were the importance of freight to the state as an economic driver; the fact that projected freight cannot all be handled on roads; and Texas' leading position as an exporting freight state.

French Thompson said TxDOT should focus on what it can do to assist private industries in utilizing their assets to move freight for; for example, avoiding incompatible land use policies. This is a great opportunity to leverage public and private funds to implement larger transportation projects and railroads have done this very successfully.

Clark Greer of Coca Cola noted the industry is fighting driver shortages; our business is all about trucking and we do little intermodal shipping. If driver shortages continue, however, we will need diversity in mode options as well.

Caroline Mays thanked the TxFAC for their input, and said the next meeting was tentatively scheduled for September 8, probably in Austin.

Marc Williams said the scheduling will depend on the status of the final report process. TxDOT wants to ensure everybody has a chance to read and react to the plan.

Meeting adjourned at 2:20 p.m.



Freight Advisory Committee
January 25, 2016
Port of Houston Authority Executive Office Building
Houston, TX

Committee Member	Organization	Attendance
Judge Ed Emmett, Chair	Harris County	Present
Judge Carlos H. Cascos, Vice-Chair	Cameron County	Not Present
Judge Clay Lewis Jenkins	Dallas County	Present
Roger Guenther	Port of Houston Authority	Present
Steve Stewart	Gulf Winds International, Inc.	Present (Designee Todd Stewart)
Senator Sylvia Garcia	Tx Senate District 6	Present
Brenda Mainwaring	Union Pacific Railroad	Present
Paul Cristina	BNSF Railroad	Present
Rolando Ortiz	Killam Development	Present
Michael Dyll	Texas International Freight	Present
Paul Cristina	BNSF Railroad	Present
Jack Todd	Texas Association of Manufacturers	Present
John LaRue	Texas Ports Association, Port of Corpus Christi	Present
Ron Beeson	East Harris County Manufacturers Association	Present
Juan Carlos Ruck	HEB	Present
Luis Hinojosa	Uni-Trade, Ltd	Present
Kenneth Dierschke	Texas Farm Bureau	Present
Steve Boecking	Alliance Texas	Present
John Esparza	Texas Trucking Association	Present
Keith Patridge	McAllen Economic Development	Present
Kevin McIntosh	Kansas City Southern (KCS)	Not Present
Todd Frease, Sr.	McLane Global Logistics	Not Present
Carlton Schwab	Texas Economic Development Council	Not Present
K. Alan Russell	The Tecma Group of Companies	Not Present
Rep Armando Martinez	Tx House – District 39	Not Present
Rep Sergio Munoz	Tx House – District 36	Not Present
Rep Poncho Nevarez	Tx House – District 74	Not Present
Joe Adams		Not Present

TxDOT Attendees

Caroline Mays
James Koch
Sondra Johnson
Kale Dreimeier
Melissa Meyer
Mark Werner
Erik Steavens
Roger Schiller

Other Attendees

Richard Zientek – Harris County Judge’s Office
Kim Sachtleben – Atkins
Janna Rosenthal – Atkins
Vince Mantero – CH2M
Paula Dowell – Cambridge Systematics
Jolanda Prozzi – TTI
Michael Bomba – University of North Texas
Derek Darnell – Tx Senate District 6
D. Kirk Johnson – Tx Comptroller of Public Accounts
Glen Jones – Texas Farm Bureau
Steve Catha – Teal Transportation
Clark Greer – Coca Cola
Scott Campbell - EHCMA
Barbara Koslov – Bay Tran
Jessica Shaver – Port of Houston Authority
Monica Glover – Port of Houston Authority
Robert Sakowitz – Hazak Corporation
Michel Bechtel – Morgan’s Point
Sergio Contreras – City of Pharr EDC
Cynthia Garza-Reyes – City of Pharr EDC
Hans-Michael Ruthe – H-GAC
Eulois Cleckley - HGAC
Jeff Hathcock - NCTCOG
Meaghan Pier - TxTA
Brian Hill - MARAD
Bill Hensel – Port of Houston Authority
Jurgen Schroeder – Scvhroeder Marine
Ricky Raven – DTO
Jacob Frazelle – HCED

Welcome and Introductions:

Judge Emmett welcomed the group and thanked them for their participation and contributions on the Texas Freight Advisory Committee. Each TxFAC member introduced themselves.

Caroline Mays introduced the two newest members of the TxFAC and thanked all the TxFAC members for their contributions over the last 3 years in developing the plan. She gave special thanks to Judge Emmett as TxFAC chair, for his dedication and extra effort to making the

Freight Plan a quality product. Caroline expressed Marc Williams regret in not being able to attend and reiterated how much he appreciated everyone's hard work on putting together the freight plan.

There were congratulations given to Richard Zientek in his new position at Union Pacific.

Roger Guenther welcomed everyone to the Port of Houston as the host for the meeting and the reception. He thanked Monica Glover and his staff for putting everything together for the meeting.

FAST Act - Overview of Freight Provisions and Dedicated Freight Funding:

Melissa Meyer – TxDOT Government Affairs Office - presenter

The Senate passed the DRIVE ACT and the House passed the next version called the STRR ACT. The latest version is the FAST ACT. The FAST Act is a five year \$305 billion dollar bill that reauthorizes surface transportation programs.

This legislation directs the USDOT to have us create a National Multimodal Freight Network and a National Highway Freight Network as a part of our plan.

The bill creates two categories of funds available for freight projects:

- 1) Formula Funds = \$6.3 billion over five years (\$551 million for Texas)
- 2) Discretionary Funds = \$4.5 billion over five years (\$900 million per year)

Funds Texas will receive:

FISCAL YEAR	FREIGHT APPORTIONMENT
2016	\$100,641,720
2017	\$96,265, 993
2018	\$105,017,447
2019	\$118,144,628
2020	\$131,271,809
TOTAL	\$551,341,597

It was noted that all projects must be identified in the Freight Plan in order to receive funds. If not in the plan, the project is not eligible for these designated funds.

Melissa also covered the parameters and requirements for using Discretionary funds. She also pointed out that in order to be FAST ACT compliant TxDOT will have to designate the urban and rural connectors and show that the plan is fiscally constrained and decide which projects will be submitted for the discretionary programs.

There were several questions about: What does it mean to be “fiscally constrained?” Melissa explained that everyone is waiting for a definition or interpretation.

There has been no time given by USDOT when they will set up a new bureau called the National Surface Transportation and Innovative Finance Bureau which will administer the discretionary grant program.

Senator Sylvia Garcia asked about whether there will be true dollars available or will there be a requirement to match. Melissa explained that for the formula dollars there will be 80% Federal with States being required to match the remaining 20%. For the discretionary dollars the cap is at 60% (or 80 if you are using other Federal sources). But for the most part these programs will be limited to 60%.

Judge Emmet asked if we have any interstates in Texas that are not already identified as part of the primary highway freight system.

Caroline responded that we have portions of I-69 that are not on there but all our interstates are on the map.

Judge Emmett inquired about whether I-69 would be eligible for funds. Melissa explained we would have to identify it as an urban or rural connector under the FAST ACT.

It was pointed out that under the FAST Act US Highway 1-90 was flagged as a high priority corridor with plans to later become Interstate 14.

There was a question about the timing of the disbursement of funds and how the 2016 dollars can be accessed. Melissa pointed out that these funds have already been released (partially). Since we don't have a FAST Act compliant plan yet we will have to work with USDOT to verify how the rest will be disbursed in 2017.

Caroline emphasized this is not an additional source of funds; it has simply been placed in a different “pot”.

Judge Emmett remarked that it is time for the next phase of work to begin to make the plan FAST ACT compliant and the TxFAC members will be asked if they want to continue and perhaps create some subcommittees to continue the work.

Freight Plan Public Comment Discussion:

James Koch and Caroline Mays – TxDOT Transportation Planning and Programming Division – presenters

Caroline Mays outlined the approach TxDOT used to engage in Stakeholders around the state while developing the freight plan. She then covered the depth and breadth of comments received during the public comment period.

James Koch explained how TxDOT would put the funds into the planning and programming efforts. One of the key points that he emphasized is that the Freight Plan was a living document with expectations that it would be updated as priorities changed and not to be alarmed if the projects you needed are not included yet. He thanked the TxFAC members for participating in this lengthy process and opened the floor for discussion.

Judge Emmett wanted to know how requests for suggested changes were handled during the comment period – especially with reference to adding projects to the priority list. Caroline stated that if the project was already on the network it was added to the priority list.

Judge Jenkins expressed some concern about the DFW area with over 7 million people, yet the current plan shows all the project priorities are listed as “low”. Caroline responded that the MPO’s and the Districts in that area gave TxDOT the projects and their priority. You will have an opportunity to revise.

The Freight Plan was spearheaded by TxDOT but it will be a collaborative process moving forward with everyone’s input to ensure that it is compliant with federal requirements and meeting the needs all around the state.

Caroline stated there are a lot more projects on the list than there are funds available. The total price tag is \$49 billion with some projects on the list that are not fully funded. The needs that have to be addressed are over \$25 billion and that’s just on the highway side and that’s just scratching the surface. Everyone is encouraged to remember that the freight plan is a living document and will need to be updated every year – and perhaps every quarter which is what is done with the UTP.

James commented that we don’t have a whole lot of money so we have to be smart about how we spend our funds on the projects that will have a greatest impact.

Freight Advisory Committee Next Steps and Role

Judge Emmett explained this part of the meeting is really to endorse the work by the committee and to make a recommendation to the Texas Transportation Commission for the adoption of the committee’s work on the Texas Freight Mobility Plan. It’s really an up or down vote.

It’s got an Executive Summary which is probably what most people will read.....

The motion was made by Judge Emmett to make the recommendation to the TTC and it was seconded by John LaRue

Before the vote was cast Jack Todd encouraged everyone to remember this plan is about moving freight.....it’s a freight mobility plan and doesn’t address needs of commuters. The focus should be on how to move freight. That’s what will make Texas prosperous.

The TXFAC members voted in favor of making the recommendation to have the plan adopted.

Judge Emmett said Caroline Mays will send out a survey to determine who would like to continue serving. He asked that if anyone had any thoughts about what subcommittees that need to be formed to forward that feedback.

John Larue emphasized that this plan took three years of work with a lot of effort put into it. He supported the idea of having subcommittees in the next phase.

It was suggested that one way to break up the subcommittees could be in geographical areas.

Steve Boecking then suggested that part of the work of the subcommittees going forward could be to educate the public and create an awareness of the importance of the movement of freight. Educating the general public and elected officials could be a part of what the subcommittee could do.

Caroline Mays announced that TxDOT has awarded a consulting contract (10 million) to assist with the next phase of implementation. If we need further studies or further analysis they will be able to help. The Commission is very serious about implementing this freight plan and addressing all the issues with moving freight.

There were other discussions about what topics and issues the subcommittees will be addressing after the plan is adopted.

Rolando Ortiz shared some challenges about border activity and the growth in traffic and trade coming through Laredo.

Judge Jenkins spoke of building an outer loop to divert freight traffic away from commuter traffic. This is a priority in the North Texas area.

Erik Steavens talked about strategies the Rail Division will be executing late spring and early summer that will help the issues at the border and improve freight mobility.

Judge Emmett thanked everyone again for all their hard work and thanked the Port of Houston for hosting the meeting.

I-69 Program Advisory Committee Meeting

MEMORANDUM OF MEETING

SUBJECT: I-69 Advisory Committee Meeting

DATE: November 12, 2015

LOCATION: Texas Department of Transportation (TxDOT), Greer Building Delegation Room, 125 E. 11th Street, Austin, Texas, 78701

ATTENDING: In-person attendees are listed on attached sign-in sheets (Attachment 1) Additional Advisory Committee, TxDOT and other attendees via Webex/conference call: Gabriel Allen, Homer Bazan, Alan Clark, Cheryl Flood, David Garza, Pat Henry, Robert Rodriguez, Arnold Saenz, Leanna Shepard, Jennifer Shepard, Judge Hugh Taylor

Purpose

The purpose of this meeting was to 1) provide an update on Proposition 7 (Prop 7) ballot results and other state legislative initiatives; 2) provide an update on the status of Interstate 69 (I-69) system project development in Texas; 3) provide an update on I-69 implementation plan development and to distribute associated draft report for review; and 4) discuss I-69 Advisory Committee membership. The meeting agenda is included as Attachment 2.

Welcome and Safety Briefing

Judy Hawley, I-69 Advisory Committee Chair, thanked the advisory committee members, other attendees, and those calling in for participating in the meeting. Roger Beall, TxDOT, then requested the participants introduce themselves. Roger turned the meeting over to Marc Williams, Interim Deputy Executive Director, TxDOT, to review the Prop 7 ballot results and what Prop 7 could mean to funding and advancing transportation projects in the future.

Proposition 7 Results

Marc Williams provided a briefing on the Prop 7 ballot initiative results from the November 3 election. Prop 7 passed 83 to 17 percent. As a result, in Fiscal Year (FY) 2018 an additional \$2.5 billion per year will become available to develop and advance non toll road projects. In FY 2020, vehicle registration fees will also go towards transportation funding thereby resulting in an annual funding increase that will rise to \$2.8 to \$2.9 billion. Marc commented that while Prop 7 substantially increases transportation funding it will not fully meet the anticipated future transportation improvement needs for the State. Furthermore, Marc reported that there has been a decline in funding from the 2014 Proposition 1 (Prop 1) approved ballot measure because of declining oil and gas prices.

Marc also reported that there is an ongoing program to develop a performance-based funding allocation and project selection process in response to House Bill (HB) 20. Marc indicated that he expects the performance metrics and process for prioritizing projects and establishing funding allocations will be provided to Metropolitan Planning Organizations (MPO) and TxDOT districts. Judy and Marc anticipate that the I-69 Advisory Committee will have a role in this new HB 20 performance based process by weighing in on the importance of freight corridors and calling attention to the need to invest in their development, maintenance, and expansion to accommodate existing and future freight demands. Marc also noted that TxDOT prepared a Legislative report regarding the HB 20 performance based initiative.

I-69 Program Advisory Committee Meeting

Finally, Marc reported that the current transportation authorization bill being developed and negotiated in the US Congress will maintain current funding levels for the State of Texas. It was recognized by all attendees that Texas will continue to be a “donor state” in which Texas sends more gas tax revenue to the federal government than it receives back. Marc will share the US House and Senate committee transportation authorization meeting schedule with the Advisory Committee members. Judy and Marc also reported that Congressman Blake Farenthold’s legislative language regarding oversized/overweight vehicles, interim design solutions for low populated ranch gate areas, and adding SH 44 from Corpus Christi to Freer as part of the I-69 High Priority Corridor system was included in the draft transportation authorization bill.

I-69 Program Update

Roger reviewed the Interstate designation updates on the Interstate designation map contained in the handouts attached with the agenda. He reported the following:

- I-69 system designation now extends 159 miles in Texas.
- SH 550 designation as I-169 from I-69E to Old Alice Road in Brownsville (1.5 miles) was approved by AASHTO in May 2015. FHWA approved the I-169 designation at the beginning of November; Texas Transportation Commission will take action to make the designation official.
- Final FHWA approval was recently given for designation of
 - I-69E extension in Robstown (Additional 1.6 miles extending I-69E to 0.4 miles south of FM 892)
 - I-69C extension in McAllen/Edinburg Area (Additional 4.5 miles extending I-69C to 0.4 miles north of FM 490)

Roger then reviewed the planning and environmental status map contained in the handout, and reported the following:

- US 281 Premont FONSI issued in October 2015
- US 59 El Campo North – TxDOT afforded the opportunity for Public Hearing. No requests for a hearing were made. An environmental decision is expected in the next few months.
- Continuing to advance:
 - US 59 Nacogdoches South interchange
 - US 59 Diboll Relief Route
 - US 59 Corrigan
 - US 59 Liberty County (south of Cleveland)
 - US 59 Wharton County (public hearing to be held in January 2016)
 - US 59/SL 20 in Laredo (Webb County-City of Laredo Regional Mobility Authority project)
- New studies getting underway include:
 - US 59 Marshall Environmental Study and Schematic Design between I-20 and US 80 – In the negotiation process to bring a consultant on board.
 - SH 44 Robstown Route Study – A stakeholder workshop was conducted in Robstown on November 12 (same day as the Advisory Committee meeting) to review preliminary route options.

Roger provided the following update on I-69 related projects receiving Prop 1 funding:

- New Prop 1 funding for construction has been identified for:
 - US 59 Upgrades from:
 - West of Darst Road to the Wharton County line, PROP 1 \$22M

I-69 Program Advisory Committee Meeting

- Doris Road Overpass in Fort Bend County, PROP 1 \$25M
These two projects will extend I-69 from South of Rosenberg to the Wharton County Line. All the Fort Bend County project to let in the near future.
- Hanselman Overpass in Victoria County PROP 1 \$11.922M
- Other Prop 1 I-69 projects receiving funding in the past that have recently let or will let in the near future include:
 - SH 44/FM 3386 Interchange, let summer 2015
 - US 59/SL 20 International Blvd Interchange, to let by the end of this year
 - US 59 from I-69 to Darst Road, to let by the end of this year or early next year

Finally, Roger reported on the status of other I-69 related construction projects:

- US 59 El Campo South Construction, to let in November 2015
- US 77 Upgrades from I-69E in Raymondville to 0.9 miles south of Willacy County line. Under PS&E development and will let in TxDOT FY 2016. TxDOT working to apply Prop 1 funds.

In response to Roger's I-69 program status update, Judy requested that TxDOT continue to provide updates on the number of miles designated as I-69 as well as provide updated data on the amount funded since September 2010 and the composite project lengths (miles) for the following:

- Projects constructed or under construction
- PS&E/ROW acquisition projects
- Planning and environmental/schematic design projects

The committee members requested that the funding amounts be broken down by federal/state and local community contributions, if possible. Also, the committee members requested that it be noted that the successful designation of I-2 was a result of designating I-69E in the Rio Grande Valley. Judy commented that this data and information will be very important to have as the Advisory Committee members engage the state legislature.

Alan Clark, Director of the Houston-Galveston Area Council (HGAC), provided a funding update for a US 59 upgrade project, currently in the environmental process, that would extend I-69 from the Liberty County line to just south of Cleveland. He reported that HGAC took action to commit the first Prop 7 funding to become available in FY 2018 to complete construction of this project.

Al Alonzi, FHWA Division Administrator, reported that progress is being made on addressing the interim Interstate design issues and opportunities along US 77 in Kenedy County that could minimize the number of grade separations by providing alternative types of access at ranch gate locations. Roger indicated that the FHWA Resource Center in Atlanta has provided ranch gate access concepts as a follow up to a field view conducted with FHWA staff in June 2015. TxDOT will be reviewing these concepts and coordinating further with FHWA on the next course of action to take advantage of this opportunity to expedite the designation of US 77 as I-69E in Kenedy County at a manageable cost.

I-69 Implementation Plan

Roger provided an update on the formulation of an implementation plan to advance the continued development of the I-69 system in Texas. He reviewed the information presented on the left and right panels shown on the individual I-69 Implementation Plan TxDOT District maps,

I-69 Program Advisory Committee Meeting

explaining that the right panel identifies defined upgrade/relief route projects that would bring the I-69 system routes to Interstate standards. The right panel also identifies project limits and the programming/development status of each identified project. The left panel presents evaluation criteria to assist in prioritizing the projects in the TxDOT programming and development process. Roger noted that the top prioritization criterion is a project's proximity to connecting to an existing Interstate highway because that connection is necessary for a project, once it is constructed, to be designated as part of the I-69 system. Other prioritization criteria includes safety (crash rates), congestion (level of service), Advisory/Segment Committee priorities, and Unified Transportation Program (UTP) scoring criteria (e.g. project readiness). Marc then explained that as the HB 20 performance criteria process takes shape, other priorities may be taken into account at a regional and local level (e.g. emergency evacuation routes).

Roger briefly explained how the Implementation Plan was developed and refined over the summer and fall through a series of online meetings with those TxDOT Districts involved with I-69. This coordination was necessary to ensure consistency between internal TxDOT project planning/programming data and the I-69 System information being captured in the Implementation Plan. Five I-69 Implementation Plan Listening Sessions were then held in October 2015 to inform stakeholders and newly elected officials located along or in proximity to the I-69 System routes about I-69, TxDOT's plan for implementing I-69 related projects, and to receive feedback on the plan. Roger reported that the response and feedback received at the Listening Sessions was extremely positive and supportive.

Roger reviewed that the next steps in the Implementation Plan development process is to finalize the Implementation Plan report, present the plan to the Texas Transportation Commission on December 17, 2015, and then distribute the plan to the TxDOT districts involved with I-69. The districts would then begin the process of executing the plan which will involve securing and allocating essential funding to advance the prioritized program of projects. It was further explained that this is a "living" plan that will be updated as projects advance and programming and funding levels change over time.

Marc explained that the plan will be an important tool that the Advisory Committee can use to engage and inform communities, MPOs, and other stakeholders as to the current status of projects on the I-69 system and where they stand in TxDOT's work program relative to prioritization and funding for development.

The draft I-69 Implementation Plan report (electronic and/or hard copy) was distributed to the Advisory Committee members for review and comment. Roger requested that the Advisory Committee members provide comments by November 21, 2015.

I-69 Advisory Committee Membership

Marc reported that a new I-69 Advisory Committee chair will be named during the December 17, 2015 Commission meeting. He also indicated that repopulation of the Advisory Committee membership will occur at the beginning of the year.

Closing Remarks

Judy thanked the Advisory Committee members once again for all their efforts. She also acknowledged TxDOT for recognizing the importance of freight corridors in the state. It was then announced that the next I-69 Alliance meeting will be held on November 30, 2015 in Houston. Roger will be sending an e-mail invite to the Advisory Committee members. Finally, it was

I-69 Program Advisory Committee Meeting

reported that 50 miles of I-69 will be dedicated in Kentucky next week. The meeting was then adjourned.

Attachments:

1. Sign-In Sheets
2. Agenda

Attachment 1
Sign-In Sheets



Driven by Texans

**I-69 Advisory Committee Meeting
November 12, 2015
Austin, Texas**

Last	First	Representing	Int.
Bradley	John	Avinger	
Carlow	James	New Boston	Jmc
Clark	Alan	Houston	
Duhon	Carbett "Trey"	Waller	
Garza	David	San Benito	
Garza, Jr.	Ramiro	Edinburg	
Gonzales	Jim	Richmond	
Hawley	Judy	Portland	
Leleko	Cynthia	Marshall	
Liston	Pat	La Feria	
Montalvo, Jr.	Domingo	Wharton	
Phillips	Joseph F.	McAllen	
Saenz	Arnold	Alice	
Simpson	Terry	Sinton	
Sparks	Jerry	Texarkana	
Stewart	Steve	Houston (Gabriel Allen, Proxy)	
Suiter	Wes	Lufkin	lvS
Thompson	John	Livingston	

Attachment 2

Agenda



AGENDA

I-69 Advisory Committee Meeting
Thursday, November 12, 2015
10:00 a.m. – 12:00 PM

Delegation Room, TxDOT Headquarters (the Greer Building)
125 East 11th Street, Austin, Texas

Welcome and Safety Briefing

TxDOT
Judy Hawley
I-69 Advisory Committee Chair

Proposition 7 Results

TxDOT

I-69 Program Update

TxDOT

I-69 Implementation Plan

TxDOT

- Implementation Plan Development and Components
- Summary of the I-69 Listening Sessions
- Draft Implementation Plan Review
- December 17, 2015 Presentation to the Texas Transportation Commission

Advisory Committee Membership

Closing Remarks/Adjourn

Judy Hawley
I-69 Advisory Committee Chair

I-69 Advisory Committee Call/WebEx

Thursday, November 12, 2015

10:00 am | Central Standard Time (Chicago, GMT-06:00) | 2 hrs

(Click Here)

[Join WebEx meeting](#)

Meeting number: 734 983 550

Meeting password: interstate

Join by phone

Call-in toll-free number: 1-866-6371408 (US)

Conference Code: 757 391 6437

I-69 Program Advisory Committee Meeting

MEMORANDUM OF MEETING

SUBJECT: I-69 Advisory Committee Meeting

DATE/TIME: January 5, 2016; 7:30 AM

LOCATION: J.W. Marriott Hotel, Room 502/503, Austin, Texas, 78701 during the Texas Transportation Forum

ATTENDING: In-person attendees are listed on attached sign-in sheets (Attachment 1) Additional Advisory Committee, TxDOT and other attendees via Conference Call: Jerry Sparks, Susan Howard-TxDOT, Arnold Saenz, Dan Mott-FHWA, Albert Hinojosa-FHWA, Don Rodman-Alliance for I-69 Texas

Purpose

The purpose of this meeting was to 1) elect a new Advisory Committee Chair; 2) provide an update on the new highway bill "Fixing America's Surface Transportation Act" (FAST Act); and 3) provide an update on Interstate 69 (I-69) system activities for the first quarter of 2016. The meeting agenda is included as Attachment 2.

Welcome and Safety Briefing

Russell Zapalac, TxDOT Chief Planning and Project Officer, welcomed the attendees, asked them to introduce themselves, and provided an overview of the agenda.

Elect New Advisory Committee Chair

Texas Transportation Commissioner Jeff Austin, III acknowledged the contribution of Judy Hawley, former I-69 Advisory Committee Chair, to the advancement of the I-69 program. Judy Hawley resigned from the Advisory Committee in December 2015. Commissioner Austin explained that the Texas Administrative Code requires that an Advisory Committee Chair shall be elected by a majority vote of the members of the committee when there is a vacancy to be filled.

Commissioner Austin then informed the attendees that on December 17, the Texas Transportation Commission appointed Hugh Taylor, Harrison County Judge, as a member of the I-69 Advisory Committee. He also explained that Judge Taylor has expressed an interest in serving as Chair of the I-69 Advisory Committee, and that the Commission recommends that Judge Taylor serve as Chair. Commissioner Austin asked if any other members were interested in this position. No other candidates were identified.

Commissioner Austin then asked Judge Taylor to introduce himself. Judge Taylor thanked the Commission for his appointment as a committee member and summarized his roles on the I-20 Advisory Committee, East Texas Rural Planning Organization, and the I-69 System (I-369) Harrison County/Marshall Working Group. He indicated that he would like the opportunity to serve as Chair of the I-69 Advisory Committee. James Carlow, Bowie County Judge, then motioned to approve the appointment of Judge Taylor as Chair and Jim Gonzales seconded the motion. The I-69 Advisory Committee Members voted unanimously in favor of Judge Hugh Taylor serving as the I-69 Advisory Committee Chair.

I-69 Program Advisory Committee Meeting

New Highway Bill (FAST Act) Discussion

Roger Beall, TxDOT Corridor Planning Branch Manager, provided the following highlights of the FAST Act Legislation relative to freight and I-69:

- Establishes both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements.
- Changes distribution for Surface Transportation Program funds to the Metropolitan Planning Organizations (MPOs).
- Includes organizational changes to the Transportation Infrastructure and Finance and Innovation Act (TIFIA) that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects.
- Establishes Fiscal Year Highway account apportionments for Texas (Roger referred Committee Members to the Andre Lofye, Director of Federal Affairs, presentation to the Commission on December 17, 2015):
 - 2016: \$3.5B
 - 2017: \$3.57B
 - 2018: \$3.65B
 - 2019: \$3.73B
 - 2020: \$3.82B
- Key I-69 items include:
 - Addition of SH 44, from US 59 in Freer to SH 358 in Corpus Christi, to the I-69 Texas System.
 - Allows overweight trucks that were lawfully allowed on the existing state highways to continue to use that facility after it has been designated as I-69.

Planned Activities for the First Quarter of 2016

Advisory Committee Appointments – Roger reported that there are vacancies and adjustments that need to be addressed regarding I-69 Advisory Committee membership. Judge Taylor will work with Commissioner Austin and the existing committee members to identify candidates to serve on the I-69 Advisory Committee. Commissioner Austin requested the meeting attendee's assistance in identifying interested candidates, preferably providing statewide geographic representation. Russell indicated that the Commission would like to finalize the vacancies in time for approval at the February or March Commission meeting. Roger will circulate a list providing the current status of I-69 Advisory Committee membership.

Monitor Implementation Strategy – Roger reported that during the December 17, 2015 Commission meeting Judy Hawley presented an overview of TxDOT's I-69 Implementation Strategy. TxDOT intends to use the Strategy to guide project development intended to bring the highways identified to serve as the I-69 system in Texas to Interstate standards. Once finalized, TxDOT will provide the Implementation Strategy to the Texas Transportation Commission for their review. Next, it will be provided to the I-69 Advisory Committee prior to it being made public. Roger also noted that the Strategy will function as a living document that will be routinely updated to reflect the latest status of project planning, programming, development, and funding from the TxDOT Districts.

Complete Existing Studies – Roger provided the following updates for ongoing I-69 related studies:

- ***SH 44 Robstown Relief Route*** – SH 44 from Corpus Christi to Freer has now been added to the I-69 system in Texas. TxDOT had started a route study late last year to identify possible

I-69 Program Advisory Committee Meeting

relief route options at Robstown. To date, several preliminary conceptual route options have been identified and in November were shared with a local stakeholder group consisting of the City of Robstown, Nueces County, Port of Corpus Christi, and other interested parties. In the near future, TxDOT, Nueces County and its airport planning consultant will meet to discuss the airport's plans and how it may affect finalizing the options for the relief route study. It is anticipated that the study will be completed in summer 2016.

- *US 59 El Campo North Environmental/Schematic* – The environmental assessment is complete and a draft decision has been prepared by the Environmental Affairs Division (recommended Finding of No Significant Impact). However, there is no funding identified for construction. TxDOT is currently unable to issue an environmental decision prior to identification of funding.

Begin New Studies - Roger provided the following update:

- *Harrison County/Marshall Relief Route Environmental/Schematic* - In 2014, Judge Taylor chaired the *Working Group* that identified a recommended option to TxDOT for a relief route in the Marshall area that, when completed, would ultimately be added to the Interstate system in Texas as I-369. TxDOT has identified a consultant project team to conduct the environmental assessment and prepare the schematic design for an approximate 4-mile highway section on new location between I-20 and US 80. This section would be designed to meet Interstate standards. The scope of work, budget and other procurement documents are currently being reviewed by TxDOT's contracting staff. A Notice to Proceed is expected in the near future.

Russell indicated that with the enactment of FAST Act, it is important to move forward on the interim Interstate design process for rural ranch gate areas along US 77 in Kenedy County in coordination with the Federal Highway Administration (FHWA). Roger responded that FHWA has provided information and conceptual design options, at TxDOT's request, on this matter and that he will be reviewing them. Commissioner Austin added that investigating the development of interim Interstate designs in rural ranch gate areas was in response to a request by the I-69 Advisory Committee. He encouraged the members to continue to think outside the box for future opportunities to advance the I-69 system in Texas.

Commissioner Austin requested a completion schedule for construction projections that would advance the extension of I-69 in order to identify the next areas that will be designated and signed as part of the I-69 System. Russell added that he would like environmental/schematic and Plans, Specifications, and Estimate (PS&E) projects to also be tracked so that funding mechanisms (e.g. Proposition 1 and Proposition 7 monies) are put in place for those projects once they become "shovel ready".

Pete Alvarez inquired about the status of interim Interstate designs for US 281. Roger said that US 77 will be first since US 281 ranch areas are shorter and there are more driveways along US 281. The process used for US 77 would then be applied to US 281.

Closing Remarks

In closing, Chairman Taylor expressed his enthusiasm and excitement in serving as the new Chair. Randy Hopmann, TxDOT Director of Engineering Operations for Rural/Urban Districts, complimented the Committee and TxDOT Districts' efforts in identifying priority projects and coordinating the funding process. Chairman Taylor then adjourned the meeting.

I-69 Program Advisory Committee Meeting

Attachments:

1. Sign-In Sheets
2. Agenda

Attachment 1 Sign-In Sheets



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**I-69 Advisory Committee Meeting
January 5, 2016
Austin, Texas**

Last	First	Representing	Int.
Bradley	John	Avinger	
Carlow	James	New Boston	<i>James</i>
Clark ✓	Alan	Houston	<i>ACC</i>
Duhon	Carbett "Trey"	Waller	
Garza	David	San Benito	<i>DD</i>
Garza, Jr.	Ramiro	Edinburg	<i>RR</i>
Gonzales	Jim	Richmond	<i>GG</i>
Hawley	Judy	Portland	
Leleko	Cynthia	Marshall	<i>CL</i>
Liston	Pat	La Feria	
Montalvo, Jr.	Domingo	Wharton	
Phillips	Joseph F.	McAllen	
Saenz	Arnold	Alice	<i>Phone</i>
Simpson	Terry	Sinton	
Sparks	Jerry	Texarkana	<i>Phone</i>
Stewart	Steve	Houston (Gabriel Allen, Proxy)	<i>St</i>
Suiter	Wes	Lufkin	
Taylor	Hugh	Marshall	<i>TS</i>
Thompson	John	Livingston	<i>TT</i>



**I-69 Advisory Committee Meeting
January 5, 2016
Public Sign-in**

STAFF

Name (Please Print)	Agency/Company	Signature
ROGER BRAD	TXDOT	Roger Brad
Sheri Davis	ATKINS/NCA	Sheri Davis
JOE SHALKOWSKI	ATKINS	Joe Shalkowski
Tina Brown	Atkins	Tina Brown
Steve Linhart	TXDOT	Steve Linhart
Melissa Montemeyer	TXDOT	Melissa Montemeyer
Deanne Simmons	TXDOT	Deanne Simmons
Alberto Ramirez	TXDOT	Alberto Ramirez
Tucker Ferguson	TXDOT	Tucker Ferguson
Chris Carr	TXDOT	Chris Carr
Russell Zapala	TXDOT	Russell Zapala
KELLY MORRIS	TXDOT	Kelly Morris
Valente Olivaroz Jr	TXDOT	Valente Olivaroz Jr
MARC WILLIAMS	TXDOT	Marc Williams
Cheryl Flood	TXDOT	Cheryl Flood
Robert H. Ratcliff	TXDOT	Robert H. Ratcliff
Jeff Astor III	TXDOT	Jeff Astor III
Randy Hopman	TXDOT	Randy Hopman



**I-69 Advisory Committee Meeting
January 5, 2016
Public Sign-in**

Name (Please Print)	Agency/Company	Signature
Spencer Chambers	Port of Houston	
William Alvarez	REG Partnership	
Quincy Allen	TxDOT - HOV	
Bill Brudnick	"	
GREG PUNSKY	FHWA	
Pedro Alvarez	TxDOT	
Jennifer Shepard	I-69 Alliance	
GARY BUSHNELL	ALLIANCE I-69	
Richard Ridinger	HNTR	
Xavier Villareal	Cameras County	
LARRY MEYERS	ALLIANCE FOR I-69 TEXAS	
Hala Elgady	FHWA	
Alan Johnson	Hortling	
Ray SULLIVAN	CCMA	
Loyd Neal	New City Judge	
Al Alonzi	FHWA	
DAVID GORNET	GPA	

Attachment 2 Agenda



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AGENDA

I-69 Advisory Committee Meeting
Tuesday, January 5, 2016
7:30 AM – 8:30 AM
JW Marriott Hotel, Room 502/503
110 E. 2nd Street
Austin, Texas 78701

Welcome and Safety Briefing

Roger Beall, TxDOT

Elect New Advisory Committee Chair

Commissioner Jeff Austin, III

New Highway Bill (FAST Act) Discussion

Roger Beall, TxDOT

Planned Activities for First Quarter of 2016

Roger Beall, TxDOT

- Advisory Committee Appointments
- Monitor Implementation Strategy
- Complete existing studies
 - SH 44 Robstown Relief Route
 - US 59 El Campo North environmental/schematic
- Begin new studies
 - Harrison County/Marshall Relief Route environmental/schematic

Closing Remarks/Adjourn

Commissioner Jeff Austin, III

Conference Call Information

Call-in toll-free number: 1-866-637-1408

Conference Code: 7573916437

I-69 Program Advisory Committee Meeting

MEMORANDUM OF MEETING

SUBJECT: I-69 Advisory Committee Meeting

DATE/TIME: March 24, 2016; 10:00 AM

LOCATION: Texas Department of Transportation (TxDOT), Greer Building, Ric Williamson Hearing Room, 125 E. 11th Street, Austin, Texas, 78701

ATTENDING: In-person attendees as well as those attending by conference call/Webex are listed on attached sign-in sheets (Attachment 1).

Purpose

The purpose of this meeting was to 1) conduct an Advisory Committee new member orientation; 2) provide an I-69 program update; 3) provide an I-69 Implementation Strategy update; 4) discuss I-69 system funding opportunities; 5) discuss Advisory Committee goal setting; and 6) identify Advisory Committee next steps. The meeting agenda is included as **Attachment 2**.

Welcome and Safety Briefing

Judge Hugh Taylor, I-69 Advisory Committee Chair, thanked the advisory committee members, other attendees, and those calling in for participating in the meeting. Roger Beall, TxDOT Corridor Planning Branch Manager, then provided a safety briefing.

Opening Remarks

Judge Taylor welcomed the new advisory committee members and thanked the former members for their work on the committee. Texas Transportation Commissioner Jeff Austin III, participating by phone, also welcomed the attendees and thanked Roger Beall for his contribution to advancing the I-69 program. Commissioner Austin then reported that the State's Unified Transportation Program (UTP) will be updated over the next few months. He indicated that the advisory committee can contribute to this process by identifying important needs and projects at the local level that would advance the development and extension of the I-69 system in Texas and improve the movement of freight. Commissioner Austin would like to see one or two upgrade or relief route projects included in the UTP update for every segment of the highway network to become part of the I-69 system.

Judge Taylor then explained that the I-69 Advisory Committee is charged with analyzing and formulating regional and statewide solutions that would assist TxDOT in planning the needed projects to advance the development and extension of the I-69 system in Texas. He listed four principal objectives for the advisory committee. They include:

1. Assisting in the I-69 system planning process,
2. Tackling congestion and associated safety and connectivity issues that need to be solved,
3. Supporting economic development plans, and
4. Reaching consensus on the solutions that would result in developing and advancing I-69 projects to improve transportation system performance and the movement of freight throughout the state.

I-69 Program Advisory Committee Meeting

Introductions

Judge Taylor requested that the meeting participants introduce themselves, and then provided an overview of the agenda.

I-69 Advisory Committee New Member Orientation

Roger conducted the I-69 Advisory Committee new member orientation presentation. The presentation slides are included as **Attachment 3**. In response to an advisory committee member request, TxDOT will distribute to the committee the contact information for all the committee members. It was noted that the Texas Transportation Commission Minute Order 114494, dated February 25, 2016, provides a list of the I-69 Advisory Committee members (**Attachment 4**).

I-69 Program Update

Judge Taylor referred the attendees to the maps in their packets (**Attachment 5**). The maps presented the following information:

- I-69 system status by state (Michigan, Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana, and Texas),
- Interstate designation status of the network of highways to become part of the I-69 system in Texas,
- I-69 system planning and environmental project development status in Texas, and
- I-69 system status in meeting current Interstate standards in Texas.

Roger requested that the committee members review these maps to become familiar with the ongoing activities to advance the development and extension of the I-69 system. In response to a question, Chris Caron, TxDOT Corpus Christi District Engineer, reported that the district was in the process of acquiring right-of-way for a relief route at Driscoll and revising right-of-way mapping for a relief route at Premont. There was also an inquiry into the status of the interim Interstate design process for US 77 in Kenedy County. Roger explained that TxDOT will be coordinating with the Federal Highway Administration to determine the next steps in formulating an approach and process for considering the development of interim Interstate design solutions along the very rural portions of US 77. Finally, Alan Clark, Houston-Galveston Area Council Transportation Planning Director, suggested that the I-45 bottleneck relief project in downtown Houston be added to the tracking of I-69 projects because it will have a direct effect on the section of I-69 through Houston.

I-69 Implementation Strategy

Roger provided an I-69 Implementation Strategy update and referred the attendees to the March 2016 Implementation Strategy Report that was given to all the attendees. The report presents information, representing a snapshot in time, on the I-69 program status and the strategy for developing the remaining I-69 system projects. TxDOT intends to upload the report to the TxDOT website. Roger explained that the report is intended to serve as a tool which the advisory committee members can use to engage communities and stakeholders. Also, Roger indicated that TxDOT intends to prepare presentation materials which the committee members can use to update stakeholders on the I-69 program status and to effectively convey information on the current strategy for developing the remaining I-69 system projects.

In response to Roger's update, there was a request to clarify if one of the roles of the advisory committee members is to meet with the District Engineers in an effort to provide input into the strategy for developing the remaining I-69 projects in their district and to assess how I-69 and

I-69 Program Advisory Committee Meeting

non-I-69 system projects compete with one another in their prioritization within the UTP. Some committee members commented that the role of the advisory committee is to advocate the importance of I-69 in advising the districts on UTP project prioritization. Roger requested that if the advisory committee members have input on I-69 project prioritization that they funnel that input to him. He will then distribute that input accordingly.

Roger explained that the TxDOT districts will utilize performance and funding formulas that will be applied in the prioritization of both I-69 and non-I-69 system projects in the UTP. Also, TxDOT is conducting quarterly reviews to assess the status of individual projects in the project development process to determine if priorities should be revised. It was emphasized that it is TxDOT's priority to identify available funding sources to move projects forward to get them to a point where they are ready for construction. Roger further commented that the I-69 system is considered a freight corridor that could be eligible for additional federal funding sources.

I-69 System Funding Opportunities

Roger commented that the big question often asked is "how will we pay for I-69." Roger explained that at this time there is not a dedicated funding source to develop the remaining I-69 system projects. These projects compete with other projects statewide for available funding. He emphasized that, as a result, if there is local support for I-69 system improvements, those projects may have a greater opportunity to be funded. Funding will often gravitate to the areas with the most urgent needs accompanied with local support.

Lauren Garduño, TxDOT Transportation Planning and Program Division Interim Director, and Randy Hopmann, TxDOT Director of District Operations, then reviewed TxDOT's past and present perspective on transportation funding opportunities for the next 10 years relative to cash flow and letting volumes. The planning target is for a 10-year construction program of \$65 billion statewide, which equates to an average \$6.5 billion a year in letting volume. He also explained that House Bill 20 is going to result in a much more strategic performance-based transportation program. I-69 is part of TxDOT's strategic plan, which puts it in the performance-based planning and programming of projects to advance for construction. A variety of potential funding mechanisms available to TxDOT were then reviewed as part of this discussion.

In response, Judge Taylor requested that TxDOT prepare talking points which the advisory committee members can use to explain the funding processes and available mechanisms to develop I-69 projects. It was recognized that such talking points should be updated on a regular basis because funding processes and availability can change, for instance, when the UTP is approved and during legislative sessions. It was suggested that advisory committee members attend the UTP public meetings as well as the August 2016 Texas Transportation Commission meeting where the commission will take action to approve the UTP.

I-69 Advisory Committee Goal Setting Discussion

Judge Taylor suggested several goals that the committee members should accomplish in the short term. They include:

- By the next I-69 Advisory Committee meeting in June, reach out to the District Engineer in their respective areas to assess what I-69 projects have been prioritized.
- Also by the next meeting, make one or two I-69 system update presentations to inform local governments and civic groups on the I-69 program status and gauge local interest in advancing I-69 projects. As previously discussed, TxDOT staff will prepare the presentation materials to support this effort.

I-69 Program Advisory Committee Meeting

- Collectively brainstorm I-69 project priorities and “hotspots” along the entire I-69 system corridor. This exercise can be conducted at the next meeting.
- Pursue the placement of additional “Future I-69” signs along the corridor. It was emphasized that it is important for the Houston region to recognize the establishment of I-69 through an educational effort.

In response, the attendees discussed several possible other goals that could be undertaken in the mid- and long term relative to actively advocate funding level commitments, identifying priority projects that can be undertaken over the next 10 years, and pursuing the funding to advance them. In response to this discussion, Judge Taylor indicated that TxDOT will develop I-69 Advisory Committee function protocols relative to its role in educating, informing, and advocating.

In conclusion, Judge Taylor indicated that the progress in achieving the advisory committee goals will be reviewed at future meetings.

I-69 Advisory Committee Next Steps

Judge Taylor reviewed the activities that he would like to see the advisory committee members accomplish over the next 3 months in advance of the next meeting in June. In addition, he reviewed the following TxDOT action items that need to be accomplished to support their efforts:

- Distribution of updated I-69 Advisory Committee meeting packets.
- Preparation of a contact matrix identifying advisory committee members and TxDOT District Engineer contact information for those districts involved with I-69 development.
- Development of presentation materials for the advisory committee members to use in engaging local governments and civic organizations about I-69.
- Preparation of talking points that the advisory committee members can use to explain the funding processes and available mechanisms to develop I-69 projects.
- Development of I-69 Advisory Committee function protocols relative to its role in educating and informing public and elected officials about the corridor.
- Preparation of a UTP activity schedule identifying the activities the TxDOT districts and the Texas Transportation Commission will undertake leading up to UTP approval in August 2016.
- Schedule next meeting on June 3, 2016 at the Port of Corpus Christi at 10 a.m. Charles Zahn, Chair of the Port of Corpus Christi, will check on meeting room availability at the port for that date.

Questions/Open Discussion

Alan Clark suggested consideration of holding a joint meeting with other Interstate corridor coalitions in regard to exploring future funding opportunities and support needed to advance corridor priorities in advance of the next legislative session.

Closing Remarks

In conclusion, Judge Taylor made a closing point that I-69 is the relief route for I-35 and indicated that it will become increasingly important to convey that message, especially with regard to freight flow.

Attachments:

1. Sign-In Sheets

I-69 Program Advisory Committee Meeting

2. Agenda
3. I-69 Advisory Committee New Member Orientation Presentation
4. Texas Transportation Commission Minute Order 114494
5. I-69 System Maps

Attachment 1 Sign-In Sheets



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**I-69 Advisory Committee Meeting
 Ric Williamson Hearing Room
 TxDOT Headquarters (The Greer Building)
 Thursday, March 24, 2016
 10 a.m. to 12 p.m.**

Name	Affiliation	Address	Phone	Email	Initials
Gabriel Allen	Quality Assurance Manager/Gulf Winds International	2104 Spyglass Drive, League City, TX 77573	(281) 830-4043	gabe@gabeallen.com	<i>GA</i>
John Bradley		11929 FM 729, Avinger, TX 75630-2405	(903) 736-5737 (Cell)	bradconinc@aol.com	<i>Phone</i>
James Carlow	Judge/Bowie County	710 James Bowie Drive, New Boston, TX 75570	(903) 691-1271	countyjudge@txkusa.org	<i>JC</i>
Alan Clark	MPO Director/Houston-Galveston Area Council	P.O. Box 22777, Houston, TX 77227-2777	(713) 627-3200	alan.clark@h-gac.com	<i>Phone</i>
David Garza	Commissioner/ Cameron County	1390 West Expressway 83, San Benito, TX 78583	(956) 361-8209 (956) 245-6099 (Cell)	dagarza@co.cameron.tx.us	<i>DG</i>
Jim Jeffers	City Manager/City of Nacogdoches	202 East Pilar Street, Nacogdoches, TX 75961	(936) 559-2501	jeffers@ci.nacogdoches.tx.us	
Cindy Leleko		505 Belle Court, Marshall, TX 75672	(903) 926-2006 (Cell) (903) 938-3681 (Home)	cleleko@hotmail.com	
Pat Liston	Forterra Pipe & Precast	<i>450 E. Crayson, San Antonio, TX 78208</i> P.O. Box 1273, La Feria, TX 78559	(956) 367-7170	pat.liston@forterrabp.com	<i>PL</i>
Janiece Longoria	Chair/Port of Houston Commission	111 East Loop North, Houston, TX 77029	(713) 670-2456	jlongoria@poha.com	
Domingo Montalvo	Mayor/City of Wharton	120 East Caney Street, Wharton, TX 77488	(979) 533-2328	dmontalvo@cityofwharton.com	
Sydney Murphy	Judge/Polk County	101 West Church Street, Suite 300, Livingston, TX 77351	(936) 327-6813	county.judge@co.polk.tx.us	
Loyd Neal	Judge/Nueces County	901 Leopard Street, Room 303, Corpus Christi, TX 78401	(361) 888-0444	nueces.countyjudge@nuecesco.com	<i>LN</i>
Joe Phillips		P.O. Box 1810, McAllen, TX 78505	(956) 778-5500	jfptexas@hotmail.com	<i>JP</i>
Pete Saenz	Mayor/City of Laredo	City Hall, 1110 Houston Street, Laredo, TX 78040	(956) 791-7304	mayorsaenz@ci.laredo.tx.us	
Stephanie A. Silvas	Judge/Bee County	105 W. Corpus Christi, Room 109, Beeville, TX 78102	(361) 621-1556	stephanie.silvas@co.bee.tx.us	<i>Phone</i>
Terry Simpson	Judge/San Patricio County	400 West Sinton, Room 109, Sinton, TX 78387	(361) 364-9301	terry.simpson@co.san-patricio.tx.us	<i>TS</i>
Jerry Sparks	Economic Developer City of Texarkana Eco. Dev.	P.O. Box 1967, Texarkana, TX 75504	(903) 278-0102	jerry.sparks@txkusa.org	<i>JS</i>
Phillip Spenrath	Judge/Wharton County	100 South Fulton Street, Suite 100, Wharton, TX 77488	(979) 532-4612	judge.spenrath@co.wharton.tx.us	<i>PS</i>
Wes Suiter	Judge/Angelina County	P.O. Box 908, Lufkin, TX 75902	(936) 634-5413	wsuiter@angelinacounty.net	
Hugh Taylor	Judge/Harrison County	#1 Peter Whetstone Square, Room 314, Marshall, TX 75670	(903) 935-8401	hught@co.harrison.tx.us	<i>HT</i>
Pedro "Pete" Trevino, Jr.	Judge/Jim Wells County	200 N. Almond Street, Room 101, Alice, TX 78332	(361) 668-5710	pedro.trevino@co.jim-wells.tx.us	<i>PT</i>
Charles Zahn	Chair/Port of Corpus Christi Commission	P.O. Box 941, Port Aransas, TX 78373	(361) 749-6687	cwzjr@centurytel.net	<i>CV</i>
Ben Zeller	Judge/Victoria County	101 N. Bridge Street, Suite 102, Victoria, TX 77901	(361) 575-4558	bzeller@vctx.org	<i>BZ</i>



Staff Sign In
I-69 Advisory Committee Meeting
TxDOT Headquarters (The Greer Building)
Ric Williamson Hearing Room
Thursday, March 24, 2016
10 a.m. to 12 p.m.

Name	Affiliation	Title	Email	Initials
Jennifer Adams	Lufkin District	Environmental Specialist	jennifer.adams@txdot.gov	Phone
Quincy Allen, P.E.	Houston District	District Engineer	quincy.allen@txdot.gov	
Pedro "Pete" Alvarez, P.E.	Laredo District	District Engineer	pedro.alvarez@txdot.gov	Phone
Alex Amponsah	Atkins	Planner	alexander.amponsah@atkinsglobal.com	
James M. Bass	Administration	Executive Director	james.bass@txdot.gov	
Homer Bazan, Jr., P.E.	Pharr District	Director of Transportation Planning and Development	homer.bazan@txdot.gov	Phone
Roger Beall, P.E.	Transportation Planning and Programming Division	Manager, Corridor Planning Branch	roger.beall@txdot.gov	RMB
Jonathan Bean, P.E.	San Antonio District	Director of Transportation Planning and Development	jonathan.bean@txdot.gov	
Julie Beaubien	Transportation Planning and Programming Division	Public Involvement Specialist	julie.beaubien@txdot.gov	
Dennis Beckham, P.E.	Atlanta District	Director of Transportation Planning and Development	dennis.beckham@txdot.gov	
Tina L. Brown, P.E.	Atkins	Corridor Planning Consultant Engineering Manager	tina.l.brown@atkinsglobal.com	TB
Bill Brudnick, P.E.	Houston District	Director of Transportation Planning and Development	bill.brudnick@txdot.gov	
Chris Caron, P.E.	Corpus Christi District	District Engineer	chris.caron@txdot.gov	CCB
Dennis R. Cooley, P.E.	Tyler District	District Engineer	dennis.r.cooley@txdot.gov	
Mitzi Ellison	NLA, Inc.	Corridor Planning Consultant Public Involvement Lead	mitzi@nancyledbetter.com	ME
Tucker Ferguson, P.E.	Beaumont District	District Engineer	tucker.ferguson@txdot.gov	
Cheryl Flood, P.E.	Lufkin District	District Engineer	cheryl.flood@txdot.gov	Phone
Jack Foster, P.E.	Transportation Planning and Programming Division	Deputy Director	jack.foster@txdot.gov	
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Toribio Garza, Jr., P.E.	Pharr District	District Engineer	toribio.garza@txdot.gov	TG
Bill Hale, P.E.	Administration	Chief Engineer	bill.hale@txdot.gov	
Randy Hopmann, P.E.	Administration	Director of District Operations	randy.hopmann@txdot.gov	RHA
Susan Howard	Transportation Planning and Programming Division	Public Involvement Specialist	susan.howard@txdot.gov	

Attachment 2 Agenda



AGENDA

I-69 Advisory Committee Meeting
Thursday, March 24, 2016
10:00 AM – 12:00 PM
Ric Williamson Hearing Room
TxDOT Headquarters (the Greer Building)
110 E. 2nd Street
Austin, Texas 78701

Welcome and Safety Briefing	<i>Judge Hugh Taylor, Chair and TxDOT</i>
Opening Remarks	<i>Jeff Austin, III, Commissioner Texas Transportation Commission</i>
Introductions	<i>Judge Hugh Taylor, Chair</i>
I-69 Advisory Committee New Member Orientation	<i>Roger Beall, TxDOT</i>
I-69 Program Update	<i>Roger Beall, TxDOT</i>
I-69 Implementation Strategy Update	<i>Roger Beall, TxDOT</i>
I-69 System Funding Opportunities???????	<i>Roger Beall, TxDOT</i>
I-69 Advisory Committee Goal Setting Discussion	<i>Judge Hugh Taylor, Chair</i>
I-69 Advisory Committee Next Steps	<i>Judge Hugh Taylor, Chair</i>
Questions/Open Discussion	<i>Judge Hugh Taylor, Chair</i>
Closing Remarks/Adjourn	<i>Judge Hugh Taylor, Chair</i>

Webex/Conference Call Information

[Join WebEx meeting](#) (Click on “Join Webex Meeting”)

Meeting Info

Meeting number: 739 415 613
Meeting password: interstate

Join by phone

Call-in toll-free number: 1-866-6371408 (US)
Call-in number: 1-660-4225173 (US)
Conference Code: 757 391 6437

Attachment 3
I-69 Advisory Committee New
Member Orientation Presentation



TEXAS DEPARTMENT OF TRANSPORTATION



I-69 ADVISORY COMMITTEE NEW MEMBER ORIENTATION



March 24, 2016

Origin and Development of the I-69 System in Texas

Key enabling legislation

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (P.L.102-240)
- National Highway System (NHS) Designation Act of 1995 (P.L.104-59)
- Transportation Equity Act for the 21st Century (TEA-21) (P.L.105-178) and the TEA-21 Restoration Act (P.L.105-206)
- Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141)
- Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94)

I-69 System national map



Importance of I-69 Texas

- Serve a growing population and freight flow
- Provide safer travel
- Improve emergency evacuations
- Support economic development plans



Designation status of the I-69 System in Texas

- Corridors: US 59, US 77, US 84, US 281, SH 550 and SH 44.
- To date, 160.8 miles of the I-69 system route are designated (I-69, I-69W, I-69C, I-69E, I-169, I-369).



Interstate designation process

Confirm section is ready to designate

- Meets Interstate standards
- a) Connects to existing Interstate or
- b) Part of a plan to connect to an Interstate by 2037 (MAP-21)

Prepare request

- Identify and coordinate design exceptions with FHWA
- Obtain MPO and local support resolutions

Submit request to FHWA

- FHWA reviews and approves request

Submit route number request to AASHTO

- AASHTO assigns Interstate route number

I-69 Citizen Committees

I-69 Advisory Committee

- Established by Minute Order 111294 in March 2008.
- Volunteers from I-69 corridor communities.
- Advises TxDOT on I-69 System related issues and priorities, and engages regional and local stakeholders on I-69 system status and project development.



Driven by Texans



I-69 Citizen Committees

I-69 Advisory Committee guiding principles:

1. Recognize I-69 as critical to Texas.
2. Interstate designation as quickly as possible.
3. Maintain public input as an essential part of all future work.
4. Maximize the use of existing highways while seeking to reduce program costs and impacts to private property.
5. Address safety, emergency evacuations and emergency response needs.
6. Pursue flexibility and efficiencies in design and construction requirements.
7. Encourage initiatives that will supplement limited highway funds.

I-69 Citizen Committees

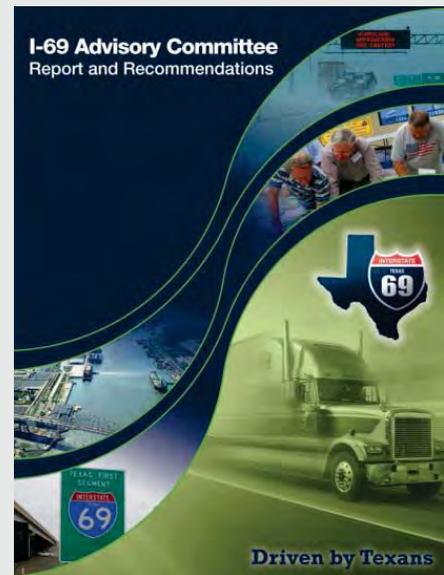
I-69 Segment Committees:

- Established by the Texas Transportation Commission
- Five committees comprised of citizen volunteers divided geographically along the I-69 route in Texas
- Considered environmental and planning features, traffic volumes and crash rates, engineering and costs
- Conducted an extensive public involvement program asking for feedback on their preliminary ideas and recommendations
- Each segment committee established priority recommendations for developing I-69 in their area and provided to the Advisory Committee in 2012



I-69 Advisory Committee recommendations

1. Construct Funded Projects
2. Develop I-69 Segment Committee Priorities
3. Address Spot Safety and Capacity Improvements
4. Conduct Planning Studies for Environmental and Route Locations
5. Maintain Relevance of the I-69 Citizen Planning Process



I-69 System activities since September 2010

Where has that led us?

Based on I-69 citizen committee recommendations, TxDOT has actively been engaged in pursuing I-69 System development and designation.

- Nearly 161 miles of the I-69 System in Texas have been designated.
- Approximately \$1.47 billion committed to fund planning/environmental studies, final design/right-of-way (ROW) acquisition and construction along the I-69 System routes.
- About \$198 million from the Proposition 1 transportation funding ballot initiative is being used to develop ten I-69 System projects.
- Passage of the Proposition 7 ballot initiative in conjunction with the enactment of the FAST Act will provide an additional source of funding, some of which may become available for I-69 development.

I-69 Interstate Standards summary

I-69 Texas System routes —
Miles remaining to be constructed to meet Interstate standards

Route	Total Route Miles	Miles to Complete to Interstate Standards	Estimated Construction Cost to Complete
US 59	617.4	487.7	\$9,587,383,000
US 77	223.6	141.5	\$2,069,498,000
US 84	14.0	14.0	\$245,231,000
US 281	149.4	119.9	\$1,205,006,000
SH 44	72.5	65.0	\$1,151,335,000
SH 550	9.4	6.3	\$35,948,000
Total	1086.3	834.4	\$14,294,401,000

The project development process

- Prioritize and program projects
- Initiate environmental clearance process
- Construct environmentally cleared projects
- Initiate Interstate designation process

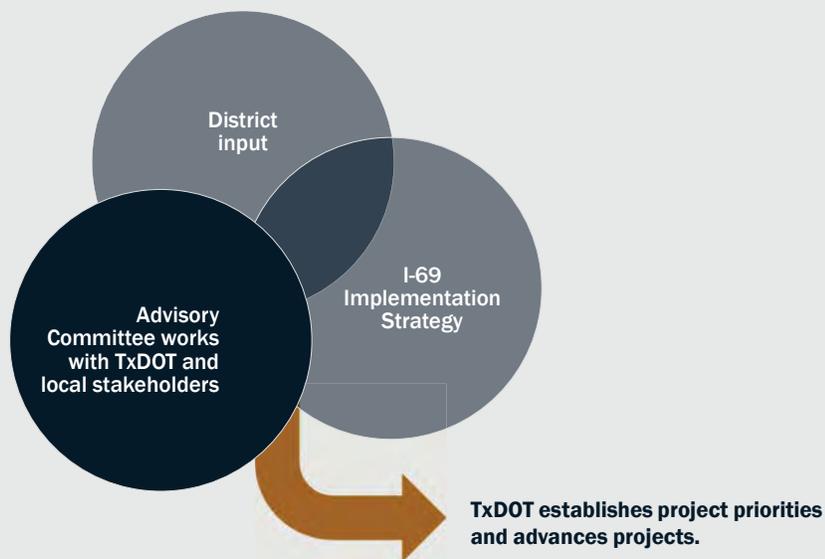


I-69 Advisory Committee member role

TxDOT Minute Order 114494 signed February 25, 2016 has established this new committee membership.

- Purpose of the I-69 Corridor Advisory Committee:
 - Facilitate and achieve support and consensus from affected communities, governmental entities, and other parties in the planning and development of I-69 improvements.
- The committee's advice and recommendations will provide enhanced understanding of public, business, and private concerns about the I-69 corridor which will:
 - Facilitate TxDOT communications and project development objectives.
 - Result in greater cooperation between TxDOT and affected parties during project planning and development.

I-69 Advisory Committee member role



Questions?

**Attachment 4
Texas Transportation
Commission Minute Order
114494**

TEXAS TRANSPORTATION COMMISSION

ALL Counties

MINUTE ORDER

Page 1 of 1

ALL Districts

Pursuant to 43 TAC §1.86 and Minute Order 111294, dated March 27, 2008, the Texas Transportation Commission (commission) created an advisory committee to assist the Texas Department of Transportation (department) in the transportation planning process for the corridor planned as part of Interstate Highway 69 (I-69).

The purpose of the I-69 Corridor Advisory Committee (committee) is to facilitate and achieve support and consensus from affected communities, governmental entities, and other interested parties in the planning of transportation improvements in the I-69 corridor and in the establishment of development plans for that corridor. The committee's advice and recommendations will provide the department with an enhanced understanding of public, business, and private concerns about the I-69 corridor, facilitating the department's communications and project development objectives and resulting in greater cooperation between the department and all affected parties during project planning and development.

In Minute Order 113422, dated January 31, 2013, the commission appointed new members to the committee. A number of members are no longer in a position to serve, creating vacancies on the committee. In Minute Order 114443, dated December 17, 2015, the commission appointed Hugh Taylor as a member, filling the position vacated by Judy Hawley, the former chair of the committee. In accordance with 43 TAC §1.85(b)(3), the committee conducted an election during its January 5, 2016 meeting and selected Hugh Taylor as the new chair of the committee.

Under 43 TAC §1.86, the commission may appoint members of an advisory committee from the following groups as deemed appropriate by the commission: affected property owners and owners of business establishments; technical experts; representatives of local governmental entities; members of the general public; economic development officials; chambers of commerce officials; members of the environmental community; department staff; and professional consultants representing the department.

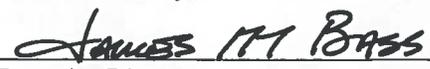
The individuals identified in Exhibit A as new members of the committee have been selected because they will ensure the committee represents a geographic distribution across the corridor area and reflects a diverse cross-section of the widely varying stakeholder groups needed to help the department identify and reach consensus on corridor needs and potential transportation solutions.

IT IS THEREFORE ORDERED by the commission that the individuals identified in Exhibit A are appointed as members of the I-69 Corridor Advisory Committee.

Submitted and reviewed by:

for 
Director, Transportation Planning
and Programming Division

Recommended by:


Executive Director

114494 FEB 25 16

Minute Number Date Passed

Exhibit A

I-69 Corridor Advisory Committee Effective Date: February 25, 2016

Name	City
Existing/Reappointments	
Alan Clark	Houston
Wes Suiter	Lufkin
Hugh Taylor (Chair)	Marshall
Cynthia Leleko	Marshall
Joseph F. Phillips	McAllen
John Bradley	Avinger
James Carlow	New Boston
David Garza	San Benito
Jerry Sparks*	Texarkana
Domingo Montalvo*	Wharton
Pat Liston*	La Feria
Terry Simpson*	Sinton
New Appointments	
Pedro "Pete" Trevino	Alice
Stephanie Silvas	Beeville
Phillip Spenrath	El Campo
Janiece Longoria	Houston
Gabriel Allen	Houston
Pete Saenz	Laredo
Sydney Murphy	Livingston
Charles Zahn	Port Aransas
Loyd Neal	Corpus Christi
Ben Zeller	Victoria
Jim Jeffers	Nacogdoches

*Ex-officio members from Segment Committees now being appointed.

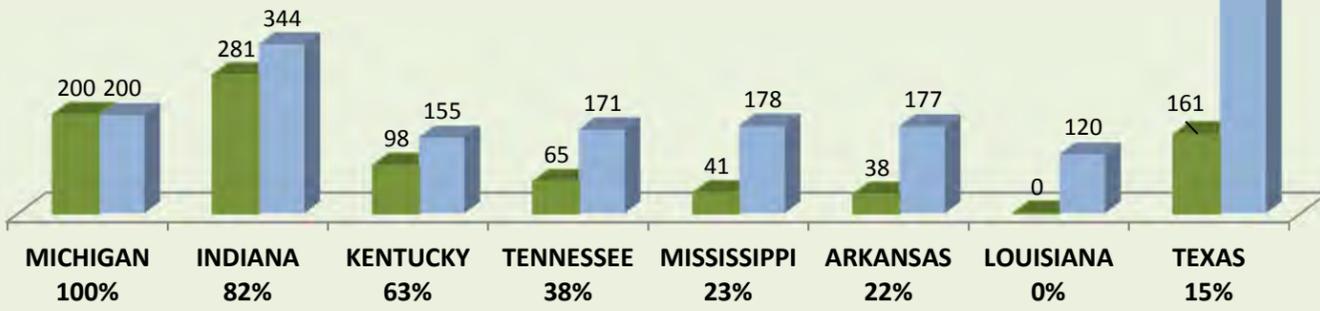
Attachment 5
I-69 System Maps

I-69 System Status by State

- I-69 Open for Traffic (Miles)
- Total I-69 Route (Miles)

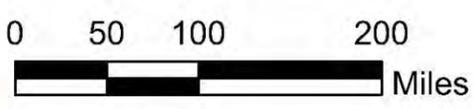
Mileages shown are approximate based on GIS measurements of High Priority Corridors 18 and 20

Preliminary Draft Subject to Change - March 24, 2016



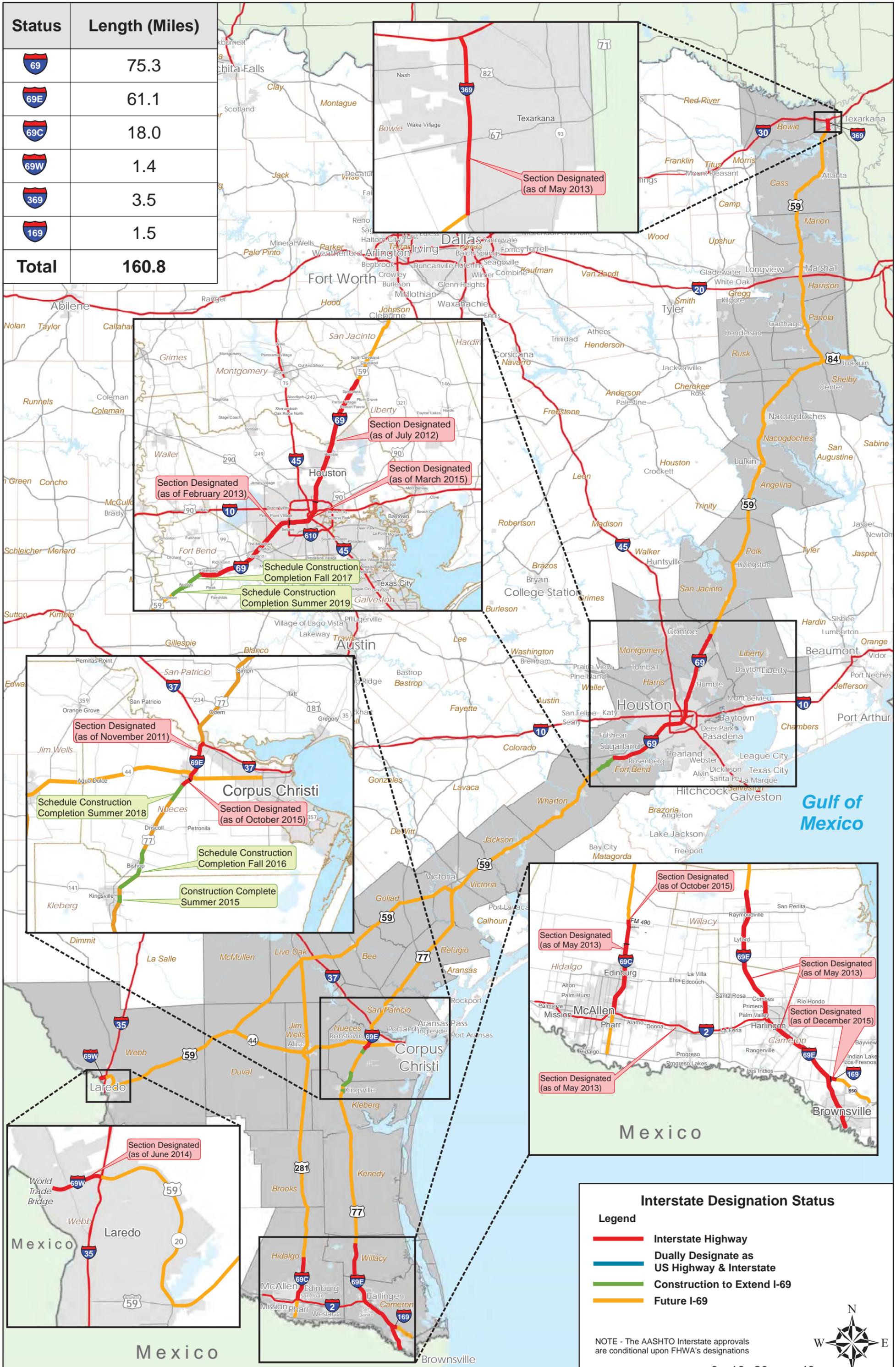
STATUS OF I-69 SYSTEM

- Existing I-69 System
- I-69 Designation Under Review
- Under Final Design/Construction to Extend I-69
- Future I-69



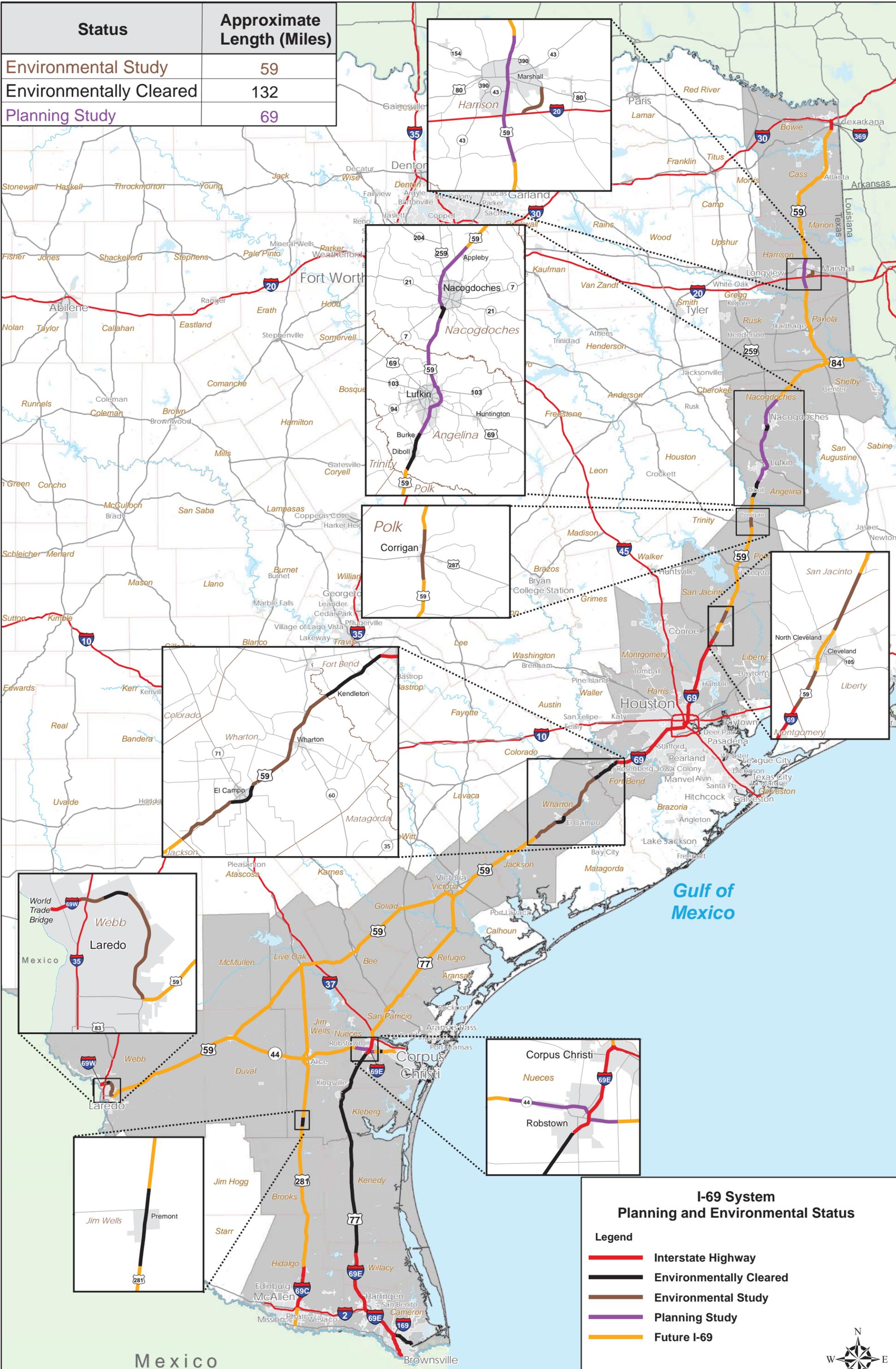
Preliminary Draft Subject to change - 3/24/2016

Status	Length (Miles)
	75.3
	61.1
	18.0
	1.4
	3.5
	1.5
Total	160.8



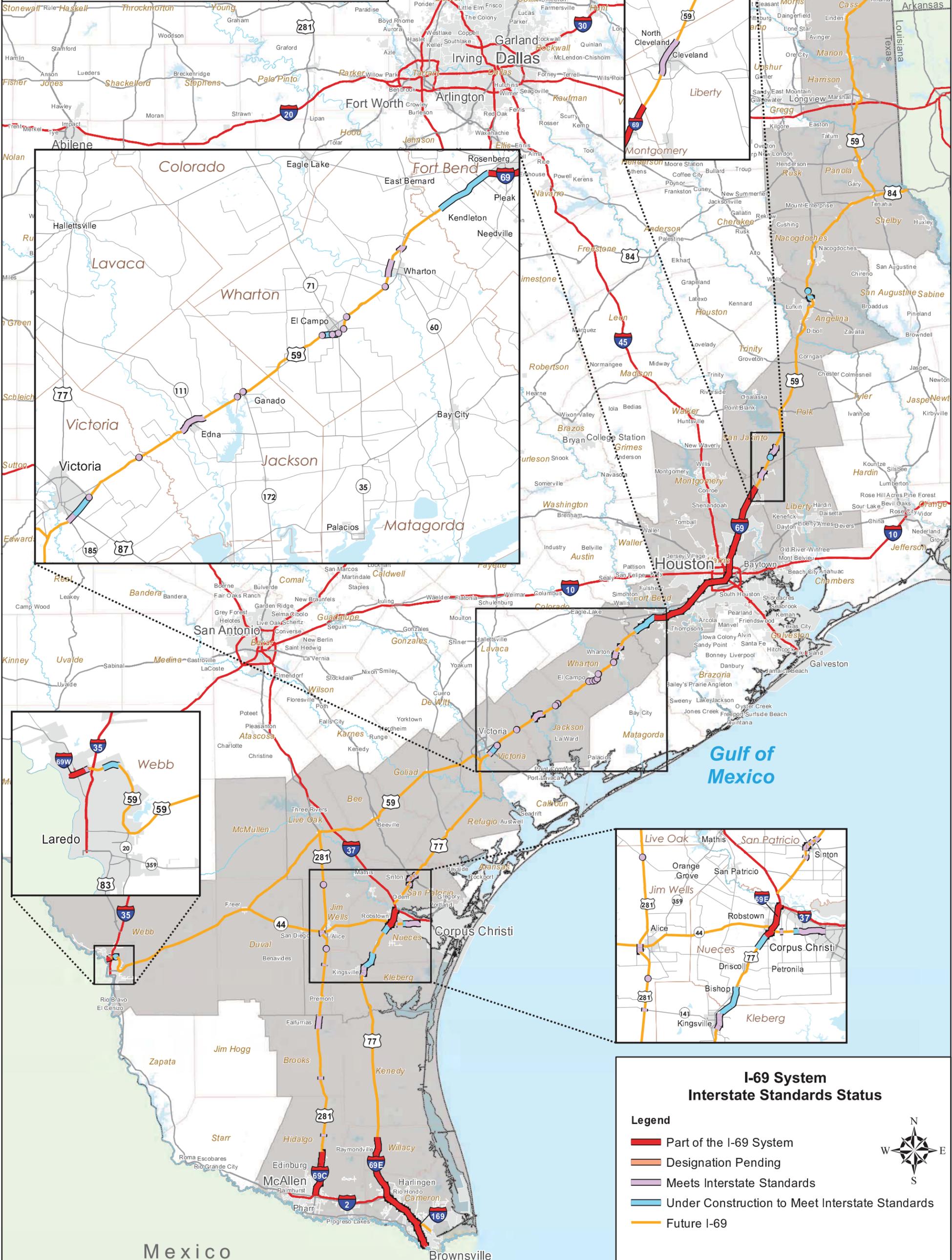
Preliminary Draft Subject to Change - 3/24/2016

Status	Approximate Length (Miles)
Environmental Study	59
Environmentally Cleared	132
Planning Study	69



Preliminary Draft Subject to change - 3/24/2016

Status	Approximate Length (Miles)
Part of I-69 System	160.8
Designation Pending	0.0
Meets Interstate Standards	56.5
Under Construction to Meet Interstate Standards	31.2
Total	248.5



I-69 System Interstate Standards Status

Legend

- █ Part of the I-69 System
- █ Designation Pending
- █ Meets Interstate Standards
- █ Under Construction to Meet Interstate Standards
- █ Future I-69



0 9 18 36
Miles



Preliminary Draft Subject to change - 3/24/2016



I-69 Implementation Strategy Report

March 2016

Transportation Planning and Programming Division

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Preface

The network of highways identified to serve as the I-69 System in Texas is 1,086 miles long. As shown below, about 834 miles remain to be constructed to meet Interstate standards. This equates to 190 remaining potential projects and an estimated \$14.3 billion (in 2015 dollars) to construct the remaining I-69 Texas System.

Route	Total Miles	Miles to Complete	Estimated Construction Cost to Complete
US 59	617.4	487.7	\$9,587,383,000
US 77	223.6	141.5	\$2,069,498,000
US 84	14.0	14.0	\$245,231,000
US 281	149.4	119.9	\$1,205,006,000
SH 44	72.5	65.0	\$1,151,335,000
SH 550	9.4	6.3	\$35,948,000
Total	1086.3	834.4	\$14,294,401,000

To manage the continued development and designation of the I-69 System in Texas, the Texas Department of Transportation (TxDOT) has prepared an Interstate 69 (I-69) Implementation Strategy. This strategy is intended to serve as a tool for use in identifying, planning, prioritizing, programming and tracking the remaining upgrade and relief route projects to extend and complete the I-69 System. It represents a snapshot in time and will be updated as the I-69 Program unfolds and evolves.

This report presents I-69 System background information on TxDOT's progress to advance the I-69 System and the citizen-driven initiative leading up to the preparation of the implementation strategy. An implementation strategy summary is then provided for each TxDOT district involved with I-69 System development. This summary includes 1) the identification and status of TxDOT planned and programmed projects, 2) future potential projects with no current planning and programming status, 3) descriptive information for each project, and 4) key I-69 evaluation criteria to support project prioritization efforts.

The Implementation Strategy Report provides a tool for the involved TxDOT districts to prioritize, coordinate, and manage the advancement of the remaining I-69 System projects, including securing and allocating needed funding to execute the strategy. Finally, the I-69 Implementation Strategy will be an important tool for citizen committees to use to engage and inform communities, metropolitan planning organizations and other stakeholders about the status of projects on the I-69 System.

List of Acronyms

AASHTO	American Association of State Highway and Transportation Officials
BNSF	Burlington Northern Santa Fe
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FM	Farm to Market Road
GIS	Geographic Information System
I-69	Interstate 69
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
KCS	Kansas City Southern
MAP 21	Moving Ahead for Progress in the 21st Century Act
PA	Plan Authority
PS&E	Plans, Specifications and Estimates
ROW	right of way
SH	State Highway
TPP	Transportation Planning and Programming Division
TxDOT	Texas Department of Transportation
UP	Union Pacific
US	U.S. Highway
UTP	Unified Transportation Program

I-69 System Introduction

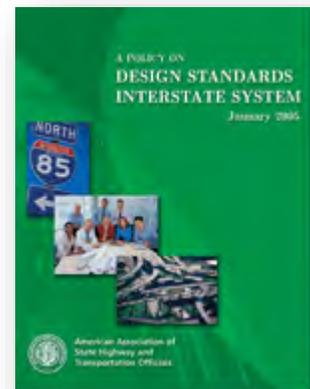
Sections 1105(c) and 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended, established High Priority Corridors 18 and 20 to become part of the Interstate 69 (I-69) System. The I-69 System will extend through Texas, Louisiana, Arkansas, Mississippi, Tennessee, Kentucky, Indiana and Michigan, thereby providing a continuous new Interstate corridor connecting Mexico, the United States and Canada (Figure 1).

The I-69 System within Texas will eventually extend along the following highways:

- U.S. Highway (US) 59 from I-30 in Texarkana to Laredo
- US 84 from the Louisiana border to US 59 in Timpson
- US 77 from US 59 in Victoria to Brownsville
- US 281 from US 59 in George West to I-2 in Pharr
- State Highway (SH) 550 (formerly Farm to Market Road [FM] 511) from I-69E to SH 48 at the Port of Brownsville
- SH 44 from US 59 in Freer to SH 358 in Corpus Christi

Figure 2 provides a map of the I-69 System routes in Texas.

With the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP 21) and the Fixing America's Surface Transportation Act (FAST Act), sections of these highways within the limits specified in Section 1105(c), as amended, may be added to the I-69 System when they meet the Interstate design standards approved under Section 109(b) of Title 23, United States Code. The highway sections must also connect to or be planned to connect to an existing Interstate System section by July 1, 2037. The current Interstate design standards are contained in the American Association of State Highway and Transportation Officials (AASHTO) publication titled, *A Policy on Design Standards-Interstate System, 5th Edition, 2005*.



Importance of the I-69 System to Texas

The development of I-69 is intended to enhance transportation system operations to accommodate growth, maintain mobility and facilitate the efficient movement of freight. I-69 will also improve public safety, address emergency evacuation needs, and support economic development in the state.

Figure 1. I-69 System

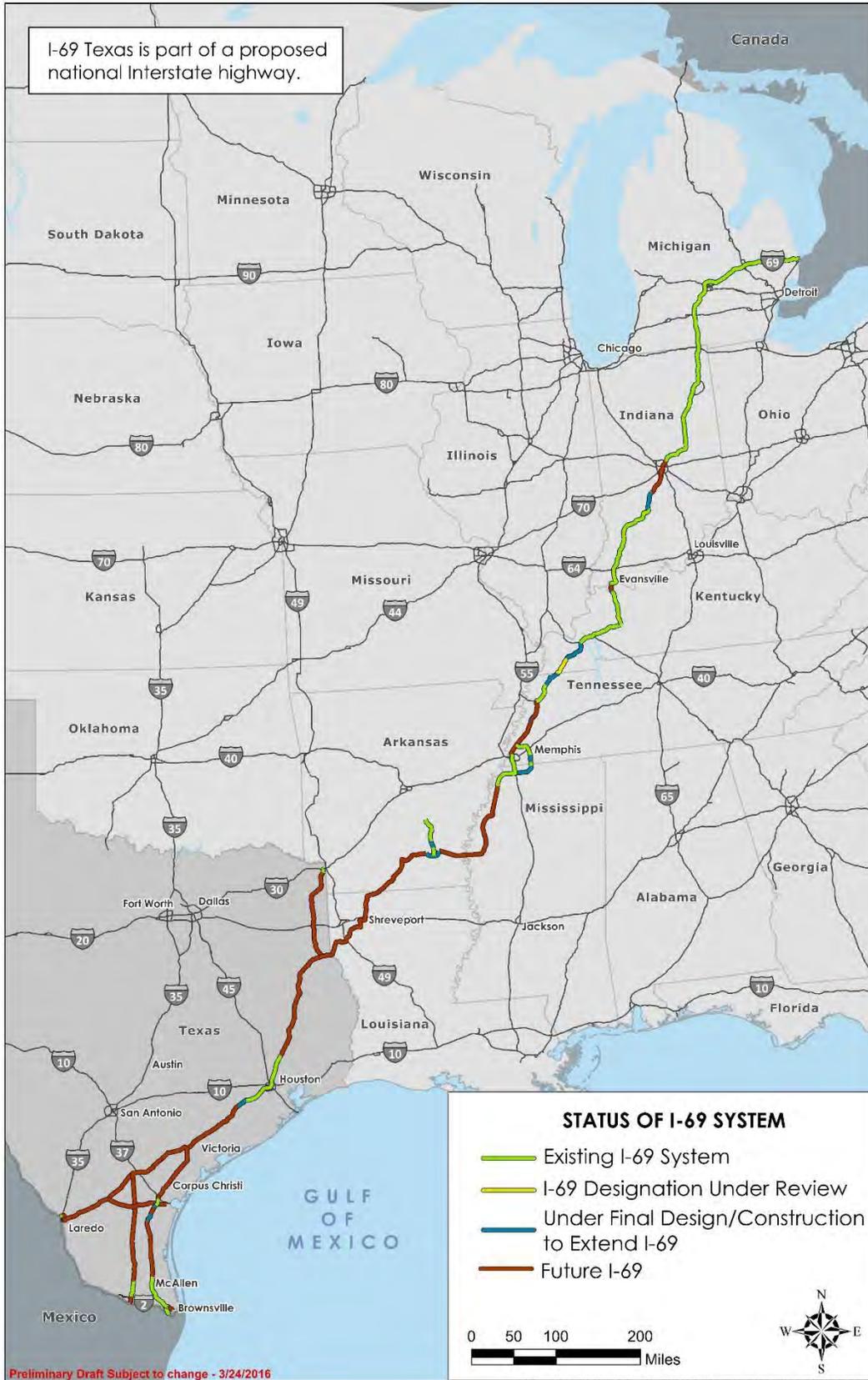


Figure 2. I-69 System Routes in Texas



Also, the I-69 System in Texas will function as a priority freight corridor to address current and projected freight demand. Freight flow along the I-69 System routes in Texas is forecasted to increase 130 percent between 2010 and 2040, from 237 million tons per year to 546 million tons.



I-69 System Progress

With the initiation of the I-69 Advisory and Segment Committees in 2008, I-69 has undergone a citizen-driven development process. Based on I-69 citizen committee recommendations, the Texas Department of Transportation (TxDOT) has actively been engaged in pursuing I-69 System development and designation. Since the fall of 2010 the following has occurred:

- Nearly 161 miles of the I-69 System in Texas have been designated as Interstate (Figure 2).
- TxDOT has committed approximately \$1.47 billion to fund I-69 related planning/environmental studies, final design/right-of-way (ROW) acquisition and construction.
- About \$198 million from the Proposition 1 transportation funding ballot initiative approved in 2014 is being used to develop ten I-69 System projects.
- Passage of the Proposition 7 ballot initiative in conjunction with the enactment of the FAST Act will provide an additional steady source of long-term funding, some of which may become available for I-69 development.
 - Proposition 7 will dedicate a portion of the State’s general sales and use taxes, and motor vehicle sales, and rental taxes to the State Highway Fund for use on non-tolled projects. This amount could exceed over \$2.5 billion a year starting in fiscal year 2018.
 - Estimated FAST Act funding and financing apportionments for Texas will also steadily increase from \$3.5 billion to \$3.82 billion annually over the 5-year life of the FAST Act.



Table 1 presents the funding and project lengths (miles) involved with each phase of I-69 System development since September 2010. The funding amounts shown in Table 1 represent the committed funding to complete or undertake construction and project development for upgrades and relief routes along the I-69 Texas System from September 1, 2010 to December 17, 2015. These projects address immediate safety, capacity, and maintenance needs and, in most cases, upgrade the highway to standards that may enable future Interstate designation.

Table 1. I-69 System Activities Since September 2010

Activity	Miles	Funding
Ongoing and Completed Planning Studies, Environmental Studies and Schematic Services	279	\$36,163,203
Ongoing and Completed Final Design, Right of Way (ROW) Mapping and Acquisition Services	128	\$56,113,153
Funded for Future Environmental/Engineering/ROW Services in the Unified Transportation Program (UTP)	60	\$22,105,294
Ongoing and Completed Construction	110	\$1,027,178,430
Funded for Future Construction (UTP)	30	\$327,794,930
Total Committed Funding		\$1,469,355,010

Sources: I-69 System Funding Map April 1, 2015; TxDOT UTP August 2015; TxDOT Online Construction Recapitulation Report Accessed November 20, 2015; TxDOT Online DCIS Data Accessed via ArcGIS Online October 5, 2015

Finally, TxDOT continues to work with the I-69 Advisory Committee in addressing their recommendations and strategies for advancing I-69 System development. In response to two prior citizen committee recommendations, the FAST Act identified 72.5 miles of SH 44, between US 59 and SH 358, to be designated as part of the I-69 System as sections are upgraded to meet Interstate standards. Also, the FAST Act now allows overweight trucks to continue to use the I-69 System in Texas if they were lawfully permitted on the highway facility before the date of Interstate designation.

I-69 Implementation Strategy

The network of highways identified to serve as the I-69 System in Texas (Figure 2) is 1,086 miles long, with the recent addition of SH 44 from US 59 to SH 358 to High Priority Corridor 18. The I-69 System in Texas is being developed through a series of incremental upgrade and relief route projects to bring those highways up to Interstate standards. It is important to note that the total mileage of the I-69 System in Texas will likely change as upgrade and relief route projects are identified and advanced, which may modify the length of the existing routes.

TxDOT has established a comprehensive, systemwide I-69 Implementation Strategy to continue advancing I-69 and to provide guidance based on the I-69 Advisory Committee recommendations. The implementation strategy is intended to serve as a tool setting forth an organized framework to assist TxDOT districts in identifying, planning, prioritizing, programing, coordinating, managing and tracking the remaining I-69 System projects to meet Interstate design standards and complete the I-69 System in Texas. It will also serve as an important and informative tool that the I-69 Advisory Committee can use to continue engaging stakeholders about the I-69 System. The implementation strategy will be updated as the program unfolds and evolves over time.

Development

Based on the recommendations of the I-69 Advisory Committee and Segment Committees, in 2013 TxDOT initiated a focused approach to identify and plan upgrade and relief route projects to meet Interstate standards along the I-69 System where projects were yet to be planned, programmed or initiated. This effort included conducting one Scoping Study, nine Planning and Feasibility Studies, one Route Study and an overall I-69 System planning evaluation that created the building blocks of the I-69 Implementation Strategy.

The project descriptions and limits resulting from these planning efforts were then coordinated and integrated with TxDOT data. This ensured consistency between TxDOT's planning and programming systems and the implementation strategy in identifying and profiling the remaining projects to complete the I-69 System in Texas. A database was developed to maintain and manage pertinent information for each project. An accompanying Geographic Information System (GIS) dataset was used to graphically display the projects and their planning and programming status as defined in the TxDOT Transportation Planning and Programming Division (TPP) Work Program. Together, the I-69 System GIS maps and database provided the foundation for developing and presenting the I-69 Implementation Strategy.

Development and refinement of the I-69 Implementation Strategy culminated in the summer and fall of 2015:

- In July 2015, a series of online meetings were held with TxDOT districts along the I-69 System to review the database and GIS map information. The districts made refinements to ensure consistency between internal project planning and programming and the I-69 System information being captured in the implementation strategy.
- In October 2015, five I-69 stakeholder listening sessions were held to:
 - Educate newly elected officials and refresh their knowledge about I-69 System development
 - Present and discuss the purpose of developing an I-69 Implementation Strategy
 - Obtain information that may influence the I-69 Implementation Strategy
 - Discuss TxDOT's next steps and upcoming events



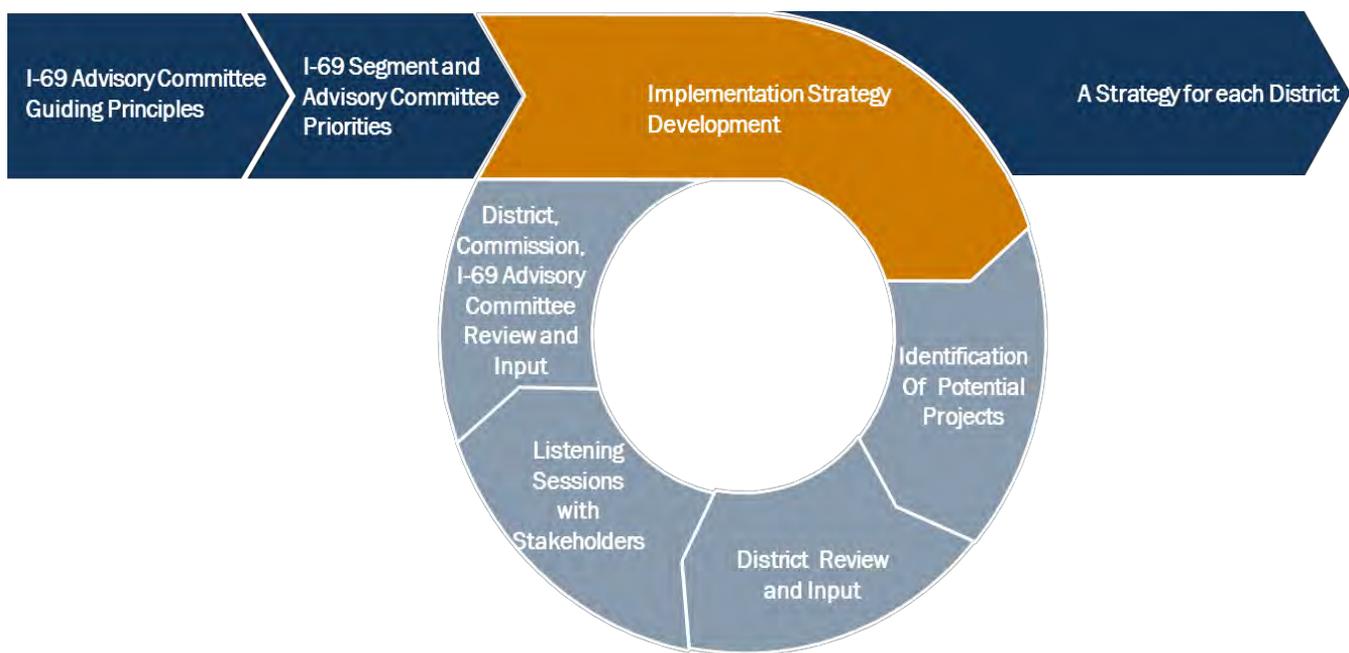
During the listening sessions, TxDOT district staff, I-69 Advisory Committee members and Alliance for I-69 Texas members were instrumental in sharing key information about the

development and designation of I-69 in Texas. The stakeholders consistently verified the importance and continued support for advancing I-69 System project development.

- An I-69 Advisory Committee meeting was held on November 12, 2015, to review the results of the listening sessions, present the draft Implementation Strategy Report framework and show the Implementation Strategy GIS maps for each involved TxDOT district. The results of this meeting confirmed that the preparation of the implementation strategy was proceeding appropriately.
- The Texas Transportation Commission was then briefed on I-69 System progress during their December 17, 2015 meeting. The Chair of the I-69 Advisory Committee presented the purpose for developing an I-69 Implementation Strategy, some of its key contents, and recommendations on how it could be used. It was explained that TxDOT districts could use the implementation strategy as a tool to prioritize, coordinate, and manage the advancement of the remaining I-69 System projects. Also, the I-69 Advisory Committee would use it to inform stakeholders about the status and progress of I-69 System development in Texas. The next steps in completing the implementation strategy were reviewed, including finalizing the Implementation Strategy Report for the Commission’s review, submission of the report to the respective TxDOT districts involved with I-69 development, and distribution of the report to the I-69 Advisory Committee prior to it being made public. Finally, the Commission recognized that the implementation strategy will be a living document that will be routinely updated to reflect the latest status of project planning, programming, development, and funding.

Figure 4 illustrates the process of developing the I-69 Implementation Strategy.

Figure 4. I-69 Implementation Strategy Development Process



Components

There are three primary components to the I-69 Implementation Strategy:

1. **Statewide and Individual TxDOT District Summary Sheets** – These provide a composite program status summary of all completed, ongoing, and potential future I-69 System upgrade and relief route projects at a comprehensive statewide level and for each TxDOT district tasked with I-69 System project implementation. The identified projects in each district have been categorized according to their development status or current planning and programming status in the TPP’s Work Program as described in Table 2. The color coding assigned to each project status category correlates with the colors assigned to each project identified on the individual I-69 System Program Development Project Status Maps for each TxDOT district.

Table 2. I-69 Program Development Project Status Categories

Categories	Description
Part of I-69 System	TxDOT has designated almost 161 miles of the I-69 System in Texas. This program status includes sections of highway designated as I-69, I-69E, I-69C, I-69W, I-169 and I-369.
Interstate Designation Pending	Highway sections that TxDOT is pursuing Interstate designation. Designation materials for submission to AASHTO and Federal Highway Administration (FHWA) have been or are being prepared.
Meets Interstate Standards	Highway sections meet Interstate standards (i.e., recent construction completed and existing grade separations) based on as-built plan reviews.
Pending Review for Interstate Standards	Highway sections appear to meet Interstate standards (i.e., access controlled, grade separated). Plans have yet to be reviewed for these locations.
Under Construction to Meet Interstate Standards	Highway sections will meet Interstate standards when construction is completed based on review of the Plans, Specifications and Estimates (PS&E).
Unified Transportation Program (UTP) Project	Includes projects listed in the current TxDOT UTP. Represents Texas’ funding highway construction plan listing projects and programs planned for development and/or construction within 10 years.
Backlog Project	Represents a placeholder for completed PS&E projects that require additional funding for ROW acquisition and construction.
Develop Authority Project	Represents a project category where a project can receive environmental clearance and be advanced into PS&E preparation.
Plan Authority (PA) Project	Represents a project category where planning, feasibility, and/or environmental studies and schematic designs can be initiated and advanced, short of receiving environmental clearance.
Candidate PA Project	Represents a placeholder for potential future projects where there has been no authority given to initiate a study or any other work.
Program Status Undetermined	Potential projects that currently have no TxDOT planning or programming status.

- 2. I-69 System Program Development Project Status Maps** – These graphically display the development status or TPP Work Program category status of the I-69 System projects identified in each TxDOT district. According to the project status color coding in Table 2, the map is intended to track the following:
- The limits of I-69 System Interstate designation (e.g., I-69, I-69E, I-69C, I-69W, I-169, I-369).
 - The different stages of attaining Interstate designation or meeting Interstate standards.
 - The current and changing status of projects already included within TPP’s Work Program relative to prioritization, phase of development and funding (i.e., UTP, Backlog, Develop Authority, PA, Candidate PA).
 - The identification and definition of future projects that are needed to meet Interstate standards with no current TxDOT planning and programming status and how they may be prioritized to attain status within TPP’s Work Program of projects, based on applying key I-69 evaluation criteria contained in the I-69 System Program Development Plan Project Database. Those projects with no current TxDOT planning and programming status were defined as a result of the I-69 planning studies previously described, taking into account logical termini, independent utility, infrastructure salvage opportunities and manageable project costs.
- 3. I-69 System Current Project Database Summary Tables** – These summarize the following key descriptive attributes of each I-69 System project identified on the individual I-69 System Program Development Project Status Maps for each TxDOT district:
- TPP’s Work Program status (see Table 2)
 - Highway Route
 - TxDOT district and county in which the project is located
 - Project identification number
 - Project limits and length
 - Project description
 - Estimated project let date (if available)
 - Estimated 2015 project construction cost
 - Key I-69 System evaluation criteria to support TxDOT’s project prioritization efforts, including project position/proximity to connecting to an existing Interstate highway, crash and fatality rates (safety), Level of Service (traffic congestion), TxDOT Freight Plan priorities, I-69 Advisory/Segment Committee priorities and identified I-69 System key corridors

The identified key evaluation criteria in the database summary is provided for those projects that have yet to reach the TPP Work Plan status of being included in TxDOT’s UTP (Table 2). The evaluation criteria information reflect important characteristics of the I-69 System routes and is responsive to the federal criteria for I-69 designation. For instance, the top prioritization criterion is a project’s proximity to connecting to an existing Interstate highway because the

connection is necessary for a project, once it is constructed to Interstate standards, to be designated as part of the I-69 System.

This database uses project information and data from a broader I-69 System database that is being used to manage the implementation strategy. The sources for this information and data are listed at the end of each database summary provided for each involved TxDOT district.

Next Steps - How the Implementation Strategy Will Be Used

Of the 1,086 miles of highways identified to serve as the I-69 System in Texas, about 834 miles remain to be constructed to meet Interstate standards (Table 3). This equates to 190 remaining potential projects to complete the I-69 Texas System. Of these projects, 50 projects totaling about 206 miles, are planned and programmed. They are in various stages of development including initial project planning, route planning and feasibility studies, environmental study and schematic design, PS&E and ROW. Currently, 140 projects totaling about 628 miles have no planning and programming status. As such, no authority has been given to initiate study or any other work on these projects. An estimated \$14.3 billion (in 2015 dollars) is needed to construct the remaining I-69 Texas System.

Table 3. Remaining I-69 Texas System to be Constructed

Route	Total Miles	Miles to Complete	Estimated Construction Cost to Complete
US 59	617.4	487.7	\$9,587,383,000
US 77	223.6	141.5	\$2,069,498,000
US 84	14.0	14.0	\$245,231,000
US 281	149.4	119.9	\$1,205,006,000
SH 44	72.5	65.0	\$1,151,335,000
SH 550	9.4	6.3	\$35,948,000
Total	1086.3	834.4	\$14,294,401,000

This report provides important information to TxDOT administrative departments and districts involved with I-69 development for their use in performing the following:

- Phasing and sequencing the completion of those 50 projects with planning and programming status based on the availability of reasonably anticipated future funding.
- Monitoring and forecasting year of expenditure project cost estimates based on anticipated letting dates to formulate fiscal year program funding needs.

- Analyzing the implementation strategy database to assess statewide program, district, and project level construction costs, year of expenditure costs, funding, programming status, scheduling, and I-69 System key evaluation criteria to assist in project prioritization and sequencing.
- Integrating other evaluation measures into project prioritization including UTP strategic scoring (where available), and performance based metrics resulting from House Bill 20.
- Updating statewide and district planning and programming systems and project tracking tools.
- Establishing planning and programming status for those 140 remaining upgrade and relief route projects with no current status, based on evaluating future funding and financing mechanisms and apportionments from Proposition 1, Proposition 7, FAST Act, and other funding streams.
- Tracking the total cost of completing the I-69 Texas System, identifying where funding shortfalls exist and supporting the pursuit of existing and new funding mechanisms to complete the remaining I-69 System projects to meet Interstate standards.

The implementation strategy can also be used to engage and inform communities, metropolitan planning organizations and other stakeholders about the I-69 System. Input received from I-69 citizen committees and other stakeholders will be processed, evaluated and coordinated within TxDOT. TxDOT shall update the implementation strategy, as necessary, to reflect all changes that may result in this effort.

Conclusion

This I-69 Implementation Strategy represents a snap shot in time. The project information and spatial data in the implementation strategy's database and GIS dataset will be maintained and routinely updated to reflect the latest status of the remaining I-69 System projects in TxDOT's planning and programming systems, including changes in legislation, project limits and scope, cost estimates, program and project development status, funding, evaluation criteria, project completion schedules and letting dates, as well as citizen input to project prioritization.

I-69 Implementation Strategy Summary Information and Data

The subsequent sections of this report present the following:

- Section 1 – Provides an I-69 System Implementation Strategy statewide summary compiling the total number of remaining I-69 System projects, their development status or TPP Work Program status, their length in miles, and the estimated 2015 construction costs to complete those projects that have yet to begin construction. Composite estimated construction costs are provided to complete those projects in each TPP Work Program status category as well as to complete the remaining work to meet Interstate standards along each route comprising the I-69 System in Texas. A point of contact for the I-69 Implementation Strategy is also provided.
- Sections 2 through 9 – Provide individual I-69 Implementation Strategy summaries for each TxDOT district, including TxDOT District Summary Sheets, I-69 System Program Development Project Status Maps and I-69 System Current Project Database Summary Tables. A point of contact for the I-69 Implementation Strategy for each TxDOT district is also provided.

I-69 Implementation Strategy

Section 1 – Summary for All Districts



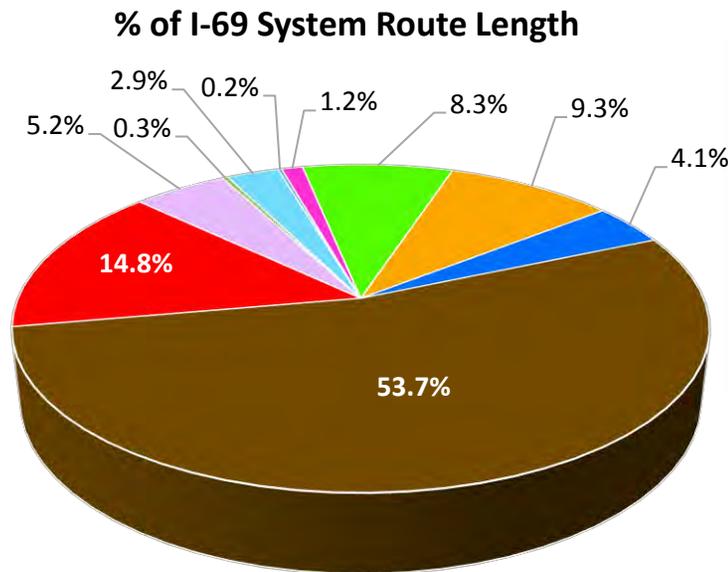
I-69 System Current Status Statewide Summary

March 2016

ID	Program Development Project Status	Projects (No.)	Length (Miles)	Estimated Construction Cost (\$2015)
	Part of I-69 System: I-69 System sections already designated.		160.8	Not Applicable
	Designation Pending: TxDOT is actively pursuing Interstate designation.	0	0.0	Not Applicable
	Meets Interstate Standards: Meets Interstate standards (IS).	37	56.5	Not Applicable
	Pending Review for IS: Appear to meet IS (i.e. access controlled, grade separated).	4	3.4	Not Applicable
	Under Construction to Meet IS: Will meet IS when construction is completed.	18	31.2	Not Applicable
	Backlog Project: Placeholder for readied projects that require additional funding.	1	2.2	\$35,000,000
	UTP Project: Listed in the current TxDOT Unified Transportation Program (UTP).	12	12.8	\$212,091,000
	Develop Authority Project: Can receive environmental clearance and be advanced into design.	21	90.3	\$885,344,000
	Plan Authority Project: Planning, feasibility, environmental studies and schematic designs can be advanced.	16	101.2	\$1,557,569,000
	Candidate Plan Authority Project: Potential future projects with no authority to initiate work.	13	44.8	\$961,815,000
	Program Status Undetermined: Potential projects that have no planning or programming status.	127	583.1	\$10,642,582,000

I-69 System Routes within Texas			
Route	Total Miles	Miles to Complete *	Estimated Construction Cost to Complete (\$2015)
US 59	617.4	487.7	\$9,587,383,000
US 77	223.6	141.5	\$2,069,498,000
US 84	14.0	14.0	\$245,231,000
US 281	149.4	119.9	\$1,205,006,000
SH 44	72.5	65.0	\$1,151,335,000
SH 550	9.4	6.3	\$35,948,000
Total	1086.3	834.4	\$14,294,401,000

*Based on mileage of projects yet to begin construction.



Point of Contact:
 Roger Beall, P.E. - TxDOT
 Transportation Planning and
 Programming Division
 Corridor Planning Branch
 Manager
 Phone: 512.486.5154

I-69 Implementation Strategy

Section 2 – Atlanta District



I-69 System Current Status Atlanta District Summary

March 2016

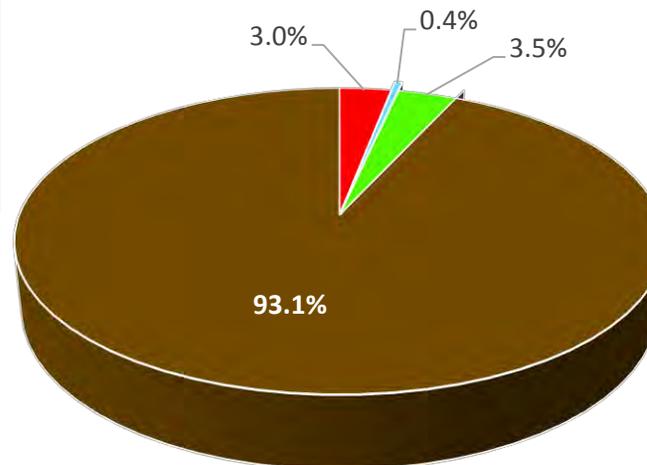
ID	Program Development Project Status	Projects (No.)	Length (Miles)	Estimated Construction Cost (\$2015)
	Part of I-69 System: I-69 System sections already designated.		3.5	Not Applicable
	Designation Pending: TxDOT is actively pursuing Interstate designation.	0	0.0	Not Applicable
	Meets Interstate Standards: Meets Interstate standards (IS).	0	0.0	Not Applicable
	Pending Review for IS: Appear to meet IS (i.e. access controlled, grade separated).	0	0.0	Not Applicable
	Under Construction to Meet IS: Will meet IS when construction is completed.	1	0.5	Not Applicable
	Backlog Project: Placeholder for readied projects that require additional funding.	0	0.0	\$0
	UTP Project: Listed in the current TxDOT Unified Transportation Program (UTP).	0	0.0	\$0
	Develop Authority Project: Can receive environmental clearance and be advanced into design.	1	4.0	\$154,275,000
	Plan Authority Project: Planning, feasibility, environmental studies and schematic designs can be advanced.	0	0.0	\$0
	Candidate Plan Authority Project: Potential future projects with no authority to initiate work.	0	0.0	\$0
	Program Status Undetermined: Potential projects that have no planning or programming status.	27	107.9	\$2,284,642,000

I-69 System Routes within District			
Route	Total Miles	Miles to Complete **	Estimated Construction Cost to Complete (\$2015)
US 59 *	115.9	111.9	\$2,438,917,000
Total	115.9	111.9	\$2,438,917,000

*Added 2.6 miles for US 59 Relief Route at Marshall.

** Based on mileage of projects yet to begin construction.

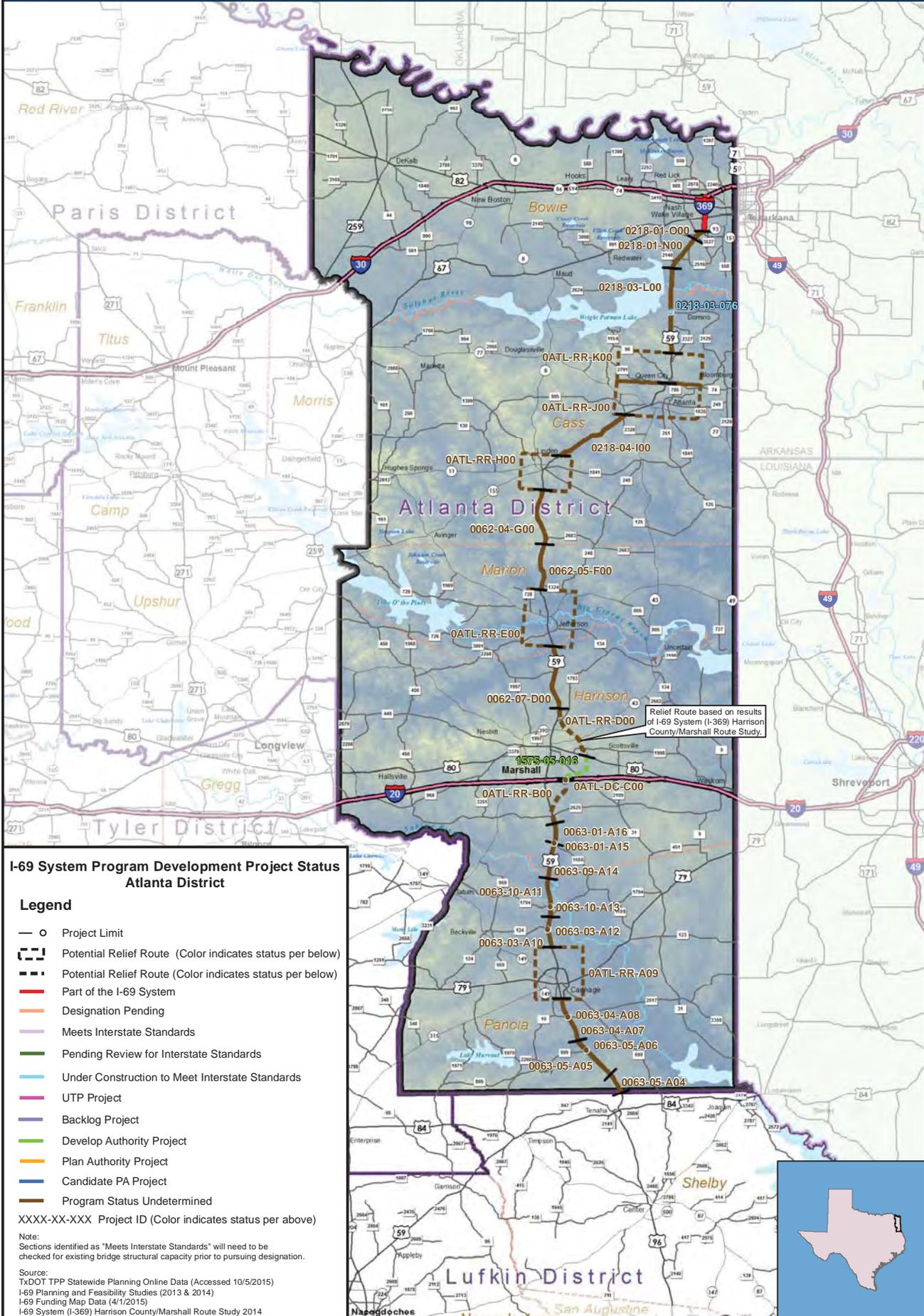
% of I-69 System Route Length



Points of Contact:

Dennis Beckham, P.E. - TxDOT Atlanta District
 Director of Transportation Planning and Development
 Phone: 903.799.1222
 or
Roger Beall, P.E. - TxDOT Transportation Planning and Programming Division
 Corridor Planning Branch Manager
 Phone: 512.486.5154

TxDOT Planning



I-69 System Program Development Project Status Atlanta District

Legend

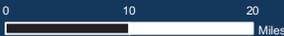
- Project Limit
- Potential Relief Route (Color indicates status per below)
- Potential Relief Route (Color indicates status per below)
- Part of the I-69 System
- Designation Pending
- Meets Interstate Standards
- Pending Review for Interstate Standards
- Under Construction to Meet Interstate Standards
- UTP Project
- Backlog Project
- Develop Authority Project
- Plan Authority Project
- Candidate PA Project
- Program Status Undetermined

XXXX-XX-XXX Project ID (Color indicates status per above)

Note:
Sections identified as "Meets Interstate Standards" will need to be checked for existing bridge structural capacity prior to pursuing designation.

Source:
TxDOT TPP Statewide Planning Online Data (Accessed 10/5/2015)
I-69 Planning and Feasibility Studies (2013 & 2014)
I-69 Funding Map Data (4/1/2015)
I-69 System (I-369) Harrison County/Marshall Route Study 2014

Relief Route based on results of I-69 System (I-369) Harrison County/Marshall Route Study



Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
March 2016

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TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Atlanta District March 2016

(3)	(1)	(3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)		
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
I-69 System	I-369	Atlanta	Bowie	NA	I-30	Loop 151	3.5	NA-Already I-369										
Undetermined	US 59	Atlanta	Bowie	0218-01-000	Loop 151	500' north of Randall Road	1.3	Construct mainlanes, access roads, and overpasses		\$ 76,785,000	0	Above Rate	Above Fatality Rate	LOS B	LOS B		No	Full
Undetermined	US 59	Atlanta	Bowie	0218-01-N00	500' north of Randall Road	0.7 mile S FM 2148	4.0	Construct mainlanes, access roads, and overpasses		\$ 94,475,000	1	Below Rate	Above Fatality Rate	LOS B	LOS B		No	Full
Under Const	US 59	Atlanta	Cass	0218-03-076	0.5 mile N of FM 3129	0.5 mile S of FM 3129	0.5	Construct overpass at FM 3129										
Undetermined	US 59	Atlanta	Cass/Bowie	0218-03-L00	0.7 mile S of FM 2148	0.6 mile N of CR 3659	9.2	Construct mainlanes, access roads, and overpasses		\$146,038,000	2	Above Rate	Below Fatality Rate	LOS B	LOS B		No	Full
Undetermined	US 59	Atlanta	Cass	0ATL-RR-K00	0.6 mile N of CR 3659	FM 2791	3.6	Construct relief route at Atlanta/Queen City		\$ 85,371,000	3	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Cass	0ATL-RR-J00	FM 2791	0.4 mile N of FM 2328	5.3	Construct relief route at Atlanta/Queen City		\$ 90,735,000	4	Above Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Cass	0218-04-I00	0.4 mile N of FM 2328	0.4 mile S of CR 1159A	8.3	Construct mainlanes, access roads, and overpasses		\$145,843,000	5	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Cass	0ATL-RR-H00	0.4 mile S of CR 1159A	CR 1622	4.7	Construct relief route at Linden		\$ 86,885,000	6	Below Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Cass	0062-04-G00	CR 1622	Marion/Cass county line	6.4	Construct mainlanes, access roads, and overpasses		\$ 89,470,000	5	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Marion	0062-05-F00	Marion/Cass county line	0.5 mile S of FM 1324	5.4	Construct mainlanes, access roads, and overpasses		\$ 87,469,000	4	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Marion	0ATL-RR-E00	0.5 mile S of FM 1324	Harrison/Marion county line	6.5	Construct relief route at Jefferson		\$130,549,000	3	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Harrison	0062-07-D00	Harrison/Marion county line	0.3 mile S of Henderson School House Road	7.3	Construct mainlanes, access roads, and overpasses		\$125,509,000	2	Above Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Harrison	0ATL-RR-D00	0.3 mile S of Henderson School House Road	US 80	6.5	Construct relief route at Marshall		\$139,630,000	1	2X Rate	Below Fatality Rate	LOS B	LOS B		Full	Full



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary
TxDOT Atlanta District
March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
DEVELOP-SWPA	SL 390	Atlanta	Harrison	1575-05-016	US 80	I-20	4.0	Construct relief route at Marshall	1/1/2020	\$154,275,000	0	2X Rate	2X Fatality Rate	LOS B	LOS C		Full	Full
Undetermined	US 59	Atlanta	Harrison	0ATL-DC-C00	at I-20	Interchange	0.0	Construct eight-leg direct connector interchange at I-20		\$153,067,000	0	Above Rate	2X Fatality Rate	LOS B	LOS B		Full	Full
Undetermined	US 59	Atlanta	Harrison	0ATL-RR-B00	I-20	0.6 mile south of FM 2625	5.4	Construct relief route at Marshall		\$ 92,435,000	0	2X Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
Undetermined	US 59	Atlanta	Harrison	0063-01-A16	0.6 mile south of FM 2625	North of FM 1186	2.5	Convert divided US 59 to an access controlled facility with access roads for local access		\$ 45,157,000	1	Below Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Harrison	0063-01-A15	FM 1186		0.0	Construct interchange (overpass and access ramps) at FM 1186		\$ 12,374,000	2	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Harrison	0063-09-A14	South of FM 1186	Panola/Harrison county line	4.2	Convert divided US 59 to an access controlled facility with overpass and access roads for local access		\$ 78,144,000	3	Below Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Panola	0063-10-A11	Panola/Harrison county line	FM 2792	4.4	Convert divided US 59 to an access controlled facility with access roads for local access		\$ 80,776,000	4	Above Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Panola	0063-10-A13	FM 1794		0.0	Construct interchange (overpass and access ramps) at FM 1794		\$ 12,374,000	5	2X Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Panola	0063-03-A10	FM 2792	CR 305	3.5	Convert divided US 59 to an access controlled facility with access roads and overpass for local access		\$ 61,238,000	6	Above Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Panola	0063-03-A12	FM 124		0.0	Construct interchange (overpass and access ramps) at FM 124		\$ 12,374,000	7	Below Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Panola	0ATL-RR-A09	CR 305	400 feet south of US 59/US 59B interchange south of Carthage	7.0	Construct relief route for Carthage on new location		\$196,041,000	8	2X Rate	2X Fatality Rate	LOS B	LOS B		No	No



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Atlanta District March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)					
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Atlanta	Panola	0063-04-A07	400 feet south of US 59/US 59B interchange south of Carthage	1.4 miles north of FM 999	5.0	Convert divided US 59 to an access controlled facility with access roads		\$ 78,898,000	9	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Panola	0063-04-A08	FM 2517		0.0	Construct interchange (overpass and access ramps) at FM 2517		\$ 12,374,000	10	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Panola	0063-05-A05	1.4 miles north of FM 999	CR 430	5.0	Convert divided US 59 to an access controlled facility with access roads		\$ 92,048,000	11	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Panola	0063-05-A06	FM 999		0.0	Construct interchange (overpass and access ramps) at FM 999		\$ 12,374,000	12	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Atlanta	Panola	0063-05-A04	CR 430	Panola/ Shelby county line	2.4	Convert divided US 59 to an access controlled facility with access roads and overpass for local access		\$ 46,209,000	13	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No

Notes:

1. Project length is approximate and was calculated using ArcGIS measurements of project limits established in Statewide Planning data and studies.
2. Let dates have been updated, as applicable, based on information provided by TxDOT Districts.
3. Estimated construction cost only. Does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.
4. Interstate Connectivity Position Numbers increase as I-69 System Projects extend away from a connecting Interstate facility
5. Crash rates are per 100 million Vehicle Miles Traveled and are compared to statewide averages of a similar functional classification.
6. Level of Service (LOS) is a term used to describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. LOS varies from "A" to "F".
7. Overlap with a high, medium or low freight plan priority.
8. Full, partial, or no overlap between project limits and established priorities limits.

Source Data:

- (1) I-69 Planning and Feasibility Studies (2013 & 2014)
- (2) TxDOT Funding Map 4/1/15
- (3) TxDOT TPP Statewide Planning Data via ArcGIS Online (October 5, 2015)
- (4) US 77 Program Development Plan (2011)
- (5) TxDOT TPP Statewide Planning Data - Statewide_Planning_Desktop_Apr_2015.mpk (April 2015)
- (6) TxDOT Traffic Operations Division – Texas Motor Vehicle Crash Highlights (2009-2013)
- (7) TxDOT Traffic Operations Division – Statewide Traffic Crash Rates (2009-2013)
- (8) Transportation Research Board Highway Capacity Manual (2010)
- (9) TxDOT TPP I-69 System Key Corridors Map (March 2015)
- (10) I-69 Segment Committee Reports (2012)
- (11) Texas Freight Mobility Plan October 5, 2015

I-69 Implementation Strategy

Section 3 – Lufkin and Tyler Districts



I-69 System Current Status Lufkin and Tyler Districts Summary

March 2016

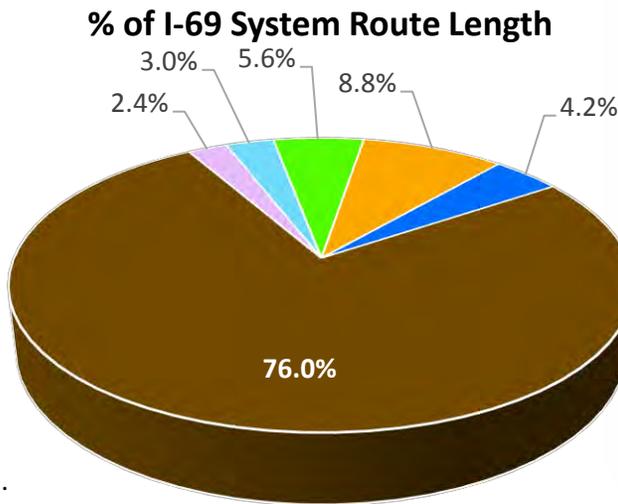
ID	Project Development Status	Projects (No.)	Length (Miles)	Estimated Construction Cost (\$2015)
	Part of I-69 System: I-69 System sections already designated.		0.0	Not Applicable
	Designation Pending: TxDOT is actively pursuing Interstate designation.	0	0.0	Not Applicable
	Meets Interstate Standards: Meets Interstate standards (IS).	2	3.6	Not Applicable
	Pending Review for IS: Appear to meet IS (i.e. access controlled, grade separated).	0	0.0	Not Applicable
	Under Construction to Meet IS: Will meet IS when construction is completed.	4	4.4	Not Applicable
	Backlog Project: Placeholder for readied projects that require additional funding.	0	0.0	\$0
	UTP Project: Listed in the current TxDOT Unified Transportation Program (UTP).	0	0.0	\$0
	Develop Authority Project: Can receive environmental clearance and be advanced into design.	3	8.3	\$211,582,000
	Plan Authority Project: Planning, feasibility, environmental studies and schematic designs can be advanced.	2	13.2	\$219,337,000
	Candidate Plan Authority Project: Potential future projects with no authority to initiate work.	3 *	6.3	\$104,793,000
	Program Status Undetermined: Potential projects that have no planning or programming status.	24	113.2	\$2,367,368,000

* Includes US 59 Upgrade through the City of Lufkin

I-69 System Routes within Districts			
Route	Total Miles	Miles to Complete **	Estimated Construction Cost to Complete (\$2015)
US 59*	135.0	127.0	\$2,657,849,000
US 84	14.0	14.0	\$245,231,000
Total	149.0	141.0	\$2,903,080,000

* Added 1.4 miles in Liberty County to be advanced by Lufkin District (by agreement with the Beaumont District) and added 0.9 miles for Diboll Relief Route.

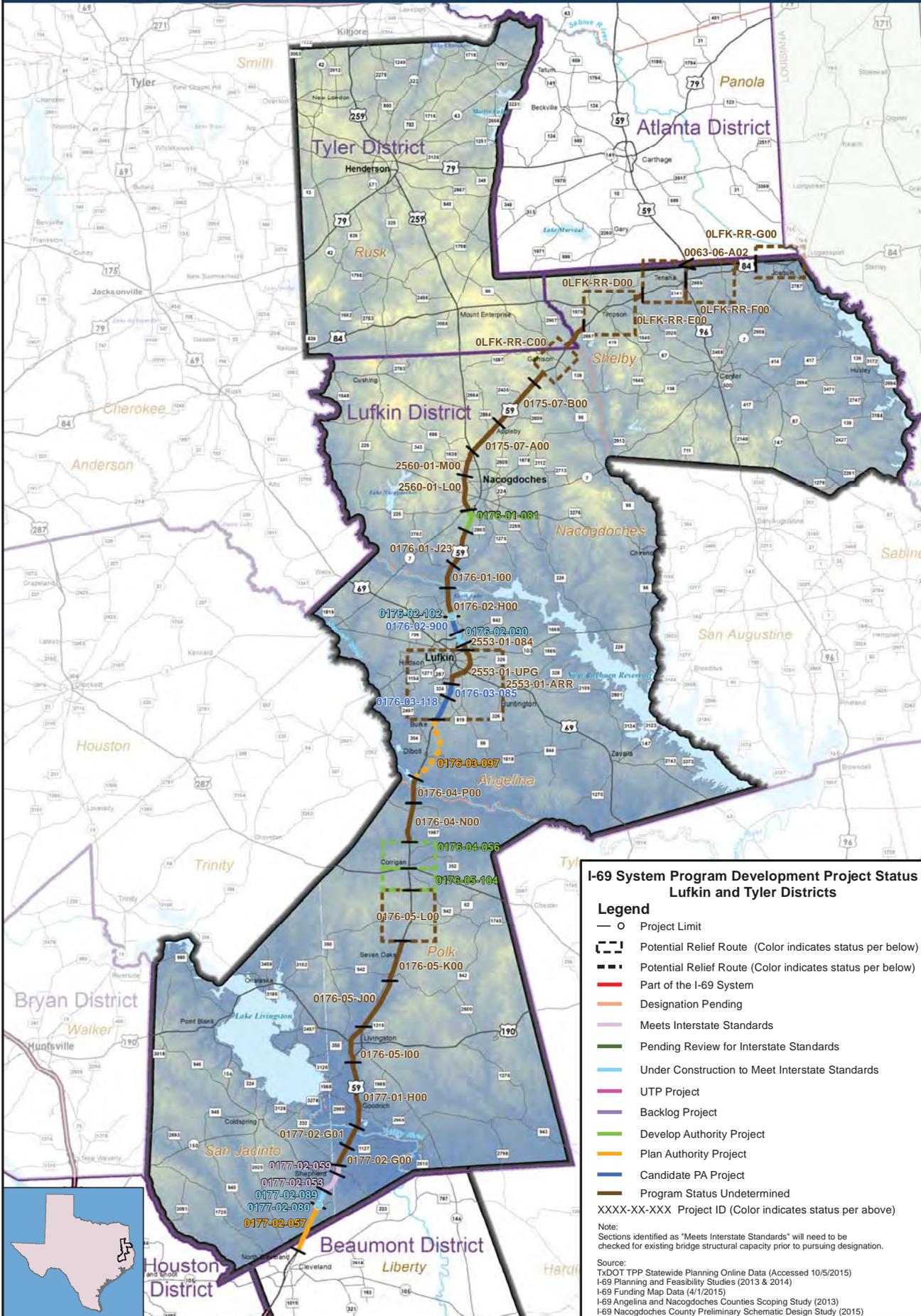
** Based on mileage of projects yet to begin construction.



Points of Contact:

Kelly Morris, P.E. - TxDOT Lufkin District
 Director of Transportation Planning and Development
 Phone: 936.633.4349
 (I-69 Route upgrades in the Tyler District are being advanced by the Lufkin District)
 or
Roger Beall, P.E. - TxDOT Transportation Planning and Programming Division
 Corridor Planning Branch Manager
 Phone: 512.486.5154

TxDOT Planning



I-69 System Program Development Project Status Lufkin and Tyler Districts

- Legend**
- ○ Project Limit
 - Potential Relief Route (Color indicates status per below)
 - Potential Relief Route (Color indicates status per below)
 - Part of the I-69 System
 - Designation Pending
 - Meets Interstate Standards
 - Pending Review for Interstate Standards
 - Under Construction to Meet Interstate Standards
 - UTP Project
 - Backlog Project
 - Develop Authority Project
 - Plan Authority Project
 - Candidate PA Project
 - Program Status Undetermined
 - XXXX-XX-XXX Project ID (Color indicates status per above)

Note:
Sections identified as "Meets Interstate Standards" will need to be checked for existing bridge structural capacity prior to pursuing designation.

Source:
TxDOT TPP Statewide Planning Online Data (Accessed 10/5/2015)
I-69 Planning and Feasibility Studies (2013 & 2014)
I-69 Funding Map Data (4/1/2015)
I-69 Angelina and Nacogdoches Counties Scoping Study (2013)
I-69 Nacogdoches County Preliminary Schematic Design Study (2015)



Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
March 2016

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TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Lufkin and Tyler Districts March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Lufkin	Shelby	0063-06-A02	Panola/ Shelby county line	US 59/US 84 Natl Corridor	2.2	Convert divided US 59 to an access controlled facility with access roads and Construct four-leg direct connector interchange at US 59/US 84 and accommodate local access around the interchange		\$116,030,000	14	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 84	Lufkin	Shelby	0LFK-RR-G00	Louisiana border	West of Joaquin	5.7	Construct mainlanes, access roads, grade-separated intersections, relief route at Joaquin, and Sabine River Bridge		\$131,148,000	16	Above Rate	Above Fatality Rate	LOS B	LOS B		Full	No
Undetermined	US 84	Lufkin	Shelby	0LFK-RR-F00	West of Joaquin	US 59 / US 96	8.3	Construct mainlanes, access roads, grade-separated intersections, and relief route at Tenaha		\$114,083,000	15	Below Rate	2X Fatality Rate	LOS B	LOS B		Full	No
Undetermined	US 59- US 84	Lufkin	Shelby	0LFK-RR-E00	US 59 / US 96	CR 4653	5.4	Construct mainlanes, access roads, grade-separated intersections, and relief route at Tenaha		\$ 92,392,000	15	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	No
Undetermined	US 59- US 84	Lufkin	Shelby	0LFK-RR-D00	CR 4653	0.4 miles south of CR 4755	7.9	Construct mainlanes, access roads, grade-separated intersections, and relief route at Timpson		\$146,563,000	16	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	No
Undetermined	US 59	Lufkin	Nacogdoches, Rusk, Shelby	0LFK-RR-C00	0.4 miles south of CR 4755	FM 2476 /Fitze Road	8.8	Construct mainlanes, access roads, grade-separated intersections, and relief route at Garrison		\$134,083,000	17	Below Rate	Above Fatality Rate	LOS B	LOS B		Full	No
Undetermined	US 59	Lufkin	Nacogdoches	0175-07-B00	FM 2476 /Fitze Road	FM 941	6.1	Construct mainlanes, access roads, and grade-separated intersections		\$102,900,000	18	Below Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Lufkin	Nacogdoches	0175-07-A00	FM 941	North of US 259	4.4	Construct mainlanes, access roads, and grade-separated intersections		\$ 72,885,000	19	Below Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Lufkin	Nacogdoches	2560-01-M00	North of US 259	South of FM 1638	2.9	Upgrade		\$ 65,161,000	20	Below Rate	Below Fatality Rate	LOS B	LOS C		Full	Full



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Lufkin and Tyler Districts March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Lufkin	Nacogdoches	2560-01-L00	South of FM 1638	South of SH 7	4.1	Estimate is based on the US 59 Nacogdoches Upgrade Schematic which includes replacing bridges at SH 7, FM 225, and SH 21 as well as a grade separated interchange at 2609.		\$ 68,982,000	21	Below Rate	Below Fatality Rate	LOS C	LOS C		Full	Full
DEVELOP-SWPA	US 59	Lufkin	Nacogdoches	0176-01-081	South of SH 7	S of Spradley St	2.7	CONSTRUCT TWO-WAY DIRECT CONNECTION	9/1/2020	\$ 77,500,000	22	2X Rate	Above Fatality Rate	LOS C	LOS D	High	Full	Full
Undetermined	US 59	Lufkin	Nacogdoches	0176-01-J23	S of Spradley St	North of FM 2782	4.3	Upgrade		\$ 80,653,000	21	Below Rate	Below Fatality Rate	LOS C	LOS D		Full	No
Undetermined	US 59	Lufkin	Nacogdoches	0176-01-I00	North of FM 2782	Angelina County Line	2.9	Upgrade - Estimate includes FM 2782 overpass (NB and SB). Does not include Angelina River Bridges.		\$ 38,507,000	20	Above Rate	2X Fatality Rate	LOS B	LOS C		Full	No
Undetermined	US 59	Lufkin	Angelina	0176-02-H00	Nacogdoches County Line	North of FM 2021	2.9	Upgrade - Includes new NB Mainlane bridge and NB Frontage road bridge at the Angelina River. SB Mainlane and Frontage Road will be combined on the existing bridge similar to what was proposed in 2001 US 59 Master Plan. Revised estimate includes an overpass at FM 843.		\$ 49,926,000	19	Above Rate	Above Fatality Rate	LOS C	LOS D		Full	No
Under Const	US 59	Lufkin	Angelina	0176-02-102	North of FM 2021	South of FM 2021	0.8	FM 2021 Interchange										
CANDPA	US 59	Lufkin	Angelina	0176-02-900 (formerly 0176-02-G00)	South of FM 2021	N of US 59/Lp 287 Int Ph 1	1.9	CONVERT TO 4 LANE FWY W/ FRONTAGE RDS & GRADE SEPARATIONS	1/1/2020	\$ 20,650,000	18	Below Rate	2X Fatality Rate	LOS C	LOS C		Full	No
Under Const	US 59	Lufkin	Angelina	0176-02-090	N of US 59/Lp 287 Int Ph 1	S of US 59/Lp 287 Int Ph 1-(Moffet Rd)	1.4	North Near-term Interchange										



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Lufkin and Tyler Districts March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Lufkin	Angelina	2553-01-084	S of US 59/Lp 287 Int Ph 1-(Moffet Rd)	N of SH 103	0.7	Upgrade		\$ 14,098,000	17	2X Rate	Below Fatality Rate	LOS C	LOS E		Full	Full
Undetermined	US 59	Lufkin	Angelina	2553-01-ARR	SH 103	North of Diboll	9.6	Develop US 59 to controlled access freeway. Upgrade US 59 or follow Committee New Location Recommendation TBD.		Upgrade	16	2X Rate	Below Fatality Rate	LOS B	LOS C		Full	Full
NOTE: The project above represents the Angelina County Committee recommendation of a US 59 Upgrade Option with refinements to shift off of existing US 59 alignment south of FM 819 (north of the Diboll Relief Route) and go to the south and east of Crown Colony tying back to existing US 59/Loop 287 at a location between south of US 69 and south of the high school at FM 325. Exact improvements have yet to be determined.																		
NOTE: The three projects below represent upgrade of existing US 59 through Lufkin. Exact improvements have yet to be determined.																		
Undetermined	US 59	Lufkin	Angelina	2553-01-UPG	SH 103	FM 3482	5.2	Upgrade/widen existing Loop		\$192,239,000	16	2X Rate	Below Fatality Rate	LOS D	LOS E		Full	Full
CANDPA	US 59	Lufkin	Angelina	0176-03-085	FM 3482	.5 MI S OF FM 819	1.6	OVERPASS AT FM 819 AND RECONSTRUCT TO 6-LANE FREEWAY WITH	1/1/2030	\$ 41,941,000	15	2X Rate	Above Fatality Rate	LOS C	LOS D	High	Full	Full
CANDPA	US 59	Lufkin	Angelina	0176-03-118	0.306 MI SOUTH OF FM 819	0.5 MI SOUTH OF FM 2108 (=North of Diboll)	2.8	CONVERTING A NON-FREEWAY SECTION TO A FREEWAY SECTION	1/1/2030	\$ 42,202,000	14	Below Rate	Below Fatality Rate	LOS C	LOS D	High	Full	Full
PLAN	US 59	Lufkin	Angelina	0176-03-097	N of Diboll	S of Diboll	8.0	Diboll Relief Route	1/1/2019	\$136,337,000	13	Above Rate	Above Fatality Rate	LOS B	LOS C	High	Full	Full
Undetermined	US 59	Lufkin	Polk/Angelina	0176-04-P00	S of Diboll	0.6 mile N of FM 357	2.9	Construct mainlanes and access roads bridges over Neches River and overflow areas		\$226,065,000	12	Below Rate	Below Fatality Rate	LOS B	LOS C		No	No
Undetermined	US 59	Lufkin	Polk	0176-04-N00	0.6 mile N of FM 357	1.4 miles N of FM 1987 S	4.6	Construct mainlanes, access roads, and overpasses		\$135,643,000	11	Below Rate	Below Fatality Rate	LOS B	LOS C		No	No
DEVELOP-SWPA	US 59	Lufkin	Polk	0176-04-056	3.4 MI N OF US 287	US 287	3.0	CONST 4 LANE FRWY ON WEST SIDE OF CORRIGAN	1/1/2022	\$ 72,399,000	10	Above Rate	Below Fatality Rate	LOS B	LOS C	High	Full	Full



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Lufkin and Tyler Districts March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
DEVELOP-SWPA	US 59	Lufkin	Polk	0176-05-104	US 287	2.3 MI S OF US 287	2.6	4 LANE FRWY ON WEST SIDE OF CORRIGAN	1/1/2022	\$ 61,683,000	9	Above Rate	Below Fatality Rate	LOS B	LOS C	High	Full	Full
Undetermined	US 59	Lufkin	Polk	0176-05-L00	1.4 miles N of Jack Station Road (Moscow Relief Route)	2.5 miles S of FM 62	6.0	Construct relief route at Moscow		\$110,053,000	8	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
Undetermined	US 59	Lufkin	Polk	0176-05-K00	2.5 miles S of FM 62 (Seven Oaks)	0.5 mile S of FM 942 W	4.8	Construct mainlanes, access roads, and overpasses		\$ 91,982,000	7	Above Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Lufkin	Polk	0176-05-J00	0.5 mile S of FM 942 W	0.4 miles south of Maxine Road	6.1	Construct mainlanes, access roads, and overpasses		\$109,777,000	6	Above Rate	Below Fatality Rate	LOS B	LOS C		No	No
Undetermined	US 59	Lufkin	Polk	0176-05-I00	0.4 miles south of Maxine Road	S of Livingston Relief Route	4.7	Construct mainlanes (update shoulder widths)		\$ 36,638,000	5	Above Rate	Above Fatality Rate	LOS B	LOS C		Partial	No
Undetermined	US 59	Lufkin	Polk	0177-01-H00	S of Livingston Relief Route	North end of Trinity River bridge	7.5	Construct mainlanes (update shoulder widths)		\$124,990,000	4	Above Rate	Above Fatality Rate	LOS B	LOS C		Full	Full
Undetermined	US 59	Lufkin	San Jacinto	0177-02-G01	North end of Trinity River bridge	0.5 mi North of FM 1127	2.5	Construct mainlanes, access roads (include overpass at Farm Pasture road)		\$ 51,057,000	3	Below Rate	Below Fatality Rate	LOS B	LOS C		Full	Full
Undetermined	US 59	Lufkin	San Jacinto	0177-02-G00	0.5 mi North of FM 1127	0.2 miles south of SL 424	2.3	Construct mainlanes, access roads (N end of Shepherd). Include Interchange at FM 1127 and overpass at SL 424		\$ 61,513,000	2	Below Rate	Above Fatality Rate	LOS B	LOS C		Full	Full
Meets IS	US 59	Lufkin	San Jacinto	0177-02-059	0.2 miles south of SL 424	SH 150	1.1	Section Currently at Interstate Standards (Shepherd Relief Route)										
Meets IS	US 59	Lufkin	San Jacinto	0177-02-053	SH 150	S of Union Pacific Railroad in Shepherd	2.5	Construct Overpass/Underpass										
Under Const	US 59	Lufkin	San Jacinto	0177-02-089	S of Union Pacific Railroad in Shepherd	N of FM 2914	1.4	Construct Frontage Road										
Under Const	US 59	Lufkin	San Jacinto	0177-02-080	N of FM 2914	S of FM 2914	0.8	Construct Overpass/Underpass										



I-69 System Current Project Status Database Summary
TxDOT Lufkin and Tyler Districts
March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
PLAN	US 59	Lufkin	San Jacinto/ Liberty	0177-02-057	S of FM 2914	NORTH END OF CLEVELAND BYPASS	5.2	CONVERT TO 4 LANE FWY W/ FRONTAGE RDS & GRADE SEPARATIONS	1/1/2019	\$ 83,000,000	1	Below Rate	Below Fatality Rate	LOS C	LOS C	High	No	No
		Beaumont	Liberty	0177-03-099				COMBINED IN 0177-02-057 - TO BE ADVANCED BY LFK (1.4 miles IS)										

Notes:

1. Project length is approximate and was calculated using ArcGIS measurements of project limits established in Statewide Planning data and studies.
2. Let dates have been updated, as applicable, based on information provided by TxDOT Districts.
3. Estimated construction cost only. Does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.
4. Interstate Connectivity Position Numbers increase as I-69 System Projects extend away from a connecting Interstate facility
5. Crash rates are per 100 million Vehicle Miles Traveled and are compared to statewide averages of a similar functional classification.
6. Level of Service (LOS) is a term used to describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. LOS varies from "A" to "F".
7. Overlap with a high, medium or low freight plan priority.
8. Full, partial, or no overlap between project limits and established priorities limits.

Source Data:

- (1) I-69 Planning and Feasibility Studies (2013 & 2014)
- (2) TxDOT Funding Map 4/1/15
- (3) TxDOT TPP Statewide Planning Data via ArcGIS Online (October 5, 2015)
- (4) US 77 Program Development Plan (2011)
- (5) TxDOT TPP Statewide Planning Data - Statewide Planning Desktop Apr 2015.mpk (April 2015)
- (6) TxDOT Traffic Operations Division – Texas Motor Vehicle Crash Highlights (2009-2013)
- (7) TxDOT Traffic Operations Division – Statewide Traffic Crash Rates (2009-2013)
- (8) Transportation Research Board Highway Capacity Manual (2010)
- (9) TxDOT TPP I-69 System Key Corridors Map (March 2015)
- (10) I-69 Segment Committee Reports (2012)
- (11) Texas Freight Mobility Plan October 5, 2015

I-69 Implementation Strategy

Section 4 – Beaumont District



I-69 System Current Status Beaumont District Summary

March 2016

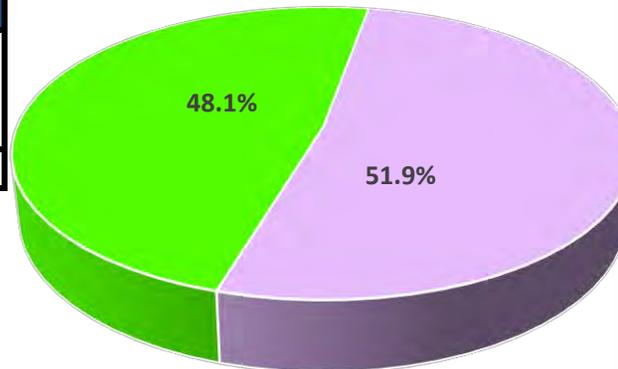
ID	Project Development Status	Projects (No.)	Length (Miles)	Estimated Construction Cost (\$2015)
	Part of I-69 System: I-69 System sections already designated.		0.0	Not Applicable
	Designation Pending: TxDOT is actively pursuing Interstate designation.	0	0.0	Not Applicable
	Meets Interstate Standards: Meets Interstate standards (IS).	1	4.2	Not Applicable
	Pending Review for IS: Appear to meet IS (i.e. access controlled, grade separated).	0	0.0	Not Applicable
	Under Construction to Meet IS: Will meet IS when construction is completed.	0	0.0	Not Applicable
	Backlog Project: Placeholder for readied projects that require additional funding.	0	0.0	\$0
	UTP Project: Listed in the current TxDOT Unified Transportation Program (UTP).	0	0.0	\$0
	Develop Authority Project: Can receive environmental clearance and be advanced into design.	1	3.9	\$86,000,000
	Plan Authority Project: Planning, feasibility, environmental studies and schematic designs can be advanced.	0	0.0	\$0
	Candidate Plan Authority Project: Potential future projects with no authority to initiate work.	0	0.0	\$0
	Program Status Undetermined: Potential projects that have no planning or programming status.	0	0.0	\$0

I-69 System Routes within District			
Route	Total Miles	Miles to Complete **	Estimated Construction Cost to Complete (\$2015)
US 59*	8.1	3.9	\$86,000,000
Total	8.1	3.9	\$86,000,000

* Deleted 1.4 miles in Liberty County to be advanced by the Lufkin District (by agreement with the Lufkin District).

** Based on mileage of projects yet to begin construction.

% of I-69 System Route Length



Points of Contact:

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 or
 Roger Beall, P.E. - TxDOT Transportation Planning and Programming Division
 Corridor Planning Branch Manager
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TxDOT Planning

I-69 System Program Development Project Status Beaumont District

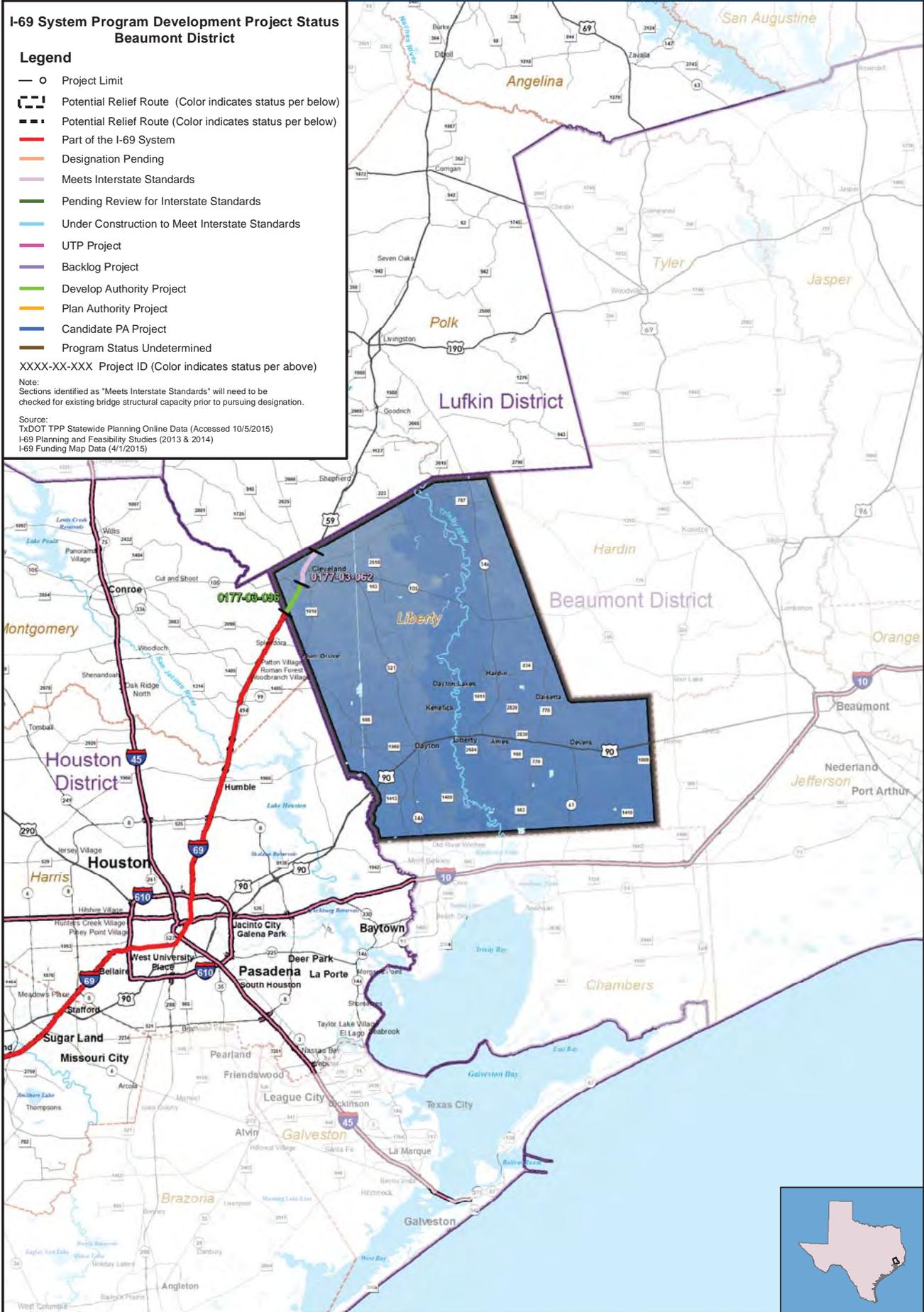
Legend

- ○ Project Limit
- ▬ Potential Relief Route (Color indicates status per below)
- ▬ Potential Relief Route (Color indicates status per below)
- ▬ Part of the I-69 System
- ▬ Designation Pending
- ▬ Meets Interstate Standards
- ▬ Pending Review for Interstate Standards
- ▬ Under Construction to Meet Interstate Standards
- ▬ UTP Project
- ▬ Backlog Project
- ▬ Develop Authority Project
- ▬ Plan Authority Project
- ▬ Candidate PA Project
- ▬ Program Status Undetermined

XXXX-XX-XXX Project ID (Color indicates status per above)

Note:
Sections identified as "Meets Interstate Standards" will need to be checked for existing bridge structural capacity prior to pursuing designation.

Source:
TxDOT TPP Statewide Planning Online Data (Accessed 10/5/2015)
I-69 Planning and Feasibility Studies (2013 & 2014)
I-69 Funding Map Data (4/1/2015)





TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Beaumont District March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)					
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Meets IS	US 59	Beaumont	Liberty	0177-03-062			4.2	Section Currently at Interstate Standards (Cleveland Relief Route)										
DEVELO P-SWPA	US 59	Beaumont	Liberty	0177-03-096	SOUTH END OF CLEVELAND BYPASS	MONTGOMERY COUNTY LINE	3.9	WIDEN TO 6 MAIN LANES WITH FRONTAGE ROADS	9/1/2018	\$ 86,000,000	0	Below Rate	Below Fatality Rate	LOS C	LOS D	High	Full	Full

Notes:

1. Project length is approximate and was calculated using ArcGIS measurements of project limits established in Statewide Planning data and studies.
2. Let dates have been updated, as applicable, based on information provided by TxDOT Districts.
3. Estimated construction cost only. Does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.
4. Interstate Connectivity Position Numbers increase as I-69 System Projects extend away from a connecting Interstate facility
5. Crash rates are per 100 million Vehicle Miles Traveled and are compared to statewide averages of a similar functional classification.
6. Level of Service (LOS) is a term used to describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. LOS varies from "A" to "F".
7. Overlap with a high, medium or low freight plan priority.
8. Full, partial, or no overlap between project limits and established priorities limits.

Source Data:

- (1) I-69 Planning and Feasibility Studies (2013 & 2014)
- (2) TxDOT Funding Map 4/1/15
- (3) TxDOT TPP Statewide Planning Data via ArcGIS Online (October 5, 2015)
- (4) US 77 Program Development Plan (2011)
- (5) TxDOT TPP Statewide Planning Data - Statewide_Planning_Desktop_Apr_2015.mpk (April 2015)
- (6) TxDOT Traffic Operations Division – Texas Motor Vehicle Crash Highlights (2009-2013)
- (7) TxDOT Traffic Operations Division – Statewide Traffic Crash Rates (2009-2013)
- (8) Transportation Research Board Highway Capacity Manual (2010)
- (9) TxDOT TPP I-69 System Key Corridors Map (March 2015)
- (10) I-69 Segment Committee Reports (2012)
- (11) Texas Freight Mobility Plan October 5, 2015

I-69 Implementation Strategy

Section 5 – Houston District



I-69 System Current Status Houston District Summary

March 2016

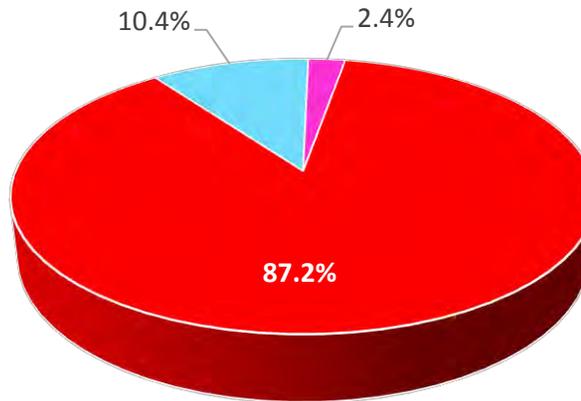
ID	Project Development Status	Projects (No.)	Length (Miles)	Estimated Construction Cost (\$2015)
	Part of I-69 System: I-69 System sections already designated.		75.3	Not Applicable
	Designation Pending: TxDOT is actively pursuing Interstate designation.	0	0.0	Not Applicable
	Meets Interstate Standards: Meets Interstate standards (IS).	0	0.0	Not Applicable
	Pending Review for IS: Appear to meet IS (i.e. access controlled, grade separated).	0	0.0	Not Applicable
	Under Construction to Meet IS: Will meet IS when construction is completed.	4	9.0	Not Applicable
	Backlog Project: Placeholder for readied projects that require additional funding.	0	0.0	\$0
	UTP Project: Listed in the current TxDOT Unified Transportation Program (UTP).	2	2.1	\$47,000,000
	Develop Authority Project: Can receive environmental clearance and be advanced into design.	0	0.0	\$0
	Plan Authority Project: Planning, feasibility, environmental studies and schematic designs can be advanced.	0	0.0	\$0
	Candidate Plan Authority Project: Potential future projects with no authority to initiate work.	0	0.0	\$0
	Program Status Undetermined: Potential projects that have no planning or programming status.	0	0.0	\$0

I-69 System Routes within District			
Route	Total Miles	Miles to Complete **	Estimated Construction Cost to Complete (\$2015)
US 59*	86.4	2.1	\$47,000,000
Total	86.4	2.1	\$47,000,000

* Deleted 0.1 miles for the San Bernard River Bridge moved to the Yoakum District.

** Based on mileage of projects yet to begin construction.

% of I-69 System Route Length



Points of Contact:

William (Bill) Brudnick, P.E. - TxDOT Houston District

Director of Transportation Planning and Development

Phone: 713.802.5031

or

Roger Beall, P.E. - TxDOT Transportation Planning and Programming Division

Corridor Planning Branch Manager

Phone: 512.486.5154

TxDOT Planning

I-69 System Program Development Project Status Houston District

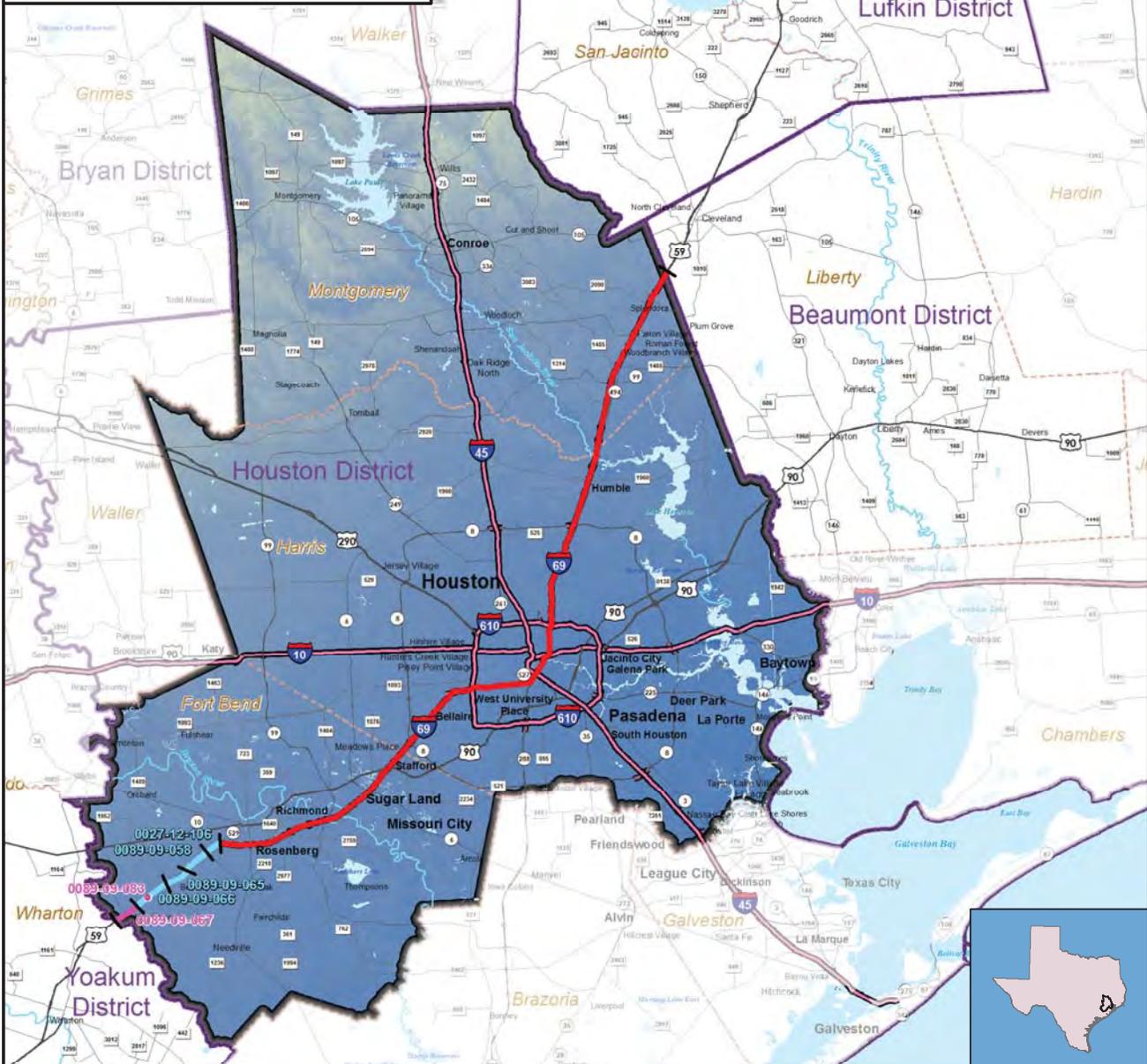
Legend

- Project Limit
- ▬ Potential Relief Route (Color indicates status per below)
- ▬ Potential Relief Route (Color indicates status per below)
- ▬ Part of the I-69 System
- ▬ Designation Pending
- ▬ Meets Interstate Standards
- ▬ Pending Review for Interstate Standards
- ▬ Under Construction to Meet Interstate Standards
- ▬ UTP Project
- ▬ Backlog Project
- ▬ Develop Authority Project
- ▬ Plan Authority Project
- ▬ Candidate PA Project
- ▬ Program Status Undetermined

XXXX-XX-XXX Project ID (Color indicates status per above)

Note:
Sections identified as "Meets Interstate Standards" will need to be checked for existing bridge structural capacity prior to pursuing designation.

Source:
TxDOT TPP Statewide Planning Online Data (Accessed 10/5/2015)
I-69 Planning and Feasibility Studies (2013 & 2014)
I-69 Funding Map Data (4/1/2015)



0 10 20 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
March 2016

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TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary

TxDOT Houston District

March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
I-69 System	I-69	Houston	Montgomery/Harris	NA	Liberty County Line	I-610 North	35.0	NA Already I-69										
I-69 System	I-69	Houston	Harris	NA	I-610 North	I-610 West	11.9	NA Already I-69										
I-69 System	I-69	Houston	Harris/Fort Bend	NA	I-610 West	Rosenberg	28.4	NA Already I-69										
Under Const	I-69/US 59	Houston	Fort Bend	0027-12-106	West of FM 762	Spur 10	1.0	Widen to 6-Ln Rural Freeway, Frontage Roads, ITS, TMS with Grade Separations	2014									
Under Const	US 59	Houston	Fort Bend	0089-09-058	West of Spur 10	West of Hamlink Rd	2.3	Widen to 6 Mainlanes, Grade Separations, 2-Lane Frontage Roads, ITS & TMS	12/1/2015 (Actual)									
Under Const	US 59	Houston	Fort Bend	0089-09-065	West of Hamlink Rd	East of FM 360	2.3	Widen to 6 Mainlanes, Grade Separations, 2-Lane Frontage Roads, ITS & TMS	12/1/2015 (Actual)									
Under Const	US 59	Houston	Fort Bend	0089-09-066	West of FM 360	West of Darst Rd	3.4	Widen to 6 Mainlanes, Grade Separations, 2-Lane Frontage Roads, ITS & TMS	12/1/2015 (Actual)									
UTP	US 59	Houston	Fort Bend	0089-09-083	WEST OF DORIS ROAD	EAST OF DORIS ROAD	0.0	CONSTRUCT 4 LANE GRADE SEPARATION, 2 LANE ACCESS ROAD AND	Spring 2016 per HOU 7/29/15	\$ 25,000,000								



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary

TxDOT Houston District

March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)					
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
UTP	US 59	Houston	Fort Bend	0089-09-067	West of Darst Rd	Fort Bend/Wharton County Line	2.1	WIDEN TO 6 MAIN LANES WITH 2-LANE FRONTAGE ROADS, GRADE	Spring 2016 per HOU 7/29/15	\$ 22,000,000								

Notes:

1. Project length is approximate and was calculated using ArcGIS measurements of project limits established in Statewide Planning data and studies.
2. Let dates have been updated, as applicable, based on information provided by TxDOT Districts.
3. Estimated construction cost only. Does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.
4. Interstate Connectivity Position Numbers increase as I-69 System Projects extend away from a connecting Interstate facility
5. Crash rates are per 100 million Vehicle Miles Traveled and are compared to statewide averages of a similar functional classification.
6. Level of Service (LOS) is a term used to describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. LOS varies from "A" to "F".
7. Overlap with a high, medium or low freight plan priority.
8. Full, partial, or no overlap between project limits and established priorities limits.

Source Data:

- (1) I-69 Planning and Feasibility Studies (2013 & 2014)
- (2) TxDOT Funding Map 4/1/15
- (3) TxDOT TPP Statewide Planning Data via ArcGIS Online (October 5, 2015)
- (4) US 77 Program Development Plan (2011)
- (5) TxDOT TPP Statewide Planning Data - Statewide_Planning_Desktop_Apr_2015.mpk (April 2015)
- (6) TxDOT Traffic Operations Division – Texas Motor Vehicle Crash Highlights (2009-2013)
- (7) TxDOT Traffic Operations Division – Statewide Traffic Crash Rates (2009-2013)
- (8) Transportation Research Board Highway Capacity Manual (2010)
- (9) TxDOT TPP I-69 System Key Corridors Map (March 2015)
- (10) I-69 Segment Committee Reports (2012)
- (11) Texas Freight Mobility Plan October 5, 2015

I-69 Implementation Strategy

Section 6 – Yoakum District



I-69 System Current Status Yoakum District Summary

March 2016

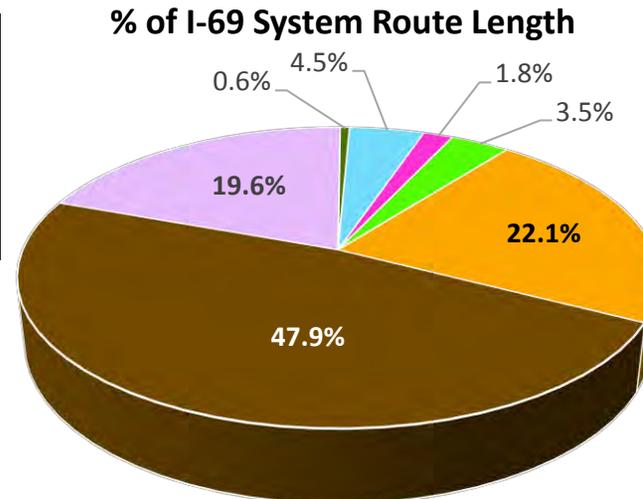
ID	Program Development Project Status	Projects (No.)	Length (Miles)	Estimated Construction Cost (\$2015)
	Part of I-69 System: I-69 System sections already designated.		0.0	Not Applicable
	Designation Pending: TxDOT is actively pursuing Interstate designation.	0	0.0	Not Applicable
	Meets Interstate Standards: Meets Interstate standards (IS).	14	21.0	Not Applicable
	Pending Review for IS: Appear to meet IS (i.e. access controlled, grade separated).	1	0.6	Not Applicable
	Under Construction to Meet IS: Will meet IS when construction is completed.	4	4.9	Not Applicable
	Backlog Project: Placeholder for readied projects that require additional funding.	0	0.0	\$0
	UTP Project: Listed in the current TxDOT Unified Transportation Program (UTP).	4	1.9	\$39,060,000
	Develop Authority Project: Can receive environmental clearance and be advanced into design.	2	3.8	\$44,749,000
	Plan Authority Project: Planning, feasibility, environmental studies and schematic designs can be advanced.	3	23.7	\$236,883,000
	Candidate Plan Authority Project: Potential future projects with no authority to initiate work.	0	0.0	\$0
	Program Status Undetermined: Potential projects that have no planning or programming status.	16	51.4	\$1,228,096,000

I-69 System Routes within District			
Route	Total Miles	Miles to Complete ***	Estimated Construction Cost to Complete (\$2015)
US 59*	92.6	66.1	\$1,264,349,000
US 77**	14.7	14.7	\$284,439,000
Total	107.3	80.8	\$1,548,788,000

*Added 0.1 miles for San Bernard River Bridge from the Houston District.

**0.9 miles added for project overlap into the Corpus Christi District.

*** Based on mileage of projects yet to begin construction.



Points of Contact:

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 Corridor Planning Branch Manager
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TxDOT Planning

I-69 System Program Development Project Status Yoakum District

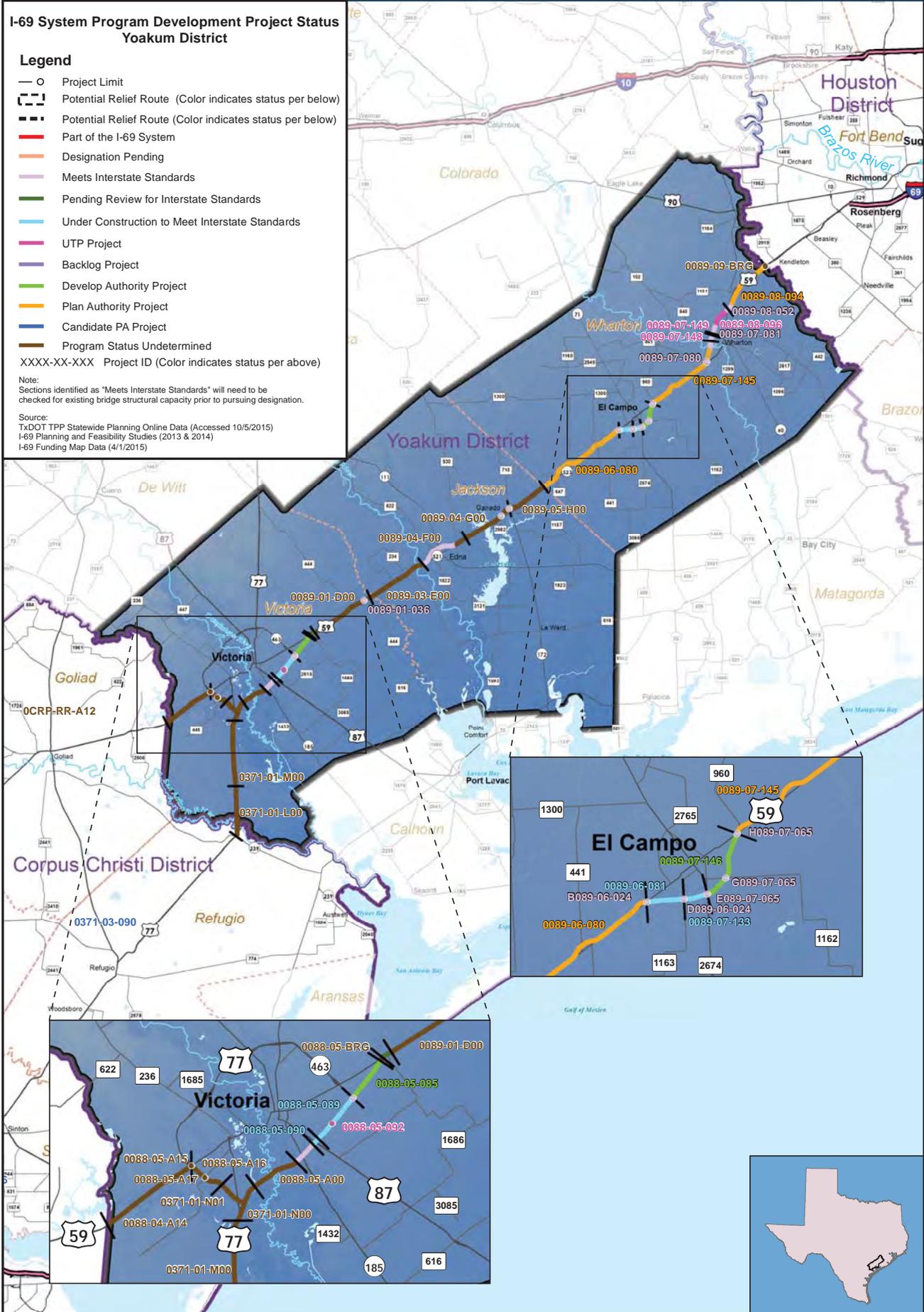
Legend

- Project Limit
- Potential Relief Route (Color indicates status per below)
- Potential Relief Route (Color indicates status per below)
- Part of the I-69 System
- Designation Pending
- Meets Interstate Standards
- Pending Review for Interstate Standards
- Under Construction to Meet Interstate Standards
- UTP Project
- Backlog Project
- Develop Authority Project
- Plan Authority Project
- Candidate PA Project
- Program Status Undetermined

XXXX-XX-XXX Project ID (Color indicates status per above)

Note:
Sections identified as "Meets Interstate Standards" will need to be checked for existing bridge structural capacity prior to pursuing designation.

Source:
TxDOT TPP Statewide Planning Online Data (Accessed 10/5/2015)
I-69 Planning and Feasibility Studies (2013 & 2014)
I-69 Funding Map Data (4/1/2015)



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March 2016

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TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Yoakum District March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Yoakum	Fort Bend/Wharton	0089-09-BRG	At Fort Bend County Line		0.2	San Bernard River bridges		\$ 61,776,000	0	Below Rate	Below Fatality Rate	LOS C	LOS D		Full	Full
PLAN	US 59	Yoakum	Wharton	0089-08-094	FT. BEND COUNTY LINE	CANEY CREEK	5.9	DEVELOP PRELIMINARY SCHEMATIC	8/1/2016	\$ 68,559,000	1	Above Rate	Below Fatality Rate	LOS B	LOS C	High	Full	Full
Meets IS	US 59	Yoakum	Wharton	0089-08-052			1.1	Section Currently at Interstate Standards (SH 60 Overpass)										
UTP-LOCAL	US 59	Yoakum	Wharton	0089-08-096	SH 60	0.264 MI N OF FM 102	1.9	CONSTRUCT NEW GRADE SEPARATION OF US 59, WITH ONE WAY FRONTAGE	4/1/2023	\$ 22,542,000								
Meets IS	US 59	Yoakum	Wharton	0089-07-081			2.8	Section Currently at Interstate Standards (FM 102 Overpass)										
UTP-LOCAL	US 59	Yoakum	Wharton	0089-07-149	0.264 MI N OF FM 102	FM 102	0.0	CONSTRUCT NEW GRADE SEPARATION	4/1/2023	\$ 1,793,000								
UTP-LOCAL	US 59	Yoakum	Wharton	0089-07-148	FM 102	COLORADO RIVER N RELIEF_STR	0.0	CONSTRUCT EXIT RAMP AND FRONTAGE ROAD	4/1/2023	\$ 2,725,000								
PLAN	US 59	Yoakum	Wharton	0089-07-145	CANEY CREEK	BU 59 NORTH OF ELCAMPO	7.5	DEVELOP PRELIMINARY SCHEMATIC	8/1/2016	\$ 95,757,000	2	Below Rate	Below Fatality Rate	LOS B	LOS C	Medium	Full	Full
Meets IS	US 59	Yoakum	Wharton	0089-07-080			1.4	Section Currently at Interstate Standards (FM 961 Overpass)										
Meets IS	US 59	Yoakum	Wharton	H089-07-065			0.9	Section Currently at Interstate Standards (US 59 Business North Overpass)										
DEVELOP-11PA	US 59	Yoakum	Wharton	0089-07-146	BU 59 NORTH OF ELCAMPO	SH 71	1.3	UPGRADE TO RURAL FREEWAY	1/1/2023	\$ 18,749,000	3	Above Rate	Above Fatality Rate	LOS B	LOS C	Medium	Full	Full
Meets IS	US 59	Yoakum	Wharton	G089-07-065			0.8	Section Currently at Interstate Standards (FM 1162 Overpass)										



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Yoakum District March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Meets IS	US 59	Yoakum	Wharton	E089-07-065			0.9	Section Currently at Interstate Standards (SH 71 Overpass)										
Under Const	US 59	Yoakum	Wharton	0089-07-133	SH 71	FM 1163	0.5	CONSTRUCT FRONTAGE ROADS	11/1/2015 (Actual)									
Under Const	US 59	Yoakum	Wharton	0089-06-081	FM 1163	BU 59 SOUTH OF EL CAMPO	1.1	CONSTRUCT FRONTAGE ROADS	11/1/2015 (Actual)									
Meets IS	US 59	Yoakum	Wharton	D089-06-024	FM 1163 Overpass		1.0	Section Currently at Interstate Standards										
Meets IS	US 59	Yoakum	Wharton	B089-06-024	US 59 Business South		0.9	Section Currently at Interstate Standards										
PLAN	US 59	Yoakum	Wharton	0089-06-080	BU 59 SOUTH OF EL CAMPO	JACKSON COUNTY LINE	10.3	DEVELOP PRELIMINARY SCHEMATIC	8/1/2016	\$ 72,567,000	4	Below Rate	Below Fatality Rate	LOS B	LOS C	Medium	No	No
Undetermined	US 59	Yoakum	Jackson	0089-05-H00	Wharton County Line	North of FM 710	3.7	Construct mainlanes, access roads, and overpass/underpass, Upgrade to freeway facility		\$106,007,000	5	Below Rate	Below Fatality Rate	LOS B	LOS C		No	No
Meets IS	US 59	Yoakum	Jackson		Legion Road/FM 256	0.3 mile north of Airport Road/CR 270	1.7	Section Currently at Interstate Standards										
Meets IS	US 59	Yoakum	Jackson		0.9 mile south of CR 251/Cemetery Road	0.4 mile north of CR 251	1.3	Section Currently at Interstate Standards										
Undetermined	US 59	Yoakum	Jackson	0089-04-G00	North of FM 710	South of FM 530	4.0	Construct mainlanes, access roads, and overpass/underpass, Upgrade to freeway facility		\$103,927,000	6	Below Rate	Below Fatality Rate	LOS B	LOS C		No	No
Meets IS	US 59	Yoakum	Jackson		0.8 mile south of US 59 Business South (Edna)	0.3 mile north of CR 407	4.5	Section Currently at Interstate Standards										
Undetermined	US 59	Yoakum	Jackson	0089-04-F00	South of FM 530	South of CR 115	1.5	Construct mainlanes, access roads, and overpass/underpass, Upgrade to freeway facility		\$100,620,000	7	Below Rate	Below Fatality Rate	LOS B	LOS C		No	No



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Yoakum District March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Yoakum	Victoria/Jackson	0089-03-E00	South of CR 115	North of FM 444	7.2	Construct mainlanes, access roads, and overpass/underpass, Upgrade to freeway facility		\$123,947,000	8	Below Rate	Below Fatality Rate	LOS B	LOS C		No	No
Meets IS	US 59	Yoakum	Victoria	0089-01-036	0.9 mile south of FM 444	0.7 mile north of FM 444	1.6	Section Currently at Interstate Standards										
Undetermined	US 59	Yoakum	Victoria	0089-01-D00	North of FM 444	North of FM 1686/Wood St	5.9	Construct mainlanes and access roads, Upgrade to freeway facility		\$140,067,000	9	Below Rate	Below Fatality Rate	LOS B	LOS C		No	No
Pending Review	US 59	Yoakum	Victoria		0.3 mi north of FM 1686	0.3 mi south of FM 1686	0.6	Verify if meets Interstate standards										
Undetermined	US 59	Yoakum	Victoria	0088-05-BRG	Bus 59 North Bridge		0.2	Replace bridge with deficient shoulders		\$ 26,208,000	10	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
DEVELOP-SWPA	US 59	Yoakum	Victoria	0088-05-085	FM 1686	SL 463	2.5	UPGRADE TO RURAL FREEWAY (CONSTRUCT FRONTAGE ROADS)	3/1/2023	\$ 26,000,000	11	Below Rate	Below Fatality Rate	LOS B	LOS B	Medium	Full	Full
Meets IS	US 59	Yoakum	Victoria		North of FM 463	South of FM 463	0.7	Meets IS										
UTP	US 59	Yoakum	Victoria	0088-05-092	HANSELMAN RD		0.0	ADD OVERPASS	6/1/2016	\$ 12,000,000								
Under Const	US 59	Yoakum	Victoria	0088-05-089	0.02 MI. NORTH OF LOOP 463	0.03 MI. NORTH OF US 87	2.8	Construct Frontage Roads										
Under Const	US 59	Yoakum	Victoria	0088-05-090	0.25 MI. NORTH OF US 87	0.28 MI. SOUTH OF US 87	0.5	REPLACE BRIDGES AND APPROACHES										
Meets IS	US 59	Yoakum	Victoria		US 87	South of SH 185	1.4	Meets IS										
Undetermined	US 59	Yoakum	Victoria	0088-05-A00	South of SH 185	North of US 77	2.9	Construct mainlanes, access roads, Upgrade to freeway facility		\$133,942,000	12	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
Undetermined	US 59	Yoakum	Victoria	0371-01-N01	US 59 and US 77 (Spur 91) Interchange		2.8	Along US 59 - Included in 0371-01-N00. For upgrades between 0088-05-A16 and 0088-05-A00.			13	Below Rate	Above Fatality Rate	LOS B	LOS B		Partial	Partial
Undetermined	US 59	Yoakum	Victoria	0088-05-A16	Aloe Road	US 59/US 59B intersection	2.2	Convert divided US 59 to an access controlled facility with frontage roads		\$ 33,155,000	14	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Yoakum District March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Yoakum	Victoria	0088-05-A17	FM 446		0.0	Construct interchange (overpass and access ramps) at FM 446		\$ 11,699,000	14	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Yoakum	Victoria	0088-05-A15	US 59B		0.0	Construct interchange (overpass and access ramps) at US 59B		\$ 11,699,000	13	Above Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Yoakum	Victoria	0088-04-A14	US 59/US 59B intersection	Goliad/Victoria Countyline	6.1	Convert divided US 59 to an access controlled facility with frontage roads		\$ 90,610,000	12	Above Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 77/US 59	Yoakum	Victoria	0371-01-N00	US 59 and US 77 (Spur 91) Interchange		1.4	Along US 77. Construct mainlanes, access roads, and overpasses		\$ 64,171,000	14	Below Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 77	Yoakum	Victoria	0371-01-M00	Coleto Creek	Warburton Road	7.6	Construct mainlanes, access roads, and overpasses		\$128,094,000	13	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 77	Yoakum	Victoria	0371-01-L00	Warburton Road	North of SH 239	5.7	Construct mainlanes, access roads, and overpasses		\$ 92,174,000	12	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No

Notes:

1. Project length is approximate and was calculated using ArcGIS measurements of project limits established in Statewide Planning data and studies.
2. Let dates have been updated, as applicable, based on information provided by TxDOT Districts.
3. Estimated construction cost only. Does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.
4. Interstate Connectivity Position Numbers increase as I-69 System Projects extend away from a connecting Interstate facility
5. Crash rates are per 100 million Vehicle Miles Traveled and are compared to statewide averages of a similar functional classification.
6. Level of Service (LOS) is a term used to describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. LOS varies from "A" to "F".
7. Overlap with a high, medium or low freight plan priority.
8. Full, partial, or no overlap between project limits and established priorities limits.

Source Data:

- (1) I-69 Planning and Feasibility Studies (2013 & 2014)
- (2) TxDOT Funding Map 4/1/15
- (3) TxDOT TPP Statewide Planning Data via ArcGIS Online (October 5, 2015)
- (4) US 77 Program Development Plan (2011)
- (5) TxDOT TPP Statewide Planning Data - Statewide_Planning_Desktop_Apr_2015.mpk (April 2015)
- (6) TxDOT Traffic Operations Division – Texas Motor Vehicle Crash Highlights (2009-2013)
- (7) TxDOT Traffic Operations Division – Statewide Traffic Crash Rates (2009-2013)
- (8) Transportation Research Board Highway Capacity Manual (2010)
- (9) TxDOT TPP I-69 System Key Corridors Map (March 2015)
- (10) I-69 Segment Committee Reports (2012)
- (11) Texas Freight Mobility Plan October 5, 2015

I-69 Implementation Strategy

Section 7 – Corpus Christi District



I-69 System Current Status Corpus Christi District Summary

March 2016

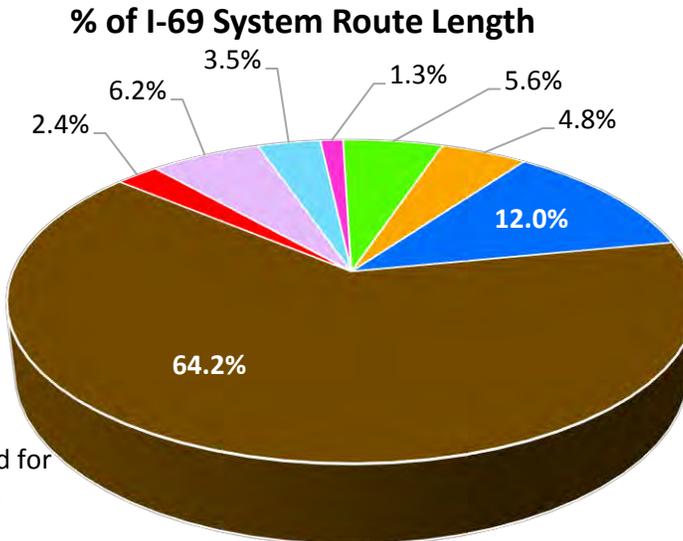
ID	Program Development Project Status	Projects (No.)	Length (Miles)	Estimated Construction Cost (\$2015)
	Part of I-69 System: I-69 System sections already designated.		7.8	Not Applicable
	Designation Pending: TxDOT is actively pursuing Interstate designation.	0	0.0	Not Applicable
	Meets Interstate Standards: Meets Interstate standards (IS).	16	19.8	Not Applicable
	Pending Review for IS: Appear to meet IS (i.e. access controlled, grade separated).	0	0.0	Not Applicable
	Under Construction to Meet IS: Will meet IS when construction is completed.	4	11.4	Not Applicable
	Backlog Project: Placeholder for readied projects that require additional funding.	0	0.0	\$0
	UTP Project: Listed in the current TxDOT Unified Transportation Program (UTP).	1	4.1	\$65,000,000
	Develop Authority Project: Can receive environmental clearance and be advanced into design.	8	18.0	\$219,694,000
	Plan Authority Project: Planning, feasibility, environmental studies and schematic designs can be advanced.	2	15.6	\$419,968,000
	Candidate Plan Authority Project: Potential future projects with no authority to initiate work.	10	38.5	\$857,022,000
	Program Status Undetermined: Potential projects that have no planning or programming status.	38	206.8	\$3,242,612,000

I-69 System Routes within District			
Route	Total Miles	Miles to Complete ****	Estimated Construction Cost to Complete (\$2015)
US 59	88.2	88.2	\$1,677,863,000
US 77*	106.2	78.6	\$1,298,824,000
US 281**	75.7	71.8	\$930,616,000
SH 44***	51.9	44.4	\$896,993,000
Total	322.0	283.0	\$4,804,296,000

* 0.2 miles added for Driscoll Relief Route and 0.3 miles added for Riviera Relief Route and 0.9 miles deleted for project overlap from the Yoakum District.

** 0.3 miles added for Premont Relief Route and 0.6 miles added for project overlap into the Pharr District.

*** 3.2 miles added for project overlap into the Laredo District.



Points of Contact:

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or
Roger Beall, P.E. - TxDOT
Transportation Planning and Programming Division
Corridor Planning Branch Manager
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**** Based on mileage of projects yet to begin construction.



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Corpus Christi District March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Corpus Christi	Goliad	0088-03-A13	Goliad/Victoria Countyline	1.0 mile north of Franke Road	8.4	Convert divided US 59 to an access controlled facility with overpass and frontage roads		\$123,102,000	11	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Goliad	0CRP-RR-A12	1.0 mile north of Franke Road	FM 1351	11.1	Construct US 59 Relief Route at Goliad. Interchanges would be included at US 59 and relief route and an interchange along the relief route		\$200,788,000	10	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Goliad	0088-02-A11	FM 1351	1.8 miles north of Bowers Road	8.0	Convert undivided US 59 to an access controlled facility with frontage roads		\$111,010,000	9	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Bee/Goliad	0CRP-RR-A10	1.8 miles north of Bowers Road	CR 417	4.3	Construct US 59 Relief Route at Berclair. Interchanges would be included at US 59 and relief route		\$ 84,646,000	8	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Bee	0088-01-A09	CR 417	0.6 miles south of Deaf Smith Road	5.4	Convert undivided US 59 to an access controlled facility with frontage roads		\$ 81,271,000	7	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
PLAN	US 59	Corpus Christi	Bee	0088-01-048	0.6 miles south of Deaf Smith Road	0.6 miles north of Harrison Road	9.2	Construct US 59 Relief Route at Beeville. Interchanges would be included at US 59 and relief route north of Beeville and an interchange at US 181	4/1/2028	\$185,968,000	6	2X Rate	Below Fatality Rate	LOS B	LOS B	Medium	No	No
Undetermined	US 59	Corpus Christi	Bee	0447-02-A07	FM 1349		0.0	Construct interchange (overpass and access ramps) at FM 1349		\$ 10,686,000	5	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Bee	0447-02-A06	FM796		0.0	Construct interchange (overpass and access ramps) at FM 796		\$ 10,686,000	4	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No



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(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Corpus Christi	Bee	0447-02-A05	0.6 miles north of Harrison Road	Live Oak/Bee Countyline	7.1	Convert undivided US 59 to an access controlled facility with frontage roads		\$101,238,000	3	Above Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Live Oak	0447-01-A04	Live Oak/Bee Countyline	FM 1596	4.3	Convert undivided US 59 to an access controlled facility with frontage roads.		\$ 61,319,000	2	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Live Oak	0447-01-A03	FM1596		0.0	Construct interchange (overpass and access ramps) at FM 1596		\$ 10,686,000	1	Above Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Live Oak	0447-01-A02	FM1596	I-37	2.5	Convert undivided US 59 to an access controlled facility with frontage roads		\$102,922,000	0	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
CANDPA	US 59	Corpus Christi	Live Oak	0447-01-051	1.0 MILES WEST OF IH 37	1.0 MILES EAST OF IH 37	2.0	CONSTRUCT DIRECTIONAL INTERCHANGE	7/1/2023	\$114,400,000	0	2X Rate	Below Fatality Rate	LOS B	LOS B	Low	No	No
	I-37																	
Undetermined	US 59	Corpus Christi	Live Oak	0447-01-FF0	I-37	US 59 RR east of George West	2.2	Construct mainlanes, access roads, and overpasses		\$135,771,000	0	Above Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Live Oak	0CRP-RR-A29	US 59 east of George West	CR 138	6.7	Construct US 59 Relief Route at George West with two direct connectors to US 281 and interchange at US 59 South		\$126,020,000	3	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	No
Undetermined	US 59	Corpus Christi	Live Oak	0542-06-A28	CR 138	CR 157	7.7	Convert undivided US 59 to an access controlled facility with intermittent access roads and overpass		\$ 88,639,000	4	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Live Oak	0542-06-A26	Dougherty Ranch Road	CR 157	5.9	Convert undivided US 59 to an access controlled facility with intermittent access roads		\$ 67,097,000	5	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Live Oak	0542-06-A27	FM 1359	FM 1359	0.0	Construct interchange FM 1359		\$ 11,474,000	6	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Corpus Christi	Live Oak	0542-06-A24	McMullen/Live Oak Countyline	Dougherty Ranch Road	3.4	Upgrade undivided US 59 to an access controlled facility with intermittent access roads		\$ 38,666,000	7	Above Rate	Below Fatality Rate	LOS B	LOS B		No	No



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(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Corpus Christi	Live Oak	0542-06-A25	FM 624	FM 624	0.0	Construct interchange at FM 624		\$ 11,474,000	8	Above Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 77	Corpus Christi	Refugio	0371-02-K00	North of SH 239	4.0 miles south of SH 239	4.0	Construct mainlanes, access roads, and overpasses		\$ 97,593,000	11	Below Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 77	Corpus Christi	Refugio	0371-02-J00	4.0 miles south of SH 239	William Ranch Road	4.8	Construct mainlanes, access roads, and overpasses		\$ 56,914,000	10	Below Rate	Above Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 77	Corpus Christi	Refugio	0371-02-I00	William Ranch Road	North of Refugio	9.2	Construct mainlanes, access roads, and overpasses		\$115,331,000	9	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
CANDPA	US 77	Corpus Christi	Refugio	0371-03-090	N OF REFUGIO	S OF REFUGIO (RELIEF ROUTE) (Toup Road)	6.5	ROUTE FEASIBILITY STUDY ON US 77 REFUGIO	8/1/2023	\$140,400,000	8	Above Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 77	Corpus Christi	Refugio	0371-03-G00	Toup Road	3.4 miles south of Woods Avenue	5.4	Construct mainlanes, access roads, and overpasses		\$138,045,000	7	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 77	Corpus Christi	Refugio	0371-03-F00	3.4 miles South of Woods Avenue	1.3 miles north of Aransas River	5.1	Construct mainlanes, access roads, and overpasses		\$ 50,554,000	6	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 77	Corpus Christi	San Patricio/Refugio	0371-04-E00	1.3 miles north of Aransas River	US 77 Business North (Sinton)	6.7	Construct mainlanes, access roads, and overpasses		\$ 82,007,000	5	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
DEVELO P-11PA	US 77	Corpus Christi	San Patricio	0371-04-062	BUSINESS NORTH (SINTON)	CHILTIPIN CREEK BR (CONTROL BREAK)	0.9	UPGRADE TO FREEWAY STANDARDS	2/1/2024	\$ 36,400,000	4	2X Rate	Below Fatality Rate	LOS B	LOS B	Low	No	Full
Meets IS	US 77	Corpus Christi	San Patricio	0371-04-059	US 77 Business North (Sinton)		1.0	Constructed to meet Interstate standards										
Meets IS	US 77	Corpus Christi	San Patricio	D371-04-034	SH 89		0.7	Meets Interstate Standards										
Meets IS	US 77	Corpus Christi	San Patricio	C371-04-034	US 181		0.4	Meets Interstate Standards										
Meets IS	US 77	Corpus Christi	San Patricio	B372-01-050	SH 188		0.8	Meets Interstate Standards										
Meets IS	US 77	Corpus Christi	San Patricio	A372-01-050	FM 1945		0.7	Meets Interstate Standards										



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(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
DEVELO P-11PA	US 77	Corpus Christi	San Patricio	0372-01-101	CHILTIPIN CREEK BR (CONTROL BREAK)	BUSINESS SOUTH (SINTON)	1.4	UPGRADE TO FREEWAY STANDARDS	2/1/2024	\$ 35,000,000	3	Below Rate	Above Fatality Rate	LOS B	LOS B	Low	No	Full
CANDPA	US 77	Corpus Christi	San Patricio	0372-01-902	BUSINESS SOUTH (SINTON)	NORTH OF ODEM	2.4	UPGRADE TO FREEWAY STANDARDS	2/1/2023	\$ 37,000,000	2	Below Rate	Below Fatality Rate	LOS B	LOS B	Medium	No	Full
CANDPA	US 77	Corpus Christi	San Patricio	0372-01-056	NORTH OF ODEM	SOUTH OF ODEM	4.3	ROUTE FEASIBILITY STUDY ON US 77 ODEM	8/1/2025	\$135,010,000	1	Above Rate	Below Fatality Rate	LOS B	LOS B	Medium	Full	Full
CANDPA	US 77	Corpus Christi	San Patricio	0372-01-900	SOUTH OF ODEM	IH 37 AND INTERCHANGE	2.9	UPGRADE FREEWAY AND UPGRADE INTERCHANGE	2/1/2023	\$133,580,000	0	Above Rate	Above Fatality Rate	LOS B	LOS B	Medium	No	Full
	I-37/US 77	Corpus Christi	Nueces	NA	I-69E	US 77	2.4											
I-69 System	I-69E	Corpus Christi	Nueces	NA	I-37	SH 44	6.2	NA Already I-69E										
I-69 System	I-69E	Corpus Christi	Nueces	0102-02-095	SH 44	0.4 miles south of FM 892	1.6	NA Already I-69E										
Under Const	US 77	Corpus Christi	Nueces	0102-02-096	500 feet south of FM 892	1400 feet N of CR 30 (5000 feet south of FM 2826)	3.2	Under construction to meet Interstate standards										
DEVELO P-11PA	US 77	Corpus Christi	Nueces	0102-02-101	NORTH OF FM 2826	SOUTH OF CR 28 (CONTROL BREAK)	3.0	CONSTRUCT MAIN LANES, FRONTAGE ROADS AND STRUCTURES	12/1/2016	\$ 11,699,000	0	Below Rate	Below Fatality Rate	LOS B	LOS B		No	Full
DEVELO P-11PA	US 77	Corpus Christi	Nueces	0102-03-083	S OF CR28	CR 16	4.1	CONSTRUCT RELIEF ROUTE AROUND DRISCOLL	12/1/2016	\$ 63,172,000	1	Below Rate	Below Fatality Rate	LOS B	LOS B		No	Full
DEVELO P-11PA	US 77	Corpus Christi	Nueces	0102-03-082	CR 16	FM 3354	2.4	CONSTRUCT MAIN LANES AND OVERPASSES	12/1/2016	\$ 12,868,000	2	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full



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(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Under Const	US 77	Corpus Christi	Nueces	0102-03-081	FM 3354	Kleberg/Nueces county line	4.3	Under construction to meet Interstate standards										
Under Const	US 77	Corpus Christi	Kleberg	0102-04-096	Kleberg/Nueces county line	FM 1898	2.8	Under construction to meet Interstate standards										
Meets IS	US 77	Corpus Christi	Kleberg	0102-04-T00 0102-040-078, 83 0102-040-063		at FM 1898 and FM 2045 at SH 141	1.3	Meets IS										
Meets IS	US 77	Corpus Christi	Kleberg	0102-04-095	south of SH 141	north of FM 425	1.2	Constructed to meet IS										
Meets IS	US 77	Corpus Christi	Kleberg	0102-04-R00 0102-04-056, and 079	north of FM 425	0.6 miles south of FM 1356	1.0	Meets IS										
DEVELO P-SWPA	US 77	Corpus Christi	Kleberg	0102-04-099	FM 1356	CR 2130	3.0	Construct mainlanes, frontage roads, and structures	2/1/2018	\$ 30,299,000	3	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
CANDPA	US 77	Corpus Christi	Kleberg	0102-04-097	County Road 2130	1.5 miles north of SH 285	8.5	Construct mainlanes, frontage roads, and structures	2/1/2023	\$ 67,267,000	4	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
CANDPA	US 77	Corpus Christi	Kleberg	0102-04-098	1.5 miles north of SH 285	SH 285	2.3	Construct relief route around Riviera	9/1/2022	\$ 34,511,000	5	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
CANDPA	US 77	Corpus Christi	Kleberg	0327-01-030	SH 285	Kenedy/Kleberg county line	1.7	Construct relief route around Riviera	9/1/2022	\$ 21,174,000	6	Above Rate	Above Fatality Rate	LOS B	LOS B		Full	Full
Undetermined	US 281/US 59	Corpus Christi	Live Oak	0CRP-RR-EE0	US 59 east of George West	US 281 south of George West	1.0	Construct US 281 relief route at George West		\$ 76,015,000	1	Above Rate	2X Fatality Rate	LOS B	LOS B		Full	No
Undetermined	US 281	Corpus Christi	Live Oak	0254-01-DD0	South of George West	2.3 miles south of CR 151	7.2	Construct mainlanes, access roads, and overpasses		\$ 77,280,000	2	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 281	Corpus Christi	Live Oak	0254-02-CC0	2.3 miles south of CR 151	1.0 mile north of FM 3162	5.8	Construct mainlanes, access roads, and overpasses		\$ 65,815,000	3	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 281	Corpus Christi	Jim Wells/ Live Oak	0254-02-BB0	1.0 mile north of FM 3162	FM 624	6.5	Construct mainlanes, access roads, and overpasses		\$ 79,562,000	4	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No



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(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)					
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Meets IS	US 281	Corpus Christi	Jim Wells	0254-03-061	FM 624 Overpass		0.9	Section Currently at Interstate Standards										
Undetermined	US 281	Corpus Christi	Jim Wells	0254-03-Z00	FM 624	1.5 miles south of CR 225	7.3	Construct mainlanes, access roads, and overpasses		\$ 89,481,000	5	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 281	Corpus Christi	Jim Wells	0254-03-Y00	1.5 miles south of CR 225	US 281 Business Route North	8.1	Construct mainlanes, access roads, and overpasses		\$ 96,944,000	6	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
DEVELOP	US 281	Corpus Christi	Jim Wells	0254-07-008	ON US281 AT CR116 INTERSECTION		1.0	CONSTRUCT GRADE SEPARATION		\$ 12,256,000	7	Above Rate	Above Fatality Rate	LOS B	LOS B		No	No
Meets IS	US 281	Corpus Christi	Jim Wells	0254-07-X00	SH 44 Overpass		0.7	Section Currently at Interstate Standards										
Meets IS	US 281	Corpus Christi	Jim Wells	0254-07-003	SH 44	FM 1554 overpass	1.0	Construct overpass at FM 1554										
Undetermined	US 281	Corpus Christi	Jim Wells	0254-07-V00	US 281 Business Route North	US 281 Business Route South	5.5	Construct mainlanes, access roads, and overpasses		\$ 84,992,000	8	Above Rate	Below Fatality Rate	LOS B	LOS B		No	Full
Undetermined	US 281	Corpus Christi	Jim Wells	0255-01-T00	SH 141	US 281 Business Route South	8.8	Construct mainlanes, access roads, and overpasses		\$108,960,000	7	Below Rate	Below Fatality Rate	LOS B	LOS B		No	Full
Meets IS	US 281	Corpus Christi	Jim Wells	0255-01-074	FM 2508 Overpass		0.6	Section Currently at Interstate Standards										
Meets IS	US 281	Corpus Christi	Jim Wells	0255-01-040	SH 141 Overpass		0.7	Section Currently at Interstate Standards										
Undetermined	US 281	Corpus Christi	Jim Wells	0255-01-R00	SH 141	CR 431	11.3	Construct mainlanes, access roads, and overpasses		\$109,696,000	6	Below Rate	Below Fatality Rate	LOS B	LOS B		No	Full
UTP-P14B	US 281	Corpus Christi	Jim Wells	0255-02-050	CR 431	CR 419	4.1	Construct relief route at Premont	7/1/2017	\$ 65,000,000								
Undetermined	US 281	Corpus Christi/Pharr	Jim Wells/Brooks	0255-02-P00	CR 419	0.27 mile north of FM 1418	5.2	Construct mainlanes, access roads, and overpasses		\$ 64,615,000	5	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
Meets IS	SH 44	Corpus Christi	Nueces		SH 358	0.7 Miles east of FM 3386	5.7	Controlled access freeway from SH 358 to Clarkwood RR										



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(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Under Const	SH 44	Corpus Christi	Nueces	0102-01-106	0.45 miles west of FM 3386	0.7 Miles east of FM 3386	1.1	Under Construction	7/1/2015									
DEVELO P-11PA	SH 44	Corpus Christi	Nueces	0102-01-088	0.19 miles west of FM 1694	0.45 miles west of FM 3386	2.2	CONSTRUCT MAINLANES, INTERCHANGES AND FRONTAGE ROADS	2/1/2018	\$ 18,000,000	1	2X Rate	Above Fatality Rate	LOS B	LOS B		No	No
Meets IS	SH 44	Corpus Christi	Nueces	0102-02-099	FM 1694		0.7	Construct Overpass										
PLAN	SH 44	Corpus Christi	Nueces	0373-09-001	CR 248	FM 24	6.4	ROUTE FEASIBILITY STUDY SH 44 ROBSTOWN	11/1/2016	\$234,000,000	0	Above Rate	Below Fatality Rate	LOS B	LOS B		No	Full
CANDPA	SH 44	Corpus Christi	Nueces	0373-09-002	SH 44	US 77	0.0	CONSTRUCT MAIN LANES, CONNECTORS AND STRUCTURES	7/1/2020	\$ 43,680,000	0	Below Rate	Above Fatality Rate	LOS B	LOS B	Medium	No	No
Undetermined	SH 44	Corpus Christi	Nueces	0373-03-F00	West of Robstown	East of FM 70	9.6	Construction of mainlanes, access roads, and overpasses		\$138,154,000	1	Below Rate	Below Fatality Rate	LOS B	LOS B		No	Full
Undetermined	SH 44	Corpus Christi	Jim Wells/ Nueces	4CRP-RR-E00	East of FM 70 (Agua Dulce relief route)	West of Agua Dulce	5.9	Construct relief route at Agua Dulce; includes construction of mainlanes, access roads, and overpasses		\$ 86,434,000	2	Above Rate	Above Fatality Rate	LOS B	LOS B		No	Full
Undetermined	SH 44	Corpus Christi	Jim Wells	0373-04-D00	West of Agua Dulce	SH 359 east of Alice	2.8	Construction of mainlanes, access roads, and overpasses		\$ 20,712,000	3	Below Rate	Below Fatality Rate	LOS B	LOS B		No	Full
CANDPA	SH 44	Corpus Christi	Jim Wells	0373-07-001	0.8 MI E OF EXIST SH 359 E OF ALICE	0.43MI W OF US281 RLF RT W OF ALICE	7.9	CONSTRUCT RELIEF ROUTE AT ALICE	1/1/2026	\$130,000,000	4	2X Rate	Below Fatality Rate	LOS B	LOS B		Full	Full



I-69 System Current Project Status Database Summary
TxDOT Corpus Christi District
March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)					
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	SH 44	Corpus Christi/Laredo	Duval/Jim Wells	4CRP-RR-C00	SH 359 east of Alice (San Diego/Alice relief route)	West of San Diego	9.6	Construct relief route at Alice and San Diego; includes construction of mainlanes, access roads, overpasses, and direct connects between SH 44 and US 281		\$226,013,000	5	2X Rate	Above Fatality Rate	LOS B	LOS B		Full	Full

Notes:

1. Project length is approximate and was calculated using ArcGIS measurements of project limits established in Statewide Planning data and studies.
2. Let dates have been updated, as applicable, based on information provided by TxDOT Districts.
3. Estimated construction cost only. Does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.
4. Interstate Connectivity Position Numbers increase as I-69 System Projects extend away from a connecting Interstate facility
5. Crash rates are per 100 million Vehicle Miles Traveled and are compared to statewide averages of a similar functional classification.
6. Level of Service (LOS) is a term used to describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. LOS varies from "A" to "F".
7. Overlap with a high, medium or low freight plan priority.
8. Full, partial, or no overlap between project limits and established priorities limits.

Source Data:

- (1) I-69 Planning and Feasibility Studies (2013 & 2014)
- (2) TxDOT Funding Map 4/1/15
- (3) TxDOT TPP Statewide Planning Data via ArcGIS Online (October 5, 2015)
- (4) US 77 Program Development Plan (2011)
- (5) TxDOT TPP Statewide Planning Data - Statewide_Planning_Desktop_Apr_2015.mpk (April 2015)
- (6) TxDOT Traffic Operations Division – Texas Motor Vehicle Crash Highlights (2009-2013)
- (7) TxDOT Traffic Operations Division – Statewide Traffic Crash Rates (2009-2013)
- (8) Transportation Research Board Highway Capacity Manual (2010)
- (9) TxDOT TPP I-69 System Key Corridors Map (March 2015)
- (10) I-69 Segment Committee Reports (2012)
- (11) Texas Freight Mobility Plan October 5, 2015

I-69 Implementation Strategy

Section 8 – Laredo and San Antonio Districts



I-69 System Current Status Laredo and San Antonio Districts Summary

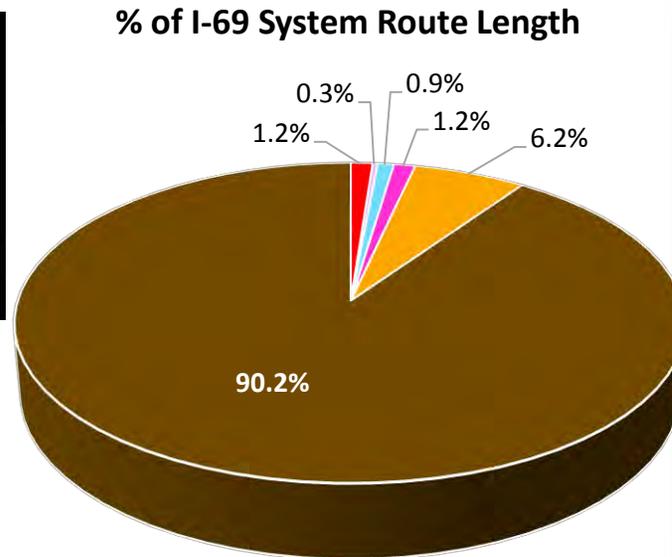
March 2016

ID	Project Development Status	Projects (No.)	Length (Miles)	Estimated Construction Cost (\$2015)
	Part of I-69 System: I-69 System sections already designated.		1.4	Not Applicable
	Designation Pending: TxDOT is actively pursuing Interstate designation.	0	0.0	Not Applicable
	Meets Interstate Standards: Meets Interstate standards (IS).	1	0.3	Not Applicable
	Pending Review for IS: Appear to meet IS (i.e. access controlled, grade separated).	0	0.0	Not Applicable
	Under Construction to Meet IS: Will meet IS when construction is completed.	1	1.0	Not Applicable
	Backlog Project: Placeholder for readied projects that require additional funding.	0	0.0	\$0
	UTP Project: Listed in the current TxDOT Unified Transportation Program (UTP).	3	1.3	\$39,400,000
	Develop Authority Project: Can receive environmental clearance and be advanced into design.	0	0.0	\$0
	Plan Authority Project: Planning, feasibility, environmental studies and schematic designs can be advanced.	1	6.9	\$124,800,000
	Candidate Plan Authority Project: Potential future projects with no authority to initiate work.	0	0.0	\$0
	Program Status Undetermined: Potential projects that have no planning or programming status.	21	100.9	\$1,505,547,000

I-69 System Routes within Districts			
Route	Total Miles	Miles to Complete **	Estimated Construction Cost to Complete (\$2015)
US 59	91.2	88.5	\$1,415,405,000
SH 44*	20.6	20.6	\$254,342,000
Total	111.8	109.1	\$1,669,747,000

* 3.2 miles deleted for project overlap from the Corpus Christi District.

** Based on mileage of projects yet to begin construction.



Points of Contact:

Alberto Ramirez, P.E. - TxDOT Laredo District
 Director of Transportation Planning and Development
 Phone: 956.712.7446
 (I-69 Route upgrades in the San Antonio District are being advanced by the Laredo District)
 or
Roger Beall, P.E. - TxDOT Transportation Planning and Programming Division
 Corridor Planning Branch Manager
 Phone: 512.486.5154

TxDOT Planning

I-69 System Program Development Project Status Laredo and San Antonio Districts

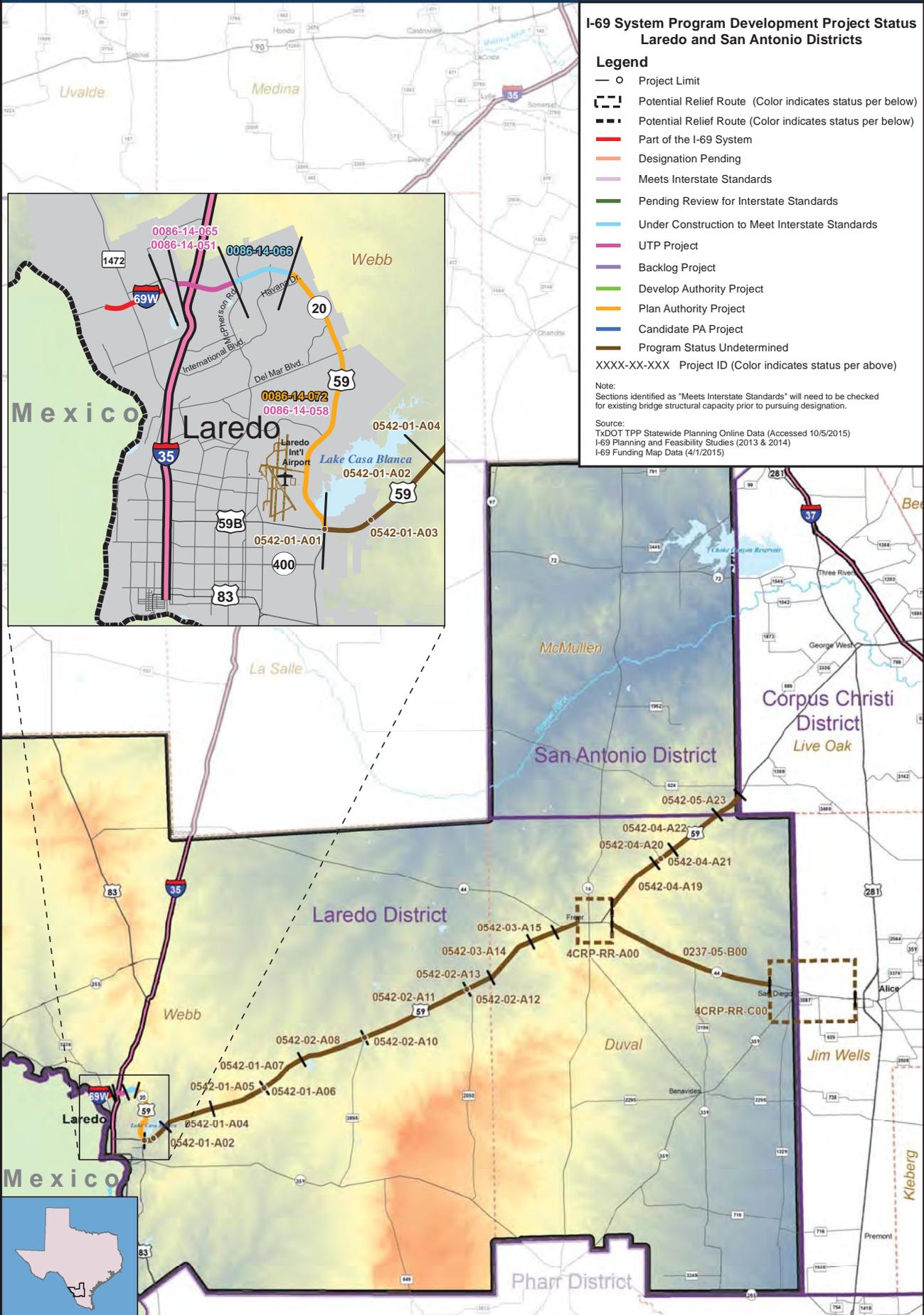
Legend

- Project Limit
- Potential Relief Route (Color indicates status per below)
- Potential Relief Route (Color indicates status per below)
- Part of the I-69 System
- Designation Pending
- Meets Interstate Standards
- Pending Review for Interstate Standards
- Under Construction to Meet Interstate Standards
- UTP Project
- Backlog Project
- Develop Authority Project
- Plan Authority Project
- Candidate PA Project
- Program Status Undetermined

XXXX-XX-XXX Project ID (Color indicates status per above)

Note:
Sections identified as "Meets Interstate Standards" will need to be checked for existing bridge structural capacity prior to pursuing designation.

Source:
TxDOT TPP Statewide Planning Online Data (Accessed 10/5/2015)
I-69 Planning and Feasibility Studies (2013 & 2014)
I-69 Funding Map Data (4/1/2015)



Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
March 2016

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TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Laredo and San Antonio Districts March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)					
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	San Antonio	McMullen	0542-05-A23	McMullen/Live Oak County line	Duval/McMullen County line	3.5	Convert undivided US 59 to an access controlled facility with intermittent access roads		\$ 38,560,000	9	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Duval	0542-04-A22	Duval/McMullen County line	CR 408/CR101	6.4	Convert undivided US 59 to an access controlled facility with intermittent access roads and overpass		\$ 73,313,000	10	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Duval	0542-04-A20	CR 408/CR101	CR 407	2.6	Convert undivided US 59 to an access controlled facility with intermittent access roads		\$ 29,674,000	9	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Duval	0542-04-A21	FM 2359	FM 2359	0.0	Construct interchange at FM 2359		\$ 11,474,000	8	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Duval	0542-04-A19	CR 407	US 59/Relief Route	7.0	Convert undivided US 59 to an access controlled facility with access roads and two overpasses		\$ 62,006,000	7	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59/SH 44	Laredo	Duval	4CRP-RR-A00	US 59/SH 44 Intersection east of Freer (Freer relief route)		7.6	Construct US 59 relief route at Freer; includes construction of US 59 mainlanes, access roads, overpasses, and direct connects from SH 44 to US 59		\$224,185,000	6	Below Rate	Above Fatality Rate	LOS B	LOS B		Full	No
Undetermined	US 59	Laredo	Duval	0542-03-A15	1.13 miles south of SH 44	Wilson St	3.0	Convert undivided US 59 to an access controlled facility with intermittent access roads		\$ 43,182,000	7	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Laredo and San Antonio Districts March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Laredo	Duval	0542-03-A14	Wilson St	Webb County Line	6.2	Convert undivided US 59 to an access controlled facility with intermittent access roads and overpass		\$ 73,908,000	8	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Webb	0542-02-A13	Webb/Duval County Line	FM 2050	3.0	Convert undivided US 59 to an access controlled facility with intermittent access roads		\$ 31,843,000	9	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Webb	0542-02-A12	FM 2050		0.0	Construct interchange at FM 2050 (Border Patrol Station)		\$ 18,223,000	10	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Webb	0542-02-A11	FM 2050	FM 2895	12.8	Convert undivided US 59 to an access controlled facility with intermittent access roads and overpass		\$147,384,000	10	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Webb	0542-02-A10	FM 2895		0.0	Construct interchange at FM 2895		\$ 11,474,000	9	2X Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Webb	0542-02-A08	FM 2895	Ghety Dix Road	7.6	Convert undivided US 59 to an access controlled facility with intermittent access roads and overpass for local access		\$ 87,661,000	8	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Webb	0542-01-A07	Ghety Dix Road	Las Lomas Road	5.4	Convert undivided US 59 to an access controlled facility with intermittent access roads and overpass		\$ 43,150,000	7	Below Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Webb	0542-01-A06	RR 7150J		0.0	Construct interchange at RR 7150J		\$ 11,474,000	6	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Webb	0542-01-A05	Las Lomas Road	RR 7150J	6.4	Convert undivided US 59 to an access controlled facility with intermittent access roads and overpass		\$ 93,143,000	5	Below Rate	Above Fatality Rate	LOS B	LOS B		No	No



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Laredo and San Antonio Districts March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)			
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	US 59	Laredo	Webb	0542-01-A04	6.55 miles east of Killam Road	0.75 miles east of Killam Road	5.8	Convert undivided US 59 to an access controlled facility with intermittent access roads and overpass		\$ 67,085,000	4	Below Rate	Below Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Webb	0542-01-A03	State Representative Henry Cuellar Roadway		0.0	Construct interchange at State Representative Henry Cuellar Roadway		\$ 11,474,000	3	Above Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Webb	0542-01-A02	0.75 miles east of Killam Road	CR 407	3.0	Convert undivided US 59 to an access controlled facility with intermittent access roads		\$ 82,003,000	2	2X Rate	2X Fatality Rate	LOS B	LOS B		No	No
Undetermined	US 59	Laredo	Webb	0542-01-A01	US 59/Loop 20 intersection		0.0	Construct four-leg direct connector interchange at US 59/Loop 20		\$ 89,989,000	1	2X Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
PLAN	US 59	Laredo	Webb	0086-14-072	US 59/Loop 20 Interchange	International Blvd	6.9	Upgrade existing highway to freeway standards	8/1/2018	\$124,800,000	0	Above Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
UTP - 1010CB	US 59	Laredo	Webb	0086-14-058	US 59/LOOP 20 INTERCHANGE	E OF INTERNATIONAL BLVD	0.0	SCHEMATIC, ENVIRONMENTAL, ROW-SURVEY/MAPPING		\$ -								
Under Const	US 59	Laredo	Webb	0086-14-066	0.45 MI EAST OF INTERNATIONAL BLVD	0.25 MI WEST OF MCPHERSON ROAD	1.0	FOR THE CONSTRUCTION OF INTERCHANGE FACILITY OVER INTERNATIONAL BLVD	12/1/2015 (Actual)									
UTP - 1611	US 59	Laredo	Webb	0086-14-065	0.160 MILES WEST OF MCPHERSON	0.330 MILES WEST OF IH 35	1.3	FOR THE CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH35	8/1/2016	\$ 39,400,000								
UTP - 1010CB	US 59	Laredo	Webb	0086-14-051	3000 FEET EAST OF HAVANA	0.5 MI WEST OF MILO INTERCHANGE	0.0	SCHEMATIC, ENVIRONMENTAL, ROW-SURVEY/MAPPING & PSE	5/1/2015	\$ -								
	US 59	Laredo	Webb		0.330 MILES WEST OF IH 35	I-69W	0.3											
I-69 System	I-69W	Laredo	Webb	NA	I-35	0.6 miles west of FM 1472	1.4	NA-Already I-69W										



TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Laredo and San Antonio Districts March 2016

(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)					
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Undetermined	SH 44	Laredo	Duval	0237-05-B00	West of San Diego	US 59/SH 44 Intersection east of Freer	20.6	Construction of mainlanes, access roads, and overpasses		\$254,342,000	6	Below Rate	Above Fatality Rate	LOS B	LOS B		No	No

Notes:

1. Project length is approximate and was calculated using ArcGIS measurements of project limits established in Statewide Planning data and studies.
2. Let dates have been updated, as applicable, based on information provided by TxDOT Districts.
3. Estimated construction cost only. Does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.
4. Interstate Connectivity Position Numbers increase as I-69 System Projects extend away from a connecting Interstate facility
5. Crash rates are per 100 million Vehicle Miles Traveled and are compared to statewide averages of a similar functional classification.
6. Level of Service (LOS) is a term used to describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. LOS varies from "A" to "F".
7. Overlap with a high, medium or low freight plan priority.
8. Full, partial, or no overlap between project limits and established priorities limits.

Source Data:

- (1) I-69 Planning and Feasibility Studies (2013 & 2014)
- (2) TxDOT Funding Map 4/1/15
- (3) TxDOT TPP Statewide Planning Data via ArcGIS Online (October 5, 2015)
- (4) US 77 Program Development Plan (2011)
- (5) TxDOT TPP Statewide Planning Data - Statewide Planning Desktop Apr 2015.mpk (April 2015)
- (6) TxDOT Traffic Operations Division – Texas Motor Vehicle Crash Highlights (2009-2013)
- (7) TxDOT Traffic Operations Division – Statewide Traffic Crash Rates (2009-2013)
- (8) Transportation Research Board Highway Capacity Manual (2010)
- (9) TxDOT TPP I-69 System Key Corridors Map (March 2015)
- (10) I-69 Segment Committee Reports (2012)
- (11) Texas Freight Mobility Plan October 5, 2015

I-69 Implementation Strategy

Section 9 – Pharr District



I-69 System Current Status TxDOT Pharr District Summary

March 2016

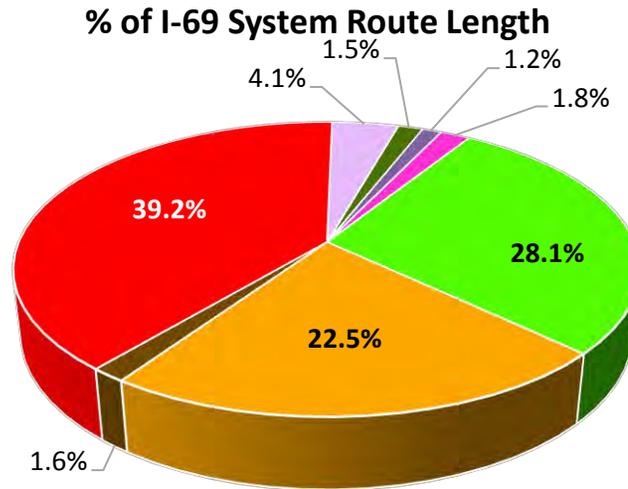
ID	Program Development Project Status	Projects (No.)	Length (Miles)	Estimated Construction Cost (\$2015)
	Part of I-69 System: I-69 System sections already designated.		72.8	Not Applicable
	Designation Pending: TxDOT is actively pursuing Interstate designation.	0	0.0	Not Applicable
	Meets Interstate Standards: Meets Interstate standards (IS).	3	7.6	Not Applicable
	Pending Review for IS: Appear to meet IS (i.e. access controlled, grade separated).	3	2.8	Not Applicable
	Under Construction to Meet IS: Will meet IS when construction is completed.	0	0.0	Not Applicable
	Backlog Project: Placeholder for readied projects that require additional funding.	1	2.2	\$35,000,000
	UTP Project: Listed in the current TxDOT Unified Transportation Program (UTP).	2	3.4	\$21,631,000
	Develop Authority Project: Can receive environmental clearance and be advanced into design.	6	52.3	\$169,044,000
	Plan Authority Project: Planning, feasibility, environmental studies and schematic designs can be advanced.	8	41.8*	\$556,581,000
	Candidate Plan Authority Project: Potential future projects with no authority to initiate work.	0	0.0	\$0
	Program Status Undetermined: Potential projects that have no planning or programming status.	1	2.9	\$14,317,000

I-69 System Routes within District			
Route	Total Miles	Miles to Complete **	Estimated Construction Cost to Complete (\$2015)
US 77	102.7	48.2	\$486,235,000
US 281*	73.7	48.1	\$274,390,000
SH 550	9.4	6.3	\$35,948,000
Total	185.8	102.6	\$796,573,000

* 0.6 miles deleted for project overlap from the Corpus Christi District.

** Based on mileage of projects yet to begin construction.

* Length does not include 46.7 miles of Plan Authority projects on US 77 in Kenedy County which overlap Develop Authority projects.



Points of Contact:
Homer Bazan, P.E. - TxDOT Pharr District
 Director of Transportation Planning and Development
 Phone: 956.702.6214
 or
Roger Beall, P.E. - TxDOT Transportation Planning and Programming Division
 Corridor Planning Branch Manager
 Phone: 512.486.5154

TxDOT Planning

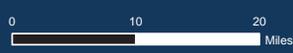
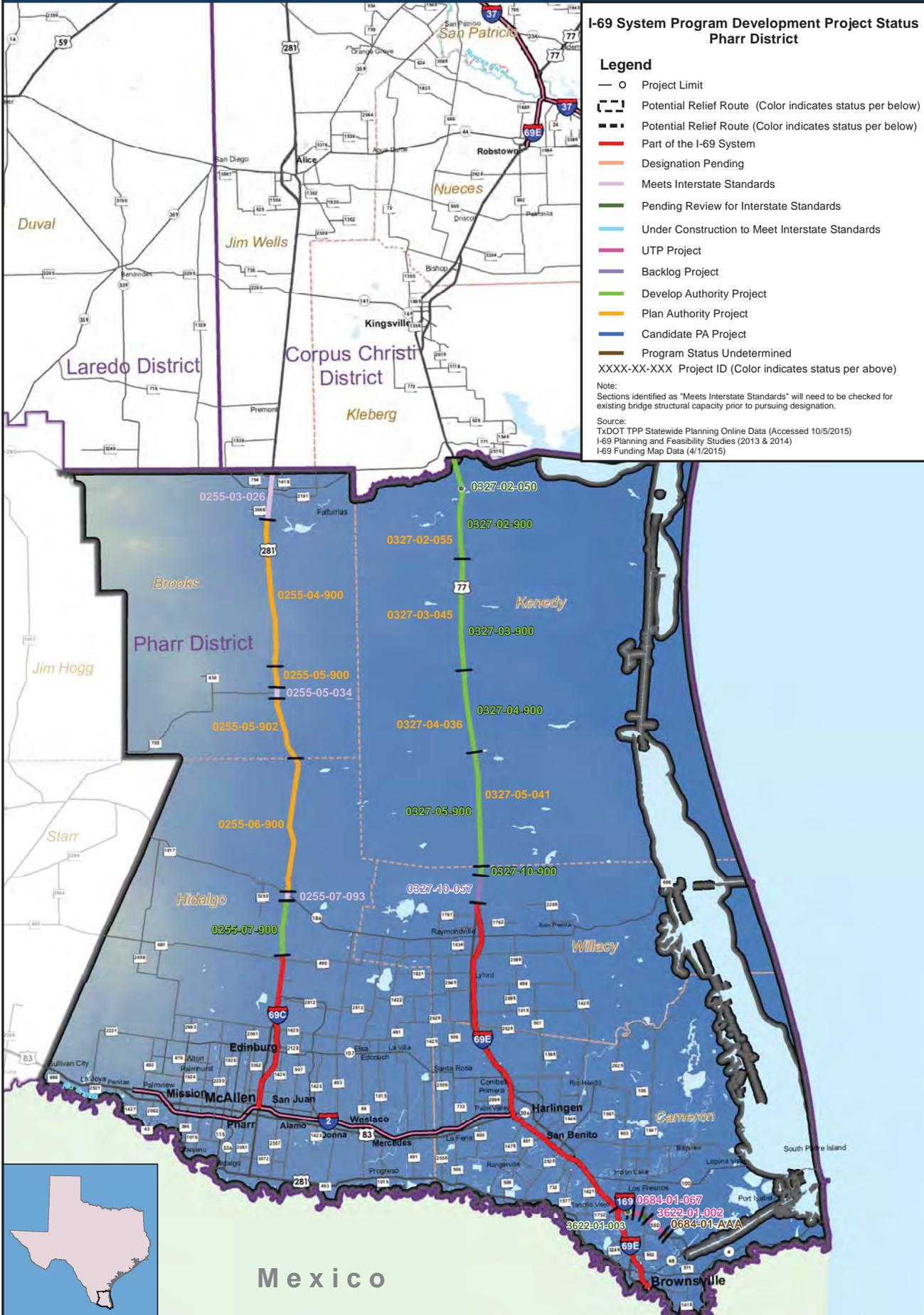
I-69 System Program Development Project Status Pharr District

Legend

- Project Limit
 - Potential Relief Route (Color indicates status per below)
 - Potential Relief Route (Color indicates status per below)
 - Part of the I-69 System
 - Designation Pending
 - Meets Interstate Standards
 - Pending Review for Interstate Standards
 - Under Construction to Meet Interstate Standards
 - UTP Project
 - Backlog Project
 - Develop Authority Project
 - Plan Authority Project
 - Candidate PA Project
 - Program Status Undetermined
- XXXX-XX-XXX Project ID (Color indicates status per above)

Note:
Sections identified as "Meets Interstate Standards" will need to be checked for existing bridge structural capacity prior to pursuing designation.

Source:
TxDOT TPP Statewide Planning Online Data (Accessed 10/5/2015)
I-69 Planning and Feasibility Studies (2013 & 2014)
I-69 Funding Map Data (4/1/2015)



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Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
March 2016

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TEXAS DEPARTMENT OF TRANSPORTATION

I-69 System Current Project Status Database Summary TxDOT Pharr District March 2016

(3)	(1)	(3)	(4)	(1)	(3)	(4)	(3)	(1)	(3)	(4)	(3)	(1)	(3)	(4)	(5)	(7)	(5)	(6)	(5)	(8)	(5)	(8)	(11)	(10)	(9)
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)							
Pending Review	US 77	Pharr	Kenedy	0327-02-050	0.71 mile north of La Parra Ave.	0.87 mile south of La Parra Ave.	1.2	Pending review for Interstate standards																	
PLAN	US 77	Pharr	Kenedy	0327-02-055	KENEDY/KLEBER G CL	8 MILES S. OF LA PARRA AVE	0.0	CONSTRUCT MAINLANES & OVERPASSES	1/1/2060	\$ 72,655,000	5	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full							
DEVELO P-11PA	US 77	Pharr	Kenedy	0327-02-900	KENEDY/KLEBER G CL	8 MILES S OF LA PARRA AVE	10.5	UPGRADE TO INTERSTATE STANDARDS	1/1/2025	\$ 23,982,000	5	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full							
PLAN	US 77	Pharr	Kenedy	0327-03-045	8 MILES S. OF LA PARRA AVE	9.6 MILES N. OF NORIAS RD,NORTH	0.0	CONSTRUCT MAINLANES & OVERPASSES	1/1/2060	\$ 96,363,000	4	Below Rate	Above Fatality Rate	LOS B	LOS B		Full	Full							
DEVELO P-11PA	US 77	Pharr	Kenedy	0327-03-900	8 MILES S OF LA PARRA AVE.	9.6 MILES N. OF NORIAS RD,NORTH	12.6	UPGRADE TO INTERSTATE STANDARDS	1/1/2025	\$ 26,000,000	4	Below Rate	Above Fatality Rate	LOS B	LOS B		Full	Full							
PLAN	US 77	Pharr	Kenedy	0327-04-036	9.6 MILES (ARMSTRONG)	NORIAS RD, NORTH	0.0	CONSTRUCT MAINLANES & OVERPASSES	1/1/2060	\$ 64,263,000	3	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full							
DEVELO P-11PA	US 77	Pharr	Kenedy	0327-04-900	9.6 MILES (ARMSTRONG)	NORIAS RD., NORTH	9.5	UPGRADE TO INTERSTATE STANDARDS	1/1/2025	\$ 19,654,000	3	Below Rate	Above Fatality Rate	LOS B	LOS B		Full	Full							
PLAN	US 77	Pharr	Kenedy	0327-05-041	NORIAS RD	WILLACY/KENNEDY COUNTY LINE, NORTH	0.0	CONSTRUCT MAINLANES & OVERPASSES	1/1/2060	\$ 85,380,000	2	Below Rate	Above Fatality Rate	LOS B	LOS B		Full	Full							
DEVELO P-11PA	US 77	Pharr	Kenedy	0327-05-900	NORIAS RD.	WILLACY/KENNEDY COUNTY LINE, NORTH	12.9	UPGRADE TO INTERSTATE STANDARDS	1/1/2025	\$ 40,711,000	2	Below Rate	Above Fatality Rate	LOS B	LOS B		Full	Full							
DEVELO P-11PA	US 77	Pharr	Willacy	0327-10-900	WILLACY/KENEDY C.L.	0.93 MI S OF WILLACY/KENEDY C.L.	0.5	UPGRADE TO INTERSTATE STANDARDS	1/1/2060	\$ 22,227,000	1	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full							
BACK-LOG	US 77	Pharr	Willacy	0327-10-057	0.93 MI S OF WILLACY/KENEDY CL	BUSINESS 77	2.2	CONSTRUCT MAINLANES & OVERPASS	11/1/2015	\$ 35,000,000															
I-69 System	I-69E		Cameron/Willacy		Brownsville	Bus 77 north of Raymondville	53.3	NA Already I-69E																	
Meets IS	US 281	Pharr	Brooks	0255-03-026	0.27 mile north of FM 1418	Falfurrias (0.9 mile south of FM 3066)	5.3	Construct mainlanes, access roads, and overpasses																	



TEXAS DEPARTMENT OF TRANSPORTATION

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(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)					
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
PLAN	US 281	Pharr	Brooks	0255-04-900	0.906 MI S OF FM 3066	3.158 MI N OF FM 755	16.6	RURAL EXPRESSWAY FACILITY	1/1/2025	\$ 95,150,000	4	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
PLAN	US 281	Pharr	Brooks	0255-05-900	3.158 MI N. OF FM 755	0.682 MI N. OF FM 755	2.5	RURAL EXPRESSWAY FACILITY	1/1/2025	\$ 14,110,000	3	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
Meets IS	US 281	Pharr	Brooks	0255-05-034	FM 755 Overpass		1.3	Section Currently at Interstate Standards										
PLAN	US 281	Pharr	Brooks	0255-05-902	0.690 MI S OF FM 755	HIDALGO/BROOKS COUNTY LINE	7.2	RURAL EXPRESSWAY FACILITY	1/1/2025	\$ 40,740,000	2	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
PLAN	US 281	Pharr	Hidalgo	0255-06-900	HIDALGO/BROOKS COUNTY LINE	0.315 MI N OF SH 186	15.5	RURAL EXPRESSWAY FACILITY	1/1/2025	\$ 87,920,000	1	Below Rate	Below Fatality Rate	LOS B	LOS B		Full	Full
Meets IS	US 281	Pharr	Hidalgo	0255-07-093	SH 186 Overpass		1.0	Section Currently at Interstate Standards										
DEVELO P-SWPA	US 281	Pharr	Hidalgo	0255-07-900	0.690 MI S OF FM 186	0.340 MI N OF SH 490	6.3	Construct mainlanes, access roads, and overpasses	1/1/2025	\$ 36,470,000	0	Below Rate	Below Fatality Rate	LOS B	LOS B	High	Full	Full
I-69 System	US 281	Pharr	Hidalgo	0255-07-128 0255-07-129	0.4 mile north of FM 490	I-69C Terminus	4.5	I-69C										
I-69 System	US 281	Pharr	Hidalgo	NA	FM 2812	I-2/US 83	13.5	I-69C										
I-69 System	SH 550	Pharr	Cameron	3622-01-003	I-69E/US 77	Old Alice Road	1.5	I-169										
	SH 550	Pharr	Cameron	3622-01-003	1.5 miles east of I-69E/US 77 (at Old Alice Road)	FM 3248		Interim construction complete		\$ -	NA						No	No
Pending Review	SH 550	Pharr	Cameron	3622-01-003	Old Alice Road	0.53 MI EAST OF OLD ALICE RD.	0.5	Pending review for Interstate standards										
UTP-1707	SH 550	Pharr	Cameron	0684-01-067	0.53 MI EAST OF OLD ALICE RD.	0.48 MI WEST OF FM 1847	1.0	CONSTRUCT TOLLED 4 LANE FACILITY	8/1/2016	\$ 6,720,000								



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(3)	(1) (3) (4)	(1) (3) (4)	(3)	(1) (3) (4)	(3)	(1) (3) (4)	(5) (7)	(5) (6)	(5) (8)	(5) (8)	(11)	(10)	(9)					
TPP Work Program	Route	District	County	Project ID	From	To	Project Length (miles) (Note 1)	Description of work	Estimated Let Date (Note 2)	Estimated Construction Cost (\$ 2015) (Note 3)	Connect Position to Interstate (Note 4)	Crash (Note 5)	Fatality (Note 5)	2013 Congestion (Note 6)	2033 Congestion (Note 6)	Freight Plan Priorities (Note 7)	Aligns with I-69 Segment Committee Priorities (Note 8)	Aligns with I-69 System Key Corridors (Note 8)
Pending Review	SH 550	Pharr	Cameron	3622-01-003	West of 1847	East of 1847	1.1	Pending review for Interstate standards										
UTP-1612SP	SH 550	Pharr	Cameron	3622-01-002	0.203 Mi S of FM 1847	1.13 Mi SE of UPRR Overpass FM 3248	2.4	CONSTRUCT CONTROLLED ACCESS TOLLED MAIN LANES AND DIRECT	1/1/2017	\$ 14,911,000								
Undetermined	SH 550	Pharr	Cameron	0684-01-AAA	1.13 Mi SE of UPRR Overpass FM 3248	Port of Brownsville	2.9			\$ 14,317,000		Above Rate	2X Fatality Rate	LOS B	LOS B		No	No

Notes:

1. Project length is approximate and was calculated using ArcGIS measurements of project limits established in Statewide Planning data and studies.
2. Let dates have been updated, as applicable, based on information provided by TxDOT Districts.
3. Estimated construction cost only. Does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.
4. Interstate Connectivity Position Numbers increase as I-69 System Projects extend away from a connecting Interstate facility
5. Crash rates are per 100 million Vehicle Miles Traveled and are compared to statewide averages of a similar functional classification.
6. Level of Service (LOS) is a term used to describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. LOS varies from "A" to "F".
7. Overlap with a high, medium or low freight plan priority.
8. Full, partial, or no overlap between project limits and established priorities limits.

Source Data:

- (1) I-69 Planning and Feasibility Studies (2013 & 2014)
- (2) TxDOT Funding Map 4/1/15
- (3) TxDOT TPP Statewide Planning Data via ArcGIS Online (October 5, 2015)
- (4) US 77 Program Development Plan (2011)
- (5) TxDOT TPP Statewide Planning Data - Statewide Planning Desktop Apr 2015.mpk (April 2015)
- (6) TxDOT Traffic Operations Division – Texas Motor Vehicle Crash Highlights (2009-2013)
- (7) TxDOT Traffic Operations Division – Statewide Traffic Crash Rates (2009-2013)
- (8) Transportation Research Board Highway Capacity Manual (2010)
- (9) TxDOT TPP I-69 System Key Corridors Map (March 2015)
- (10) I-69 Segment Committee Reports (2012)
- (11) Texas Freight Mobility Plan October 5, 2015