

# APPENDIX A

## PUBLIC INVOLVEMENT ELECTRONIC NOTEBOOK





# Texas Transportation Plan

---

Public Involvement Electronic Notebook

December 31, 2014

## Contents

▪ Introduction	page 3
▪ Stakeholder and Public Participation Plan	page 3
▪ Technical Advisory Committee	page 4
▪ Stakeholder Meetings	page 4
▪ Public Meetings	page 6
▪ Email Campaigns	page 7
▪ Transportation Questionnaire	page 8
▪ Demographic Survey	page 9
▪ Web-Based Interactive Planning Scenario Tool	page 10
▪ Summary Conclusion	page 11

## Appendices

- Appendix A Stakeholder and Public Participation Plan
- Appendix B Technical Advisory Committee Meeting Summaries
- Appendix C Stakeholder Meeting Summaries
- Appendix D Public Meeting Comment Card and Meeting Exhibits
- Appendix E E-mail Campaign Messages
- Appendix F Transportation Questionnaire
- Appendix G Demographic Survey
- Appendix H Web-Based Interactive Planning Scenario Tool Summary

## Introduction

The Texas Transportation Plan 2040 (TTP 2040) will serve as the Texas Department of Transportation's (TxDOT) long-range, performance-based transportation plan. The TTP 2040 will guide planning and programming decisions for the development, integrated management, and operations of the statewide, multimodal transportation system in Texas over the next 25 years. Public involvement was a critical component of the plan's development. The statewide public involvement effort was the most comprehensive information and education campaign ever conducted by TxDOT.

The tools and techniques utilized included a variety of high-touch (personal interaction) and high-tech methods for collecting public input and opinion. These methods included engaging a diverse group of TxDOT personnel, transportation partners, stakeholders, and the public across the state using a combination of traditional and innovative, online communication and visualization tools in English and Spanish. The following represents the basis of the effort:

- Development of and revisions to the Stakeholder and Public Participation Plan
- Establishment and periodic meetings of the Technical Advisory Committee
- Stakeholder meetings
- Public meetings
- Transportation Questionnaire
- Demographic Survey
- Web-Based Interactive Planning Scenario Tool

This electronic notebook describes the public information tools and techniques used during the development of the TTP 2040. It is intended to document the effort and provide guidance for future public participation for planning initiatives.

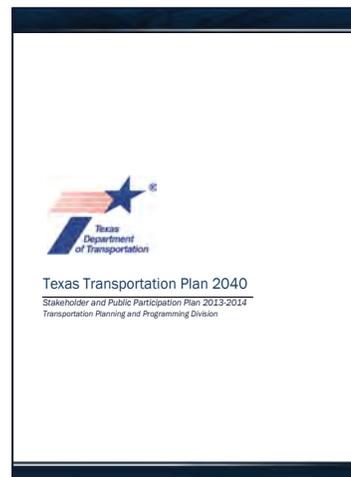
## Stakeholder and Public Participation Plan

The roadmap for the public involvement effort was developed in the Stakeholder and Public Participation Plan (SP3). The SP3 outlines the public engagement objectives and the activities to be conducted to meet them. Please note that anyone who uses the TxDOT system could be considered a stakeholder. However, for purposes of this document and the entire effort, stakeholder is defined as someone who is directly involved in transportation planning either as a technical expert or a decision maker. The public is defined as all other parties who may be impacted. The SP3 was updated once over the course of the effort. The complete plan can be found in **Appendix A**.

The objectives outlined in the SP3 are as follows:

- Establish **early and continuous public participation opportunities** that provide timely information about transportation issues and decision-making processes to all interested parties;
- Provide **reasonable public access** to educational, technical, and policy information to enhance the public's knowledge and ability to participate in the development of the TTP;

- Provide **adequate public notice** of participation opportunities during the development of the TTP, and time for public review and comment at key decision points in the planning process;
- Ensure that public participation opportunities are held at **convenient and accessible** (Americans with Disabilities Act – ADA) **locations and times**;
- **Make information comprehensible and available** using visualization techniques, and available in appropriate electronically-accessible formats and means via the TxDOT website, technology-enabled media, and video-teleconferencing;
- Include measures for seeking input from and considering the needs of those traditionally underserved by existing transportation systems as defined in **Title VI** of the Civil Rights Act of 1964, such as low-income, minority, and non-English speaking households who may face challenges accessing employment and other services; and
- Provide for the **periodic review of the public participation process** to ensure the effectiveness of TxDOT’s public involvement efforts and revise the process as appropriate.



In order to accomplish these objectives, the tools listed and described in this document were implemented and recorded.

### Technical Advisory Committee

The Technical Advisory Committee (TAC) was the initial step in obtaining stakeholder involvement. The TAC was formed as a multi-disciplinary group to provide feedback and insight to the planning team throughout the TTP development. The committee was comprised of TxDOT administrators, civil engineers, planners, environmental experts, and public information specialists. The TAC met four times. Each meeting was purposeful and supported a significant planning milestone.

During the first meeting the group helped develop the TTP framework and draft goals and objectives and preview the initial public outreach effort. Subsequent meetings included status updates, presentation of TTP components, and public involvement strategies and outreach methods. TAC contributions included review and comment on public involvement materials and exhibits, the unconstrained modal profiles, public surveys and the planning scenario tool as well as assisting with getting other stakeholders informed and involved. The TAC effort wrapped up with the committee providing comments to the draft TTP. For complete TAC meeting summaries, please refer to **Appendix B**.

### Stakeholder Meetings

Stakeholder meetings were held during each of the two public outreach rounds. The meetings were intended to collect thoughts, feedback, and information from local transportation planners and decision makers. Each meeting was held in the same location, and prior to, the public open house.

All the materials for the public open house were set up for stakeholders to view and ask questions. The format for the meeting was a presentation followed by a facilitated discussion. The facilitated discussion had pointed questions to help guide the discussion in a manner that produced a meaningful dialogue between the TTP planning team and the participants.

The keys to successful stakeholder participation were early notice of the meeting so stakeholders could anticipate attending and thoughtful development of the facilitated discussion. For the second round of meetings, stakeholder notices were sent more than a month in advance as a *save the date* e-mail. The email included all meeting dates and times along with a link to the transportation survey (discussed below) as well as the TTP TxDOT website pages and the ability to forward the information to others.



With regard to the facilitated discussion, the planning team collaborated on the development of the questions. The questions corresponded to the phase of the plan's development and were intended to stimulate the conversation, not to be used as a script. The facilitator guided the discussion and another team member recorded the notes on a flipchart for the entire group to view. The flipchart notes allowed everyone participating to view the information being documented. It also gave the participants the ability to correct any misunderstandings prior to formal documentation.

The presentation provided information similar to the meeting exhibits with much more technical detail. The conversations



that followed the presentation gave the planning team valuable information in terms of TTP development as well as local issues in advance of the public open houses. The stakeholder meetings were very well received particularly during the second round when every TxDOT District and associated stakeholders had the opportunity to participate. For complete stakeholder meeting summaries, please refer to **Appendix C**.

## Public Meetings

Public meetings were held in two series. The first series of meetings took the planning team to eight TxDOT Districts and the second series of meetings were held in all 25 TxDOT Districts. For purposes of this document, the public involvement effort will be focused on the second series of meetings. The effort included early and extensive outreach and notice, open house style meetings, easy to understand exhibits and meeting materials, bilingual (Spanish) meeting materials and staffing, various methods for submitting comments, and follow-up emails.

The early and extensive outreach and notice included a number of electronic and print media. TxDOT and the planning team partnered with traditional media outlets, third party organizations, and TxDOT District Public Information Officers to spread the word about the meetings. Traditional media outlets (television, newspaper, and radio) were sent press releases and conducted



interviews with the TxDOT Project Manager and Deputy Project Manager. Third party organizations were asked to pass along the public meeting notice to their membership and email databases. These organizations included other transportation agencies (RMA, MPO, etc.), elected officials, government entities (municipal and county), transportation and planning related professional organizations, chambers of commerce, freight and cargo service providers, transportation advocacy groups (bike, rail, etc.), Native

American groups, universities and colleges, and other civic and professional organizations. With regard to TxDOT District Public Information Officers, the TTP Project Manager hosted a WebEx meeting to ensure all officers were aware and knowledgeable of the effort. The WebEx meeting provided the PIOs with the meeting schedule, the planning effort process, a sample press release, frequently asked questions with media talking points, and the opportunity to ask questions and obtain more information. The PIOs proved to be invaluable with 33 local newspapers publishing the notices and 46 local media outlets covering the meetings in both print and televised formats.

The actual meetings were conducted in an open house format. This format provides the public with an opportunity to attend anytime during the published open house hours, and to stay for as little or as much time as desired. Attendees viewed exhibits, asked questions, used the interactive planning scenario tool (see below), completed the transportation survey (see below) and the demographic survey, and used the comment card to capture additional thoughts. The transportation survey, interactive planning scenario tool, and comment card provided opportunities to submit comments and the project manager's business cards were made available. All attendees were asked to sign in

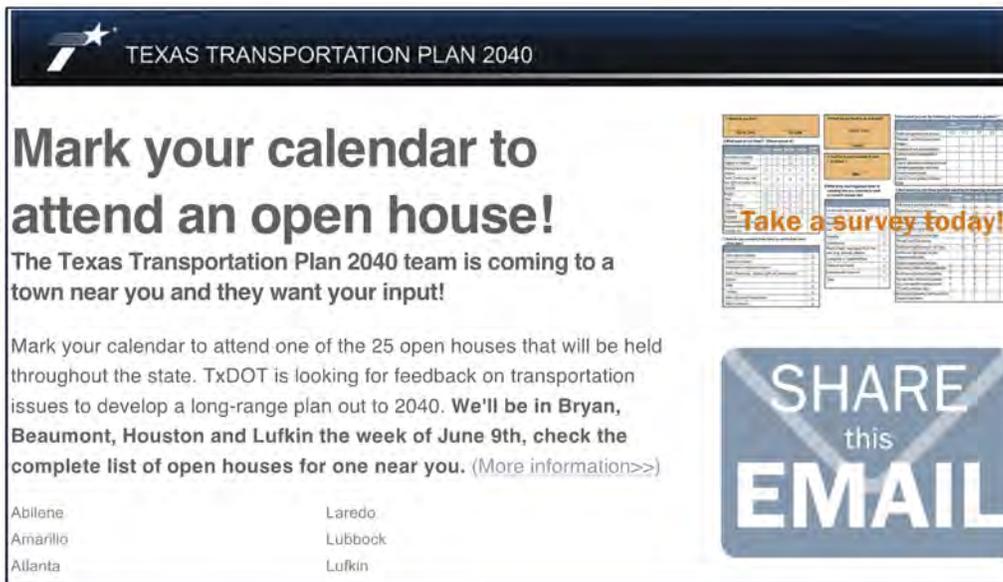
and provide contact information. Electronic mail addresses that were provided at the sign-in table were used to send follow-up emails. The follow-up email included a thank you for attending along with information about future meetings, a request to pass the information along, links to complete the transportation survey and use the interactive planning scenario tool, and another opportunity to provide comments. The meeting exhibits were created to be visually appealing and easy to understand. All materials were available in Spanish and English. Please refer to **Appendix D** to view the comment card and meeting exhibits.



## Email Campaigns

Email campaigns were integral to the statewide effort. The campaigns were used for initial outreach as well as follow up after the meetings. Each campaign consisted of a visually appealing graphic with links to the various planning and outreach tools. The information could also be viewed in text only format or through a web browser. While the email campaigns may not have generated a large number of public meeting attendees, at a minimum the campaigns raised awareness of the TTP effort for the nearly 3,200 that received it. To view the various email notices, please see **Appendix E**. The following represents the various campaigns:

- **Save the Date and Survey** (sent approximately two months prior): The stakeholder meeting schedule was sent to the stakeholder database with a link to the transportation survey (see below) and project website, and the ability to forward the information.
- **Open House Announcement** (sent approximately one month prior): The open house meeting schedule was sent to the stakeholder and public database with a link to the transportation survey and project website, and the ability to forward the information.
- **Stakeholder Invitation** (sent approximately one month prior): The stakeholder meeting schedule with locations was sent to the stakeholder database with a link to the transportation survey and project website, and the ability to forward the information.
- **Follow-Up to Meeting Attendance** (on average sent within 10 days of attending the meeting): Everyone who attended a meeting and provided an email address was sent a thank you for attending along with information about future meeting dates (when appropriate), links to the transportation survey, project website, and the interactive planning scenario tool, a request to pass the information along, and another opportunity to provide comments.
- **Draft TTP Available** (approximately one month prior to the public hearing): Everyone who attended a meeting and provided an email address as well as the initial stakeholder and public email databases was sent a thank you for contributing to the development of the plan and a notice of the TTP Public Hearing along with a link to review the draft plan.



**TEXAS TRANSPORTATION PLAN 2040**

## Mark your calendar to attend an open house!

The Texas Transportation Plan 2040 team is coming to a town near you and they want your input!

Mark your calendar to attend one of the 25 open houses that will be held throughout the state. TxDOT is looking for feedback on transportation issues to develop a long-range plan out to 2040. **We'll be in Bryan, Beaumont, Houston and Lufkin the week of June 9th, check the complete list of open houses for one near you.** ([More information>>](#))

Abilene  
Amarillo  
Atlanta

Laredo  
Lubbock  
Lufkin

Take a survey today!

SHARE this EMAIL

### Transportation Questionnaire

The TTP Transportation Questionnaire was one tool the team used to collect public opinion and gain information on travel trends. Specifically, it was developed to give the public an opportunity to share information related to:

- Personal travel modes and commutes,
- Prioritizing the TTP goals,
- Rating transportation problems and potential solutions,
- How funds should be distributed for transportation improvements,
- Demographic information, and
- Additional comments.

The online link to the questionnaire was emailed as part of the above-mentioned campaigns and was distributed to stakeholder and public meeting attendees in hard copy format. It was available in Spanish online and in hard copy. The effort garnered over 2,150 responses. While not scientific, responses informed the TTP Team and provided useful insights into what is important in transportation and how Texans want to see resources spent. The demographic information, particularly zip codes, was plotted onto a map of the state to show the results of the statewide outreach effort. To view the questionnaire, please see **Appendix F**.

**TEXAS DEPARTMENT OF TRANSPORTATION**

**1. Where do you live?**  
 City or Town: \_\_\_\_\_ County: \_\_\_\_\_ Zip Code: \_\_\_\_\_

**2. What ways do you travel? (Please answer all)**

Mode of Transportation	Always	Sometimes	Never	Other
Drive alone in vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool or vanpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle or motorized scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Transit (e.g., city bus, light rail, commuter rail)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus between cities (e.g., Greyhound, Karmax, Tornado, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxicab	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train (Amtrak)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Boatplane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ferryboat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**3. How do you commute from home to work or school most of the time?**

Mode of Transportation	Always	Sometimes	Never
Drive alone in vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool or vanpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle or motorized scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Transit (e.g., city bus, light rail, commuter rail)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxicab	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Work at home or telecommute	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do not commute	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**4. Where do you work or go to school?**  
 City or town: \_\_\_\_\_  
 County: \_\_\_\_\_  
 Zip Code: \_\_\_\_\_

**5. How far is your commute to work or school?**  
 \_\_\_\_\_ Miles

**6. What is the most important factor in choosing how you commute to work or school? (choose one)**

Factor	Always	Sometimes	Never
It is the only option available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reliability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cost	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flexibility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Convenience	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Need to make stops going to or from work (e.g., errands, children)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency or unplanned trips	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wellness and health	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental concerns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fewer (please specify): _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**7. As we prioritize transportation investments, how important are these goals to you?**

Goal	Very Important	Important	Not Important	Not a Goal
<b>Safety</b> (Prioritizing preservation to maintain a safe system)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Asset management</b> (Prioritizing cost beneficial preservation to ensure physical assets remain safe and in good condition)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Mobility and reliability</b> (Congestion reduction, commuter facilitation, system efficiency, and performance)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Regional connectivity</b> (Extent to which various modes are connected to move people and goods efficiently)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Stewardship</b> (Earning public trust, good responsible planning, maintaining accountability in decision making)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Customer service</b> (Educating the public; listening to and incorporating public needs and priorities into the planning process)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Sustainable funding</b> (Identifying and documenting funding sources to meet the State's future transportation needs)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

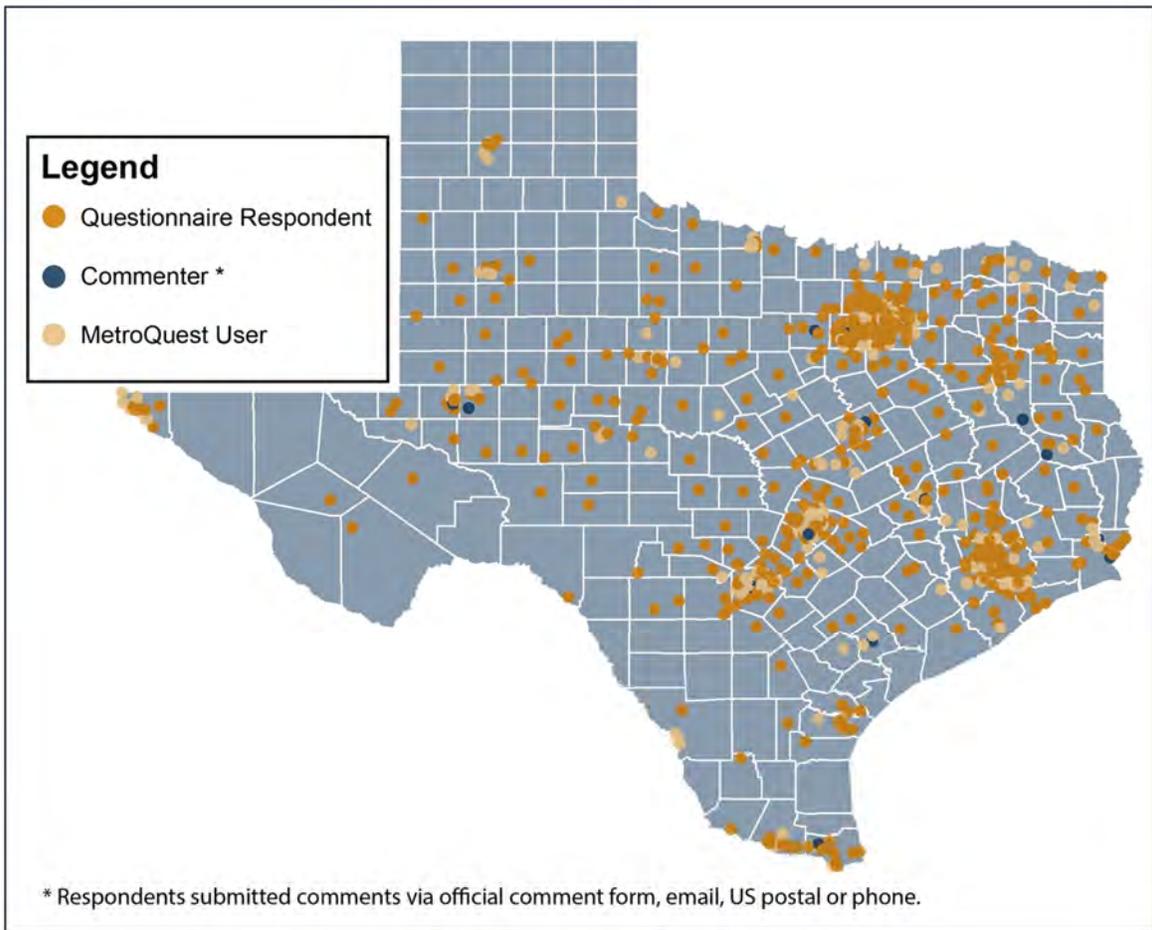
**8. How would you rate the following as transportation problems?**

Problem	Very Problematic	Problematic	Not Problematic	Not a Problem
Dual congestion and delays	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potholes, crumbling roads and bridges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian and bicycle safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited public transportation service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of alternative modes of travel (besides passenger vehicles)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unsafe/narrow roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of travel options between cities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Turn Over for Page 2

## Demographic Survey

As part of the Title VI requirements under the Civil Rights Act and maintaining consistency with TxDOT Title VI policies, a demographic survey was available at stakeholder and public meetings. The completion of the form was voluntary and clearly noted on the form. It was available in English and Spanish. The first section of the form inquired about zip code, gender, age, disability, ethnicity/race, language preference, and household income and size. The second section asked for information related to advocates representing minority or elderly populations, persons with disabilities, and low-income populations. While this information is not critical for the development of the TTP, it is required and useful to gauge who participated and helpful for ensuring accommodations were made. To view the Demographic Survey, please see **Appendix G**.



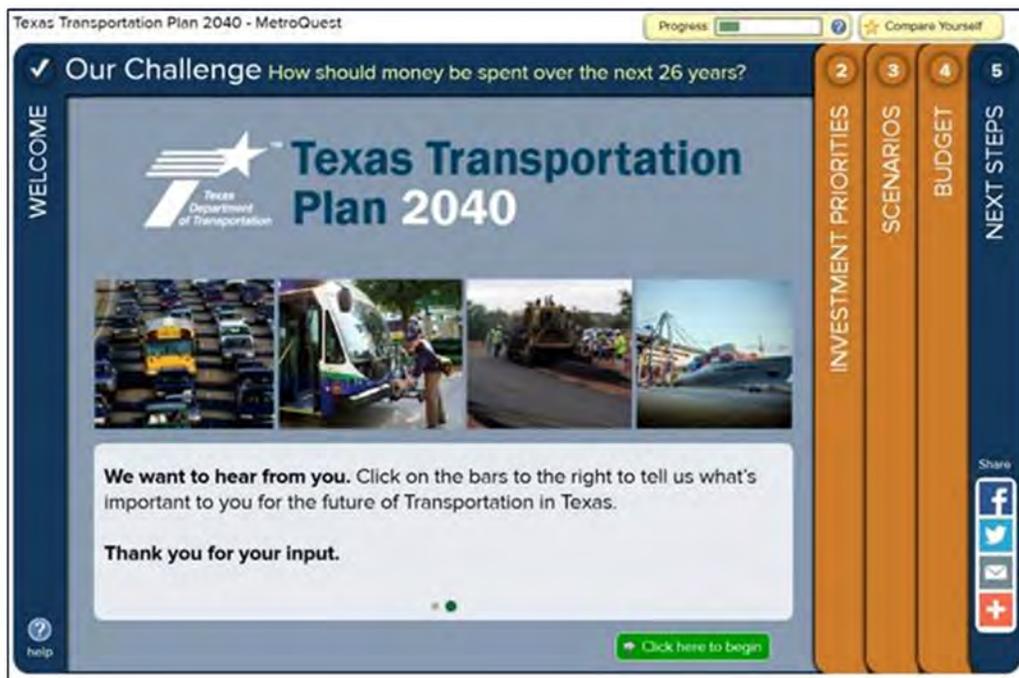
### Web-Based Interactive Planning Scenario Tool

The centerpiece of the public engagement for the second round of outreach was the Interactive Planning Scenario Tool (Tool). The Tool was developed as a collaborative effort between the Planning Team and MetroQuest. It was intended to support greater understanding of the gap between needs and available funding. Specifically, the Tool enabled users to visualize the impacts and trade-offs from shifting resources between transportation investments (i.e., from system preservation to roadway expansion). Users also were able to experience what a given level of investment can “buy” in terms of various performance measures. The Tool also captured demographic and contact information as well as provided another opportunity for submitting comments.



The Tool was presented, and very well received, on a tablet device, in English and Spanish, at the stakeholder and public meetings. It was also available online and the link was sent with each of the email campaigns outlined above. In all, over 500 people experienced the Tool. The feedback

generated by it was used to inform the TTP Team of public preferences for investment approaches and additional comments. Please see **Appendix H** for the Web-Based Interactive Planning Scenario Tool Summary.



## Summary Conclusion

When deploying a public engagement effort, it is most effective to use a variety of outreach tools and participation methods. Outreach tools should have a two-fold purpose: 1) to raise awareness and 2) to solicit input and participation. Participation methods should allow the public to easily and conveniently provide their input and feedback. It is also important to communicate the information in a manner that is easy to understand and visually appealing. The tools described in this document highlighted this approach and allowed for Texans to contribute to the development of the TTP in a meaningful way.

**Appendix A**  
**Stakeholder and Public Participation Plan**



# Texas Transportation Plan 2040

---

*Stakeholder and Public Participation Plan 2013-2014*  
*Transportation Planning and Programming Division*

## **Introduction**

Over the next year the Transportation Planning and Programming (TPP) Division of the Texas Department of Transportation (TxDOT) will be engaged in the development of the Texas Transportation Plan (TTP) 2040. When completed, the TTP will serve as TxDOT's long-range, performance-based transportation plan that will guide planning and programming decisions for the development, integrated management, and operation of the statewide, multimodal transportation system in Texas over the next 25 years.

## **Project Objectives**

The TTP will address the statewide planning requirements under the current federal surface transportation act – Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), and Title 43, Texas Administrative Code, Chapter 16. It will promote TxDOT's Strategic Plan goals and build on the progress made toward goals identified in TxDOT's 2035 Statewide Long-Range Plan and Texas Rural Transportation Plan.

As the foundation for TxDOT's first performance-based, multimodal transportation plan, a comprehensive statewide analysis of transportation demand to capacity across various modes will allow decision-makers to better manage transportation assets, develop performance measures and targets to prioritize needs, and align resources for optimizing system performance.

The analysis will include:

- A descriptive inventory of the existing system elements and current usage;
- A description of future infrastructure and service needs to improve system performance;
- A projection of future funding available to meet projected needs;
- A description of the existing funding sources and an analysis of alternative and innovative sources to address the shortfall in traditional funding; and
- The identification of performance goals, measures, and targets to maximize financial investments to improve multimodal system performance statewide.

## **Purpose of Stakeholder and Public Participation Plan (SPPP)**

TxDOT and the Consultant Team understand that communication and transparency are critical to building trust with stakeholders and the public. Well-informed stakeholders can provide valuable input to the transportation planning process and the project team will thoughtfully consider the input and feedback on TTP content received during the public involvement process.

The SPPP will:

- Define and guide the work in Task 2 (Consultation, Participation, and Public Involvement) of the project scope of services for the Consultant Team and TxDOT Division and District staff members; and
- Outline a public involvement process that is transparent and provides stakeholders and the public with:
  - Educational materials and access to the data and information (e.g., documents, exhibits, schematics, maps, photographs, etc.) used in the development of the TTP; and
  - Opportunity for review and input at key decision points throughout the development of the TTP and the completion of this project.

### **Stakeholder and Public Participation Objectives**

- 1) Establish early and continuous public participation opportunities that provide timely information about transportation issues and decision-making processes to all interested parties;
- 2) Provide reasonable public access to educational, technical, and policy information to enhance the public's knowledge and ability to participate in the development of the TTP;
- 3) Provide adequate public notice of participation opportunities during the development of the TTP, and time for public review and comment at key decision points in the planning process;
- 4) Ensure that public participation opportunities are held at convenient and accessible locations and times (in compliance with the Americans with Disabilities Act of 1990);
- 5) Make information comprehensible using visualization techniques, and available in appropriate electronically-accessible formats and means (i.e., PDF and PowerPoint) via the TxDOT website, technology-enabled media (i.e., Facebook and Twitter), and video-conferencing (VTC) via WebEx;
- 6) Include measures for seeking input from and considering the needs of those traditionally underserved by existing transportation systems as defined in Title VI of the Civil Rights Act of 1964 (Title VI), such as low-income, minority, and non-English speaking households who may face challenges accessing employment and other services; and
- 7) Provide for the periodic review of the public participation process to ensure the effectiveness of TxDOT's public involvement efforts and revise the process as appropriate.

## Stakeholder and Public Participation and Public Participation Approach

The TTP stakeholder and public participation activities are intended to solicit meaningful input from:

- Users of the transportation system (all modes), including disabled, low-income, minority, and non-English speaking populations
- Metropolitan and Rural Planning Organizations (MPOs and RPOs)
- Public transportation agencies (metropolitan and rural)
- Freight shippers and providers of freight services (in coordination with the Texas Freight Mobility Plan stakeholder engagement efforts)
- Private providers of transportation
- Affected state and federal resource agencies
- Affected Tribal Governments
- State and local elected officials (metropolitan and non-metropolitan areas)
- All other interested parties

### *Technical Advisory Committee (TAC) Meetings*

The TAC will include subject matter experts from within TxDOT who will meet, as necessary, to participate in an on-going dialogue with regard to TTP goals, measurements, and targets to ensure a cross-disciplined approach to the development of a performance-based, multimodal, long-range transportation plan.

### *Stakeholder Workshops/Public Meetings*

All stakeholders are of vital importance to TxDOT, and will play a significant role in the development of the TTP. A smaller representative group of stakeholders and planning partners (*Texas Planning Partners Group*) with subject matter expertise in transportation planning and delivery – defined in 23 USC 135(f)(3) as “interested parties” – will be chosen to participate in two (2) rounds of TTP development workshops. The TAC will assist the project team in identifying potential participants from around the state to ensure a well-balanced, multi-disciplined, and multimodal approach to the development of the TTP.

TxDOT and the Consultant Team will use traditional participation methods and technology-enabled media to inform the general public of the TTP, solicit their input, and invite them to actively

participate, online and in-person, in its development. We will promote activities through neighborhood and community groups, churches, and educational institutions, and will consider the needs of those traditionally underserved by existing transportation systems as defined in Title VI, such as low-income, minority, and non-English speaking households who may face challenges accessing employment and other services.

Two rounds of stakeholder workshops and public meetings will be held in various locations throughout the state. Round 1 will include eight (8) stakeholder workshops and eight (8) public meetings (Table 1). Round 2 will include 25 stakeholder workshops and 25 public meetings (Table 2) in each TxDOT district.

**Table 1. Round 1 Workshop and Meeting Schedule**

Date	In-Person TxDOT District Office Location	VTC Simulcast (Public Meeting)
Round 1 (2013)		
Wed. November 6	San Antonio	✓
Thurs. November 7	Pharr	
Wed. November 13	Houston	
Thurs. November 14	Bryan	
Mon. November 18	Lubbock	
Tues. November 19	Wichita Falls	
Wed. November 20	Dallas	✓
Thurs. November 21	Abilene	

Table 2. Round 2 Workshop and Meeting Schedule

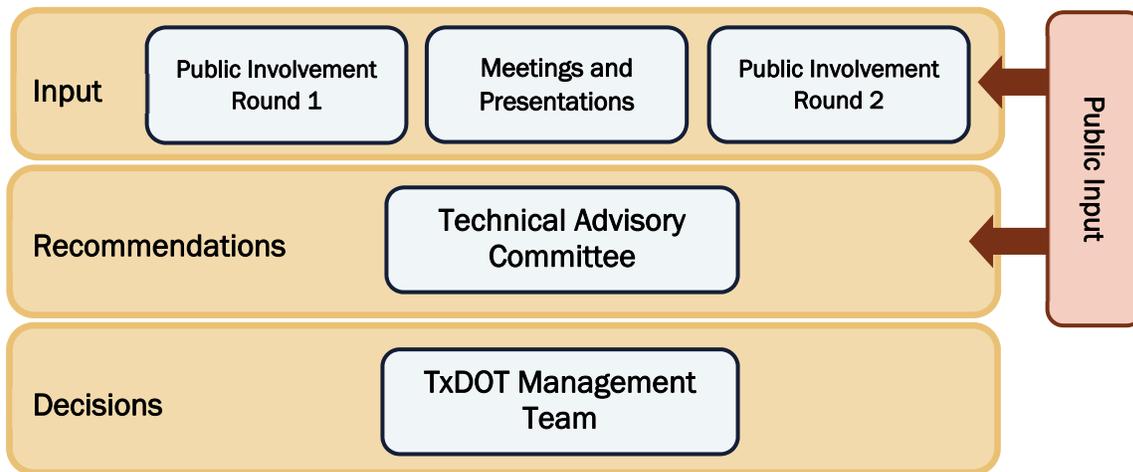
Date	Location	Media coverage*
		(Public Meeting)
Round 2 (2014)		
Mon., June 9	Bryan	
Tues., June 10	Beaumont	✓
Wed., June 11	Houston	✓**
Thurs., June 12	Lufkin	✓
Mon., June 16	San Angelo	✓
Tues., June 17	Odessa	✓
Wed., June 18	El Paso	✓**
Tues., June 24	Atlanta	✓
Wed., June 25	Paris	
Thurs., June 26	Tyler	✓
Mon., July 7	Dallas	✓
Tues., July 8	Wichita Falls	✓
Wed., July 9	Fort Worth	
Thurs., July 10	Brownwood	
Mon., July 14	Laredo	
Tues., July 15	Pharr	✓**
Wed., July 16	Corpus Christi	✓
Thurs., July 17	Victoria (Yoakum district)	✓
Mon., July 21	Waco	✓
Mon., July 28	Abilene	✓
Tues., July 29	Childress	✓
Wed., July 30	Amarillo	✓
Thurs., July 31	Lubbock	✓
Mon., August 4	San Antonio	✓
Tues., August 5	Austin	✓

\* Historical information added upon completion of Round 2

\*\*Spanish-speaking media present

The purpose of the first round of workshops and meetings will be to describe to the attendees the purpose of the TTP and to solicit input to guide its initial development. The second round of workshops and meetings will be held to present the preliminary results of the data analysis to solicit input for recommendations regarding transportation system goals and performance measurements for consideration by TxDOT Management and Administration (Figure 1).

*Figure 1: Process for Input and Adoption of TTP Content*



To maximize resources and ensure consistency, workshops and meetings will be held at different times on the same day (with breaks between meetings), at the same location, using the same project information and visualization resources. In consultation with TxDOT staff, the Consultant Team will determine the date, geographic location, and venue for each workshop/meeting.

Select public meetings will be accessible via VTC at TxDOT District offices. TxDOT will be responsible for all stakeholder invitations, public meeting notices, and arrangements for VTC access. TxDOT and the Consultant Team will cooperatively develop all educational and informational materials for the workshops and meetings.

The Consultant Team will package meeting materials including a narrated PowerPoint presentation, illustrative boards, comment forms, and handouts for use by TxDOT staff at meetings not attended or coordinated by the consultants. The materials will be the same as those used for the scheduled workshops and meetings.

Meeting notices, surveys, and comment forms will be available at the public meetings and on the TxDOT website/project webpage in both English and Spanish. Every reasonable effort will be made

to accommodate persons with disabilities who have special communication or accommodation needs who plan to attend a public meeting. Instructions regarding requests will be included in the meeting notices.

### *Additional Meetings/Conferences*

TxDOT and the Consultant Team recognize the need to convey critical messaging surrounding the TTP to audiences other than those listed specifically in the SPPP. As such, selected members of the Consultant Team will attend up to eight (8) conferences or additional meetings to present TTP materials, background, and findings as authorized by TPP.

### *Interactive Planning and Programming Tool*

Following Round 1 of stakeholder and public engagement activities, the Consultant Team will develop a web-based Interactive planning and programming Tool to provide a “real-time” planning and budgeting experience that can be explored by workshop and meeting participants to be showcased at the 2014 Texas Transportation Planning Conference and Round 2 meeting venues. The MetroQuest tool will enable users to simulate decision-making scenarios encountered in the planning and programming processes.

The tool will be developed in consultation with the TAC, based on existing conditions and needs scenarios outlined in Tasks 3 (*Data Collection, Review, and Assessment*) and 4 (*Existing Conditions, Current/Forecasted Demands and Needs*) of the project scope – taking into consideration, the comments gathered and transportation priorities identified during the first round of stakeholder workshops and public meetings.

### *Electronic Contact and Mailing List*

The Consultant Team will prepare, and update monthly, an electronic contact and mailing list for E-Blast messages and public meeting notifications that will be distributed via E-mail (and USPS upon request) where possible. This mailing list will be based on existing TxDOT contact information and may include research to identify new stakeholders for inclusion.

Throughout the stakeholder and public participation process, interested parties will be added to the electronic contact list upon request through the project webpage or at any meeting, allowing for follow-up, continued notification, and interaction.

The electronic contact list will be stored in a single database to be used by the project team to maintain consistency of the data and for tracking purposes.

### *E-Blast Messages*

The project team will distribute project information via E-Blast – in addition to the information provided on the project webpage – for the duration of the project. TxDOT’s Public Involvement

Office will review and approve the content of each E-Blast message. All project information will be distributed electronically whenever possible (USPS delivery available to any stakeholder or member of the public upon request).

The first message will be prepared and distributed to those on the contact list prior to the first round of stakeholder and public meetings and at those meetings. It shall include information on the dates, times and locations of meetings and a description of the purpose of the project.

The second message will be prepared midway through the project to provide recipients an update on the development of the TTP. It will be distributed to those on the contact list prior to the second round of stakeholder and public meetings. It shall include a project status and an invitation to provide comments and feedback via the survey or MetroQuest tool.

The final message will provide information on the results of the project and will be distributed to those on the contact list prior to the public hearing.

### *Surveys*

Survey instruments will be available on the project webpage (to complete on-line), in the TxDOT District Offices, and at each Round 1 and Round 2 meeting venue to solicit stakeholder and broad community feedback. The surveys will be simple and straightforward with check-offs or priority listing. The survey will not require detailed answers or extensive writing. Hard copies of the surveys may also be completed and mailed or faxed in using the information provided on the survey.

### *Project Webpage and Social Media*

TxDOT – in consultation with the Consultant Team – will develop a project webpage on TxDOT.gov, and make regular updates to the webpage content. TxDOT will be responsible for developing, maintaining, monitoring, and adding content to the webpage and will review and approve all webpage content developed by the Consultant Team.

TPP and the Consultant Team will establish and monitor a project E-mail address to obtain public input and comments for the duration of the project. All public comments obtained via the webpage will be delivered to the Consultant Team for inclusion in an electronic notebook. The project team will group comments and draft general responses to public comments and questions for review for inclusion in the public record.

The Consultant Team will prepare up to three (3) media releases for distribution by TxDOT staff and will support TxDOT's use of social media by providing text for up to six (6) Facebook posts. TPP will be responsible for all media relations and social media with the Communications Division and Public Information Officers.

### *Electronic Notebook for Stakeholder/Public Engagement Activities*

The Consultant Team will document stakeholder and public participation activities in an electronic notebook for internal use by the project team. The contents will include a summary of the engagement process and copies of all E-Blast message content, meeting notifications, mailing lists, attendee sign-in sheets, meeting photos, meeting summaries, stakeholder/public comments, and TxDOT's responses to all comments received.

### *Public Hearing*

A public hearing will be conducted by TxDOT, in Austin, prior to finalizing the plan. The Consultant Team will provide materials for the public hearing, and the Consultant Team Project Manager will attend the hearing to support TxDOT staff and document any public comments received. Every reasonable effort will be made to accommodate persons with disabilities and those with special communication needs at the hearing. Instructions regarding requests will be included in the hearing notice.

### *Concurrent TxDOT Public Engagement Efforts*

Similar public engagement initiatives for other planning activities and projects (e.g., Texas Freight Mobility Plan) will be initiated or underway concurrent with the development of the TTP. To avoid confusing the public and to prevent engagement "fatigue," the project team will coordinate activities and will accept comments from stakeholders and the public for any TxDOT activity and ensure those comments are routed to the appropriate recipient for response/action.

## **Key Stakeholder and Public Participation Activities**

The key public engagement activities and tools to be implemented in the development of the TTP are summarized in Table 3.

*Table 3. Key Stakeholder and Public Participation Activities*

Event	Description	Approximate Date	Desired Outcome
<b>First Round of Outreach</b>			
E-Blast #1	E-Blast announcing study and upcoming meeting	October 2013	Notify public of planning efforts and public meetings (Round 1)
Stakeholder Workshops	Workshops with stakeholders (MPOs, elected officials, etc.) in 8 districts	November 2013	Notify stakeholders of planning efforts; Obtain input/feedback on TTP framework and study methodology
Public Meetings	Open house public meetings in 8 districts	November 2013	Notify public of planning efforts; Obtain input/feedback from the public on TTP framework
<b>Second Round of Outreach</b>			
E-Blast #2	E-Blast announcing study results to date, Round 2 meetings, survey and MetroQuest Tool	May 2014	Notify public of current status and public meetings (Round 2)
Stakeholder Workshops	Workshops with stakeholders (MPOs, elected officials, etc.) in all 25 districts	June-August 2014	Notify stakeholders of TTP development status/initial study results; Continue to obtain input/feedback
Public Meetings	Open house public meetings in all 25 districts	June-August 2014	Notify public of TTP development status/initial study results; Continue to obtain input/feedback
<b>Public Hearing</b>			
E-Blast #3	E-Blast announcing study results and upcoming public hearing	October 2014	Notify public of DRAFT final TTP study results; Announce the Public Hearing
Public Hearing	Conduct a Public Hearing (Austin)	October or November 2014	Present DRAFT final TTP document and obtain feedback from all affected stakeholders

**Appendix B**  
**Technical Advisory Committee Meeting Summaries**

# TAC #1 WORKSHOP SUMMARY

DATE/TIME: Thursday, October 10, 2013/ 1:30 PM-3:15 PM  
LOCATION: TxDOT Riverside Campus – Building 118, Room 1B.31  
PREPARED BY: Stephanie Lind, Alyson Welsh-Reaves  
SUBJECT / MEETING TOPIC: Texas Transportation Plan - TAC Meeting (TAC #1)

## Introduction

The TxDOT Texas Transportation Plan (TTP) Technical Advisory Committee (TAC) meeting #1 was held on October 10<sup>th</sup>, 2013 from 1:30-3:15 PM. Jack Foster welcomed the group to the meeting and prompted introductions. Meeting attendees were as follows:

### TTP Technical Advisory Committee - Attendees

Michelle Conkle, TTP Project Manager, Transportation Planning and Programming Division  
Ed Collins, Austin District  
Jim Cotton, Traffic Operations  
Casey Dusza, Transportation Planning and Programming Division  
Jack Foster, Transportation Planning and Programming Division  
Jefferson Grimes, Office of Public Involvement  
Dan Harmon, Maritime Division  
Orlando Jamandre, Rail Division  
Kelly Kirkland, Public Transportation Division  
Caroline Love, TxDOT Commission Office  
Caroline Mays, Transportation Planning and Programming Division  
Greg Miller, Aviation Division  
Michael O'Toole, Bridge Division  
Peggy Thurin, Transportation Planning and Programming Division  
Diana Vargas, Austin District  
Marc Williams, Director, Transportation Planning and Programming Division

### Consultant Team:

Michelle Maggiore, TTP Project Manager (CH2M HILL)  
Emily Braswell, Performance Measures Technical Lead (RS&H)  
Mark Callahan (CH2M Hill)  
Stephanie Lind, Transportation Planner (CH2M Hill)  
Alyson Reaves, SLRTP Goals and Objectives Technical Consultant (CH2M HILL)

After introductions, Michelle Maggiore outlined the remaining agenda items: 1) TTP project overview; 2) TTP framework; 3) discussion; and 4) next steps.

## TTP Project Overview

Michelle Maggiore summarized the purpose of the TTP. The TTP will advance the goals of the 2013-2017 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan (TRTP). The Plan will integrate other planning documents and efforts including the Unified Transportation Program (UTP), Transportation Improvement Programs (TIPs), Statewide Transportation Improvement Program (STIP), and the Texas Freight Mobility Plan (TFMP) that is currently being developed. TTP development will be coordinated with ongoing TxDOT initiatives including the development of performance measures.

Michelle Maggiore provided an overview of how the goals and objectives will be developed for the Plan. Goals and objectives will be coordinated with other adopted plans and will use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of Moving Ahead for Progress in the 21st Century Act (MAP-21). Marc Williams, the Director of Planning for TxDOT, noted that the TTP will take advantage of all previous and ongoing planning efforts in order to comprehensively address the needs of the State. The Plan will help TxDOT and State legislators optimize investment decisions and evaluate trade-offs with respect to system performance.

To develop a performance-based plan, the Project Team will use the Strategic Plan goals for the overall vision of the TTP. Specific TTP goals will be developed using information obtained from the TAC, stakeholders, and the public, in addition to previous and ongoing planning efforts. The goals will be confirmed by TxDOT. Using the approved goals, the Project Team will perform scenario analysis targeted to maximize the value of investments with respect to long-term goals; this analysis will be used to ultimately inform UTP/STIP project selection. Performance measures linked to Plan goals will be used to evaluate and monitor investment scenarios and impacts in addition to plan implementation and system performance over time.

## TTP Framework

Alyson Reaves provided an overview of state and national legislative requirements that will guide the development of the Plan including Texas Administrative Code Title 43, Chapter 16, MAP-21, and other national freight and environmental streamlining provisions. Alyson provided a review of the required goal areas under MAP-21, noting that they will be integrated into whatever goals are established in the TTP. She discussed how the current goals in the 2013 – 2017 Strategic Plan overlap with the federal requirements. Lastly, Alyson noted that states typically align their long-range plan goals with national goals.

## Discussion

Michelle Maggiore introduced the discussion portion of the meeting, noting the purpose of the discussion exercise:

- Generate ideas for TTP-specific goals, including long-range priorities for each goal area;
- Identify gaps, identify new priorities/goal areas; and
- Begin to look at performance measures.

Emily Braswell explained that she would lead the discussion in a round-robin fashion, working around the room, giving everyone an opportunity to discuss their key areas of concern as they relate to potential TTP goals. The following responses were provided:

- Accountability and process for decisions and transparency in planning, project development, and project delivery reporting
- Enhance public trust
- Educate the public and all stakeholders, including TxDOT Divisions/Districts, on the investment decision-making process
- Educate the public/stakeholders about where the money comes from and where the money goes
- Improve transportation safety
- Reduce fatalities and injuries at highway-rail crossings
- Local coordination for planning and project development
- Deliver an accountable and responsive planning process for all stakeholders
- Innovative finance and non-traditional project development/delivery for both highway and non-highway modes
- Economic development and productivity/competitiveness
- Freight and passenger reliability and congestion reduction
- Facilitation of state-national-global commerce
- System connectivity
- Customer service and messaging regarding investment decisions
- Provide guidance to/sharing information with transit agencies, particularly in rural areas and for disadvantaged populations
- Safety, asset condition and performance, for on/off-system bridges
- Safety, system preservation, economic development/utilization, and support for business users (aviation)
- Environment
- Listen to our customers
- Define infrastructure investment priorities
- Operate and maintain our system as efficiently and effectively as possible/costs of system preservation
- Funding shortfalls and needs
- Coordination with transportation planning and delivery partners and private sector to deliver a more efficient system and to build consensus for investment decisions across modes
- Multimodal (including intermodal) – deliver a system that connects modes and leverages resources/modes/agencies
- Changes in the way we travel – older generation/younger generation

## Next Steps

Michelle Conkle thanked everyone for attending the TAC meeting and providing valuable input. She then discussed next steps for the TTP that will include a series of stakeholder events and open houses throughout the state in November. The first round of outreach will focus on collecting and integrating feedback regarding the Plan goals and objectives and on educating the public about planning efforts and decision-making challenges. The second round of outreach will begin in May 2014 and will focus on investment scenarios. The format for the meetings will include a morning stakeholder meeting and an early evening open house with a presentation and an opportunity for questions/answers. Some meetings will include Video Conferencing (VTC) capabilities to make the presentation available to those who cannot attend in person. While all the dates and locations have not been finalized, the following list was presented to the TAC for a total of 8 Round 1 outreach meetings:

- Wednesday, November 6 – San Antonio District Complex with VTC
- Thursday, November 7, Pharr District Complex
- Wednesday, November 13, Houston District Complex
- Thursday, November 14, Bryan District Complex
- Monday, November 18, Lubbock District Complex
- Tuesday, November 19, Wichita Falls District Complex
- Wednesday, November 20, Dallas District Complex with VTC
- Thursday, November 21, Abilene Center for Contemporary Artists

Michelle Conkle encouraged the TAC members to provide names of relevant stakeholders to invite to the events. She then thanked everyone for their attendance at today's meeting and for their continued involvement in the TTP planning efforts. Based on participant feedback, the next TAC meeting will occur after the first round of outreach, which concludes in November.

## TAC #2 WORKSHOP SUMMARY

**DATE/TIME:** Wednesday, January 29, 2014/ 1:30 PM-3:15 PM  
**LOCATION:** TxDOT Riverside Campus – Building 120, Room 1A.2  
**PREPARED BY:** Stephanie Lind  
**SUBJECT / MEETING TOPIC:** Texas Transportation Plan - TAC Meeting (TAC #2)

### 1. INTRODUCTION

The Texas Transportation Plan (TTP) Technical Advisory Committee (TAC) Workshop #2 was held on January 29, 2014 from 1:30-3:15 PM. The Consultant Team Project Manager Michelle Maggiore provided opening remarks and prompted introductions. Meeting attendees were as follows:

#### 1.1 TTP Technical Advisory Committee - Attendees

- Michelle Conkle, TTP Project Manager, Transportation Planning and Programming Division
- Casey Dusza, TTP Deputy Project Manager, Transportation Planning and Programming Division
- Ed Collins, Austin District
- Jim Cotton, Traffic Operations
- Jack Foster, Transportation Planning and Programming Division
- Dan Harmon, Maritime Division
- Susan Howard, Office of Public Involvement
- Orlando Jamandre, Rail Division
- Teri Kaplan, Public Transportation Division
- Kelly Kirkland, Public Transportation Division
- Jenny Li, Maintenance Division
- Caroline Mays, Transportation Planning and Programming Division
- Greg Miller, Aviation Division
- Michael O'Toole, Bridge Division
- Peggy Thurin, Transportation Planning and Programming Division
- Diana Vargas, Austin District
- Darla Walton, Public Transportation Division

#### 1.2 Consultant Team:

- Michelle Maggiore, TTP Project Manager (CH2M HILL)
- Susan Atherton (CH2M HILL)
- Emily Braswell (RS&H)
- Mark Callahan (CH2M HILL)
- Kevin Ford (CH2M HILL)
- John Kelly (CH2M HILL)

- Stephanie Lind (CH2M HILL)
- Alyson Reaves (CH2M HILL)

After introductions, Michelle Maggiore outlined the agenda items: 1) TAC Summary; 2) TTP Schedule and Development Process; 3) Stakeholder Outreach and Survey Summary; 4) Draft TTP Goal Areas; 5) Draft Goal and Objective Statements for TAC Review; 6) Discussion – Additional Goal Areas/Objectives; and 7) Next Steps.

### 1.3 TAC Summary

Michelle Maggiore summarized the purpose of the TTP and provided an overview of the TTP goal and objective development process. Draft goal areas and corresponding goal and objective statements were developed based on feedback from TAC Workshop #1 in October and were presented to the public and stakeholders during Round 1 of outreach in November. The current list of draft goals and objectives reflects public and stakeholder comments that were collected during Round 1 of outreach and as part of an ongoing web survey.

### 1.4 TTP Schedule and Development Process

Michelle Maggiore presented the TTP Development Schedule and highlighted progress to date. Currently, the Consultant Team is working to:

- Finalize the goals and objectives
- Analyze current and forecasted multimodal conditions, demand and needs
- Develop performance measures and targets
- Develop and evaluate multimodal investment strategies and trade-offs based on performance measures and current and expected future revenues
- Review TxDOT project selection and project development processes
- Support ongoing stakeholder and public involvement efforts.

### 1.5 Stakeholder Outreach and Survey Summary

Michelle Maggiore provided an overview of Round 1 of Plan outreach. The project team presented to 8 districts as planned and 3 additional groups upon request. In general, comments received from 81 stakeholders and 91 members of the general public during Round 1 of outreach revealed that:

- Long-range funding and sustainability of funds should be considered as an over-arching Department goal.
- Safety is more than highway safety – bicycle and pedestrian safety is very important.
- ‘Taking care of what we have’ is critical and cost effective practices should be adopted.
- Modal options and connectivity are important in urban and rural areas across the state.
- The distinct travel needs of the elderly and disabled should be considered and prioritized.
- The ‘last mile’ of a non-highway trip for both passengers and freight is often the most critical.

- Communicating, gathering feedback and being honest with the public is desired.

Casey Dusza provided a summary of the survey responses collected at the public meetings and via the project website (as of January 14, 2014). The survey will continue to be available throughout TTP development. TTP Project Manager Michelle Conkle noted the importance of the survey and asked meeting attendees to help increase awareness of the survey and encourage participation.

## 1.6 Draft TTP Goal Areas

Alyson Reaves explained how the proposed TTP goal areas align with the goals established in the 2013 – 2017 Strategic Plan and with the national goals established under MAP-21. Six TTP goal areas were developed based on the transportation priorities identified by the TAC at Workshop #1:

- Safety
- Asset Management
- Mobility and Reliability
- Multimodal Connectivity
- Stewardship
- Customer Service

These draft goal areas were presented to the stakeholders and public during Round 1 of Plan outreach for consideration. Among the feedback collected included the suggestion for a “Sustainable Funding” goal area based on its critical importance to Texas’ transportation future.

## 1.7 Draft Goal and Objective Statements for TAC Review and Discussion

Alyson Reaves summarized the draft goals and objectives that have been developed to date and asked the TAC to provide comments and suggested revisions. Due to time limitations, TAC members were asked to write additional comments or edits on handouts that were collected at the end of the workshop. Suggested revisions from the discussion are provided below; additional comments obtained from the handouts are attached.

- Define “multimodal” and “intermodal”
- Emphasize that safety issues are often associated with points of conflict.
- Rephrase the safety objective to “Increase bicycle and pedestrian safety through education and design enhancements” to include initial design of facilities in addition to design improvements, and use another word for “enhancements”.
- Rephrase the asset management objective to “build and maintain an asset inventory” to acknowledge existing inventories by mode as well as ongoing efforts to develop management systems.
- Discuss the behavioral causes of congestion and its relationship to sustainability.

In considering whether “Sustainable Funding” should be included as a standalone goal area:

- There was general agreement among TAC members that it should be included as a standalone goal area.

- A meeting participant noted that due to the complexity of funding programs, it may be difficult to draw out all of the funding sources for the state that may include local and/or regional sources.
- A meeting participant noted the importance of legislation in supporting the successful implementation of this goal.

## 1.8 Next Steps and Needs Methodologies

Michelle Maggiore provided an overview of next steps in the TTP development process: 1) finalize goals and objectives based on TAC and executive feedback; 2) develop performance measures based on the final set of goals and objectives and data availability; 3) estimate unconstrained needs for all modes represented in the Plan; 4) forecast reasonably expected revenues over the Plan horizon; and 5) prioritize investments under constrained funding scenarios and evaluate alternative scenarios.

Michelle Conkle thanked the meeting attendees for their ongoing support and participation in the TTP development process.

# TAC #3 WORKSHOP SUMMARY

**DATE/TIME:** Wednesday, May 14, 2014 / 1:30 PM-3:30 PM

**LOCATION:** TxDOT Riverside Campus – Building 120, Room 1A.2

**PREPARED BY:** Michelle Maggiore

**SUBJECT / MEETING TOPIC:** Texas Transportation Plan - TAC Meeting (TAC #3)

## Introduction

The Texas Transportation Plan (TTP) 2040 Technical Advisory Committee (TAC) Meeting #3 was held on May 14, 2014 from 1:30-3:30 PM. A PowerPoint presentation was used throughout the meeting and can be referenced for additional information. Marc Williams welcomed the group to the meeting and provided an overview of the TTP. Michelle Conkle also welcomed the group and prompted introductions. Meeting attendees were as follows:

### **TTP Technical Advisory Committee – Attendees:**

Michelle Conkle, TTP Project Manager, Transportation Planning and Programming Division  
Casey Dusza, TTP Deputy Project Manager, Transportation Planning and Programming Division  
Ed Collins, Austin District  
Dan Harmon, Maritime Division  
Susan Howard, Office of Public Involvement (via telephone)  
Orlando Jamandre, Rail Division  
Teri Kaplan, Public Transportation Division  
Kelly Kirkland, Public Transportation Division  
Caroline Mays, Transportation Planning and Programming Division  
Greg Miller, Aviation Division  
Michael O’Toole, Bridge Division  
Peggy Thurin, Transportation Planning and Programming Division  
Diana Vargas, Austin District  
Darla Walton, Public Transportation Division  
Marc Williams, Transportation Planning and Programming Division  
Sarah Bagwell, Maritime Division  
Caroline Love, Government and Public Affairs Division  
Magdy Mikhail, Construction Division  
Veronica Beyer, Public Involvement Office  
Brian Huntsinger, Maintenance Division

### **Consultant Team:**

Michelle Maggiore, TTP Project Manager (CH2M HILL)  
Emily Braswell (RS&H)  
Stephanie Lind (CH2M Hill)  
Alyson Reaves (CH2M HILL)

After introductions, Michelle Maggiore outlined the agenda items: 1) TTP 2040 Schedule; 2) TAC #2 Recap/TTP Draft Goals; 3) Stakeholder/Public Outreach Round 2 Overview; 4) Outreach Schedule; 5) Outreach Tool and Investment Approaches; 6) Unconstrained Needs Assessment by Mode; and 7) TTP 2040 Next Steps.

## TTP Development Schedule

Michelle Maggiore presented the TTP Development Schedule for the TAC and highlighted where the planning team was in the overall process. Currently, the team is:

- Developing performance measures and targets;
- Developing and evaluating multimodal investment strategies and trade-offs based on performance measures and current and expected future revenues;
- Reviewing TxDOT project selection and project development processes; and
- Preparing for the second round of stakeholder and public outreach.

## TAC #2 Recap and Draft TTP 2040 Goal Areas

Michelle Maggiore provided a recap of TAC Meeting #2 whereby participants were asked to provide feedback for and suggest modifications to the DRAFT TTP 2040 goals and objectives. The most significant change offered was the addition of a “Financial Sustainability” goal area. This suggestion as well as other revisions were incorporated into the latest set of goals and objectives, with all changes documented in a technical memo that was distributed to the TAC. **Figure 1** illustrates the latest set of DRAFT TTP 2040 goal areas and their alignment to the 2013-2017 Strategic Plan and MAP-21.

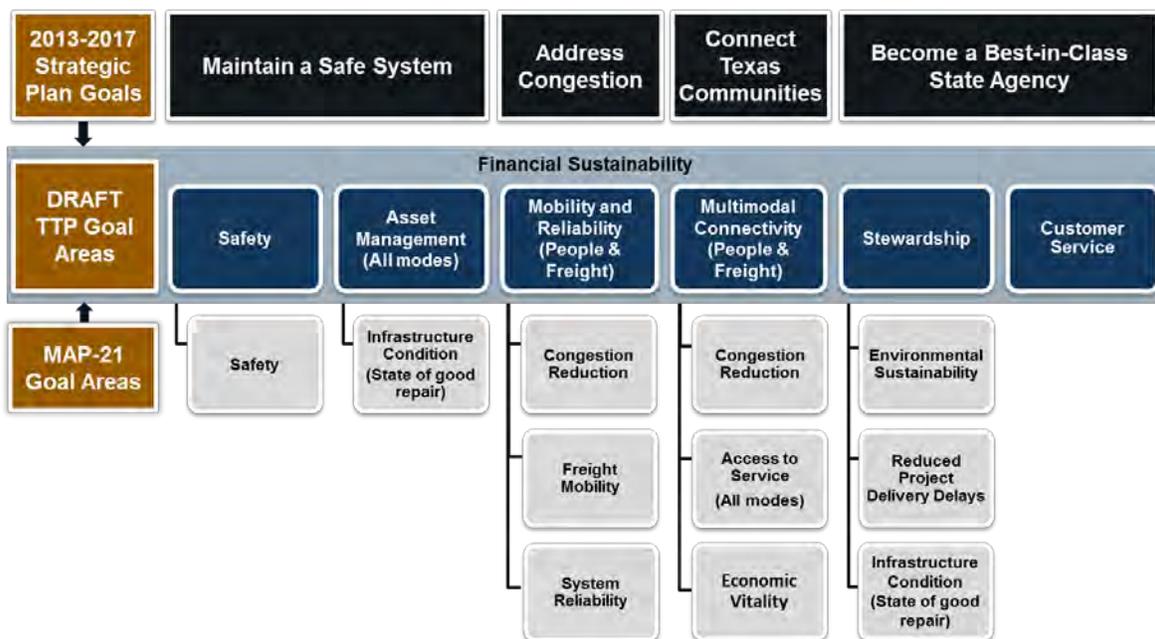


Figure 1: DRAFT TTP 2040 Goal Areas and Alignment to the 2013-2017 Strategic Plan and MAP-21

## Stakeholder and Public Outreach Overview

Stephanie Lind provided an overview of the public outreach activities to date and what is ahead. Public notice has been posted on the web for all upcoming meetings; additionally, the team is working to make personal calls and send emails to MPOs/RPOs and industry stakeholders regarding upcoming meetings. The team has been coordinating with TxDOT on posting project updates to social media outlets including Twitter and Facebook.

The second round of outreach will involve two meetings at each of the 25 Texas districts: a facilitated workshop for stakeholders in the afternoon and an open house for the general public in the evening that will showcase the public involvement tool.

Michelle Conkle provided an update on the transportation survey responses to date. Over 875 people have filled out the most current version of the survey. The survey is available through SurveyMonkey with links provided on the TxDOT website.

## MetroQuest Tool Features

Michelle Maggiore provided an overview of the MetroQuest tool. The tool utilizes distinct investment approaches and a budget exercise to educate the public on the performance impacts and tradeoffs of focusing investments in different ways.

Emily Braswell introduced the MetroQuest tool. The tool is currently being reviewed by TxDOT with suggested changes to be submitted by Friday, May 23rd. Emily explained that the tool walks users through two main exercises:

### 1) Selecting and ranking their top three transportation priorities for the state and observing how these priorities and others perform under three investment approaches.

Users are asked to select and rank their top three priorities from a set of six possible choices:

- Bridge condition
- Pavement condition
- Transit condition
- Transit/rail ridership
- Traffic congestion
- Job creation

Users can observe through the use of performance indicators how their top priorities and others are expected to change under three investment approaches (all of which address safety as the number one priority):

**1. System Preservation:** Investing in the existing State transportation system to achieve state-of-good-repair for highway, bridge, and transit assets.

**2. Metropolitan Mobility:** Addressing congestion in urban and suburban areas through strategic capacity enhancements, operational improvements, and investments in multimodal facilities.

**3. Connectivity and Freight Mobility:** Investing in rural areas of the state to facilitate the movement of freight, support Texas industry, and provide rural residents with access to goods and services.

Users can then rate the approaches based on the cost of implementation and how well the anticipated performance outcomes align with their top priorities.

### 2) Spending hypothetical "new" dollars on different types of transportation investments and observing how the system performs given the specified budget allocation.

Users are asked to move money around across six funding categories:

- Pavement preservation
- Roadway expansion
- Transit service expansion
- Bridge preservation

- Transit service preservation
- Freight projects

Performance indicators are displayed on a dashboard to show how well the statewide system performs given the specified allocation.

## Performance-Based Needs Assessment

Michelle Maggiore provided an overview of the unconstrained needs to 2040 as expressed in 2014 constant dollars. As the TTP 2040 is a performance-based plan, unconstrained needs were determined as the costs to achieve specific performance thresholds. The total unconstrained needs to 2040 across all modes was determined to be **\$611.58 Billion** (\$514.58 Billion without MTAs). Alyson Reaves discussed specific modal needs and the assumptions used to estimate needs as summarized below. Additional information on the modal assumptions and methodologies is provided in the “Needs Update” Technical Memo.

### Unconstrained Needs – Pavement

Pavement needs were estimated to be **\$107.7 Billion** (\$4 Billion average annual calculated over 27 years from 2014-2040). These needs were estimated to reflect the preservation, rehabilitation, and reconstruction costs required to keep on-system roads in good or better condition based on least life-cycle cost activity selection; expansion needs are not included in this cost.

### Unconstrained Needs – Highway Expansion

Highway expansion needs were estimated to be **\$297.6 Billion** (\$9.9 Billion average annual calculated over 30 years from 2010-2040). These needs were estimated to reflect the cost of expanding the system to achieve a level of service C or better on the state highway system (on an A-F scale); bridge and pavement preservation needs are not included in this cost.

### Unconstrained Needs – Bridge and Culvert

Bridge and culvert needs were estimated to be **\$41.5 Billion** (\$1.5 Billion average annual calculated over 27 years, from 2014-2040). These needs were estimated to reflect the maintenance, rehabilitation, and replacement costs required to avoid structural deficiency (i.e., achieve an NBI rating of 5 or better for all bridge components) and minimize functional obsolescence for all on-system bridges and culverts over 20 feet in length; expansion needs are not included in this cost. The team will vet the unit cost assumptions for bridge maintenance and reconstruction with representatives from the Bridge Division.

### Unconstrained Needs – Transit

Transit needs were estimated to be **\$105.1 Billion** (97.0 Billion MTAs/\$8.1 Billion non-MTAs or \$3.9 Billion average annual calculated over 27 years from 2014-2040). These needs were estimated to reflect the capital and operating costs for existing transit assets and services to maintain “good or better” state-of-repair; and expansion needs by region (major urban, collar, small urban, rural) to accommodate population growth and address underserved areas.

### Unconstrained Needs – Passenger Rail

Passenger rail needs were estimated to be **\$22.4 Billion** (\$0.8 Billion average annual calculated over 27 years, from 2014-2040). These needs were estimated to reflect the capital costs for two new high speed rail corridors (\$2 Billion) as well as expansion costs for existing Amtrak services (\$400 M). The needs assessment does not include other proposed routes or the maintenance and operating costs for Amtrak.

### Unconstrained Needs – Bicycle and Pedestrian

Bicycle and pedestrian needs were estimated to be **\$2.3 Billion** (\$0.1 Billion average annual calculated over 27 years from 2014-2040). These needs were estimated to reflect MPO identified projects (\$1.87 Billion) and additional needs for rural areas (\$0.4 Billion).

### Unconstrained Needs – Aviation

The aviation needs were estimated to be **\$21.2 Billion** (\$0.8 Billion average annual calculated over 27 years from 2014-2040). These needs were developed by extrapolating the costs of projects included in TxDOT's RAMP and TADS systems to year 2040; the costs of additional expansion projects from large commercial airports or preservation needs for facilities and runways are not included in the assessment due to data limitations.

### Unconstrained Needs – ITS

The ITS needs were estimated to be **\$13.7 Billion** (\$0.5 Billion average annual calculated over 26 years, from 2015-2040). These needs were estimated to reflect the costs required to operate, maintain, and replace existing ITS assets; and the costs required to implement, operate, and maintain future planned assets as identified by TxDOT. This estimate does not include any operational strategies identified in the Freight Mobility Plan or technologies required for future changes to revenue collection, for example, High Occupancy Toll (HOT) lanes.

### Unconstrained Needs – Freight

The freight needs are being developed in coordination with the Texas Freight Mobility Plan effort. Other freight mode-specific plans including ports and maritime and freight rail will be incorporated and checked for consistency.

## Next Steps

Michelle Maggiore noted that technical memos are available for each mode with detailed information on the methodology used to estimate unconstrained needs. She then discussed next steps for the project which include scenario analysis, embarking on the second round of outreach, and finalizing/ launching the MetroQuest tool. Michelle Conkle invited TAC members to attend the statewide outreach and asked for their assistance in getting the word out about the stakeholder meetings and open houses.

# TAC #4 MEETING SUMMARY

DATE/TIME: Monday, August 25, 2014 / 1:30 PM-3:30 PM

LOCATION: TxDOT Riverside Campus – Building 120, Room 1A.2

PREPARED BY: Stephanie Lind

SUBJECT / MEETING TOPIC: Texas Transportation Plan - TAC Meeting (TAC #4)

## Introduction

The Texas Transportation Plan (TTP) 2040 Technical Advisory Committee (TAC) Meeting #4 was held on August 25, 2014 from 1:30-3:30 PM. A PowerPoint presentation was used throughout the meeting and can be referenced for additional information. Michelle Conkle welcomed the group to the meeting and thanked everyone for their involvement in the TTP. Meeting attendees were as follows:

### TTP Technical Advisory Committee – Attendees:

Michelle Conkle, TTP Project Manager, Transportation Planning and Programming Division  
Casey Dusza, TTP Deputy Project Manager, Transportation Planning and Programming Division  
Laura Perez, TTP, Transportation Planning and Programming Division  
Magdy Mikhail, Construction Division  
Diana Vargas, Austin District  
Tonia Norman, State Legislative Affairs  
Susan Howard, Office of Public Involvement  
Orlando Jamandre, Rail Division  
Peggy Thurin, Transportation Planning and Programming Division  
Sarah Bagwell, Maritime Division  
James Koch, Transportation Planning and Programming Division  
Teri Kaplan, Public Transportation Division  
Kelly Kirkland, Public Transportation Division

### Consultant Team:

John Kelly (CH2M Hill)  
Stephanie Lind (CH2M Hill)  
Alyson Reaves (CH2M Hill), via telephone

Michelle Conkle outlined the agenda items: 1) TTP 2040 Refresher and TAC Meetings Summary; 2) TTP Development Schedule; 3) Stakeholder/Public Outreach Round 2 Process/Feedback; 4) Investment Approach 4 – Balanced Approach; 5) Approach 4 – Plan Performance Measures; 6) Approach 4 - Outcomes; and 7) Discussion and Next Steps.

## TTP 2040 Refresher and TAC Meetings Summary

Michelle Conkle began by summarizing how the Texas Transportation Plan is performance based. The Plan includes the following:

- Existing conditions,
- System goals, objectives, and performance measures,

- Current and future demand,
- Long-range transportation needs by mode,
- Funding forecast,
- Investment scenarios and performance outcomes, and
- Implementation and tracking.

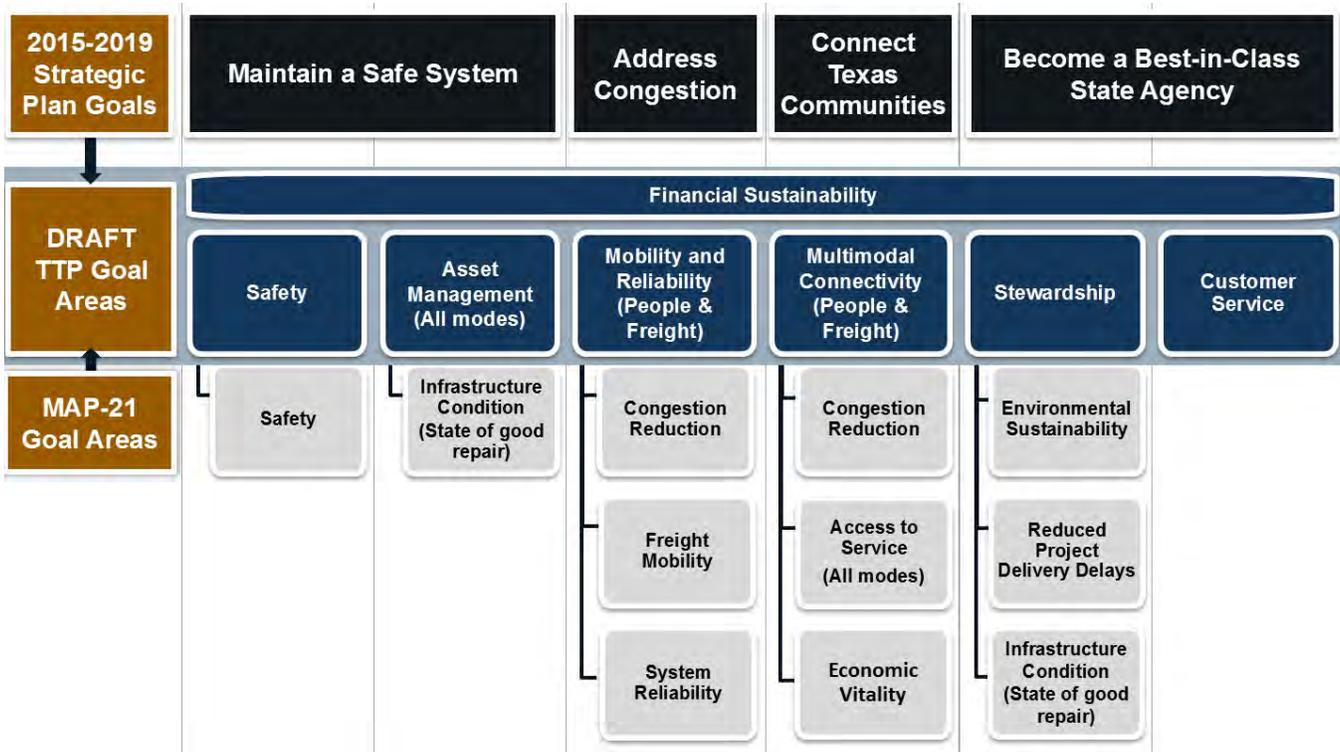
The TTP will look at the long range needs of the state that includes the costs to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the plan horizon. To do this, the TTP looks at different investment scenarios to better understand the tradeoffs among goals and objectives.

Michelle provided an overview of what has been presented to the TAC to-date at each of the four TAC meetings. Information presented by meeting included:

- TAC 1, October 10, 2013
  - TAC priorities for long-range planning in Texas,
  - Proposed TTP schedule, outreach for round 1 schedule, opportunities for coordination among State planning activities, and
  - Draft goals and objectives (via webinar on November 1, 2013).
- TAC 2, January 29, 2014
  - Goal and objective recommendations (finalize language) and
  - Modal needs methodologies.
- TAC 3, May 14, 2014
  - Unconstrained multimodal needs,
  - TTP scenario analysis and MetroQuest tool, and
  - Outreach round 2 schedule.
- TAC 4, August 25, 2014
  - Outreach findings and
  - TTP development and review (including Modal profiles).

Michelle presented a summary of the TTP 2040 goal areas and explained how they are related to the 2013 – 2017 Strategic Plan goals and MAP-21 goal areas. The goal areas for the TTP include: safety, asset management (all modes), mobility and reliability (people & freight), multimodal connectivity (people & freight), stewardship, customer service and financial sustainability.

Figure 1 - TTP 2040 Goal Areas and Alignment to the 2013-2017 Strategic Plan and MAP-21



Michelle reviewed the TTP development schedule highlighting the final steps in the development and adoption of the TTP.

The modal profiles that provide the unconstrained needs assessment for the TTP have been or are under review by TxDOT. Michelle Conkle asked if anyone on the TAC is still reviewing modal profiles and encouraged them to finalize their review.

## Outreach Round 2 – Process and Feedback

Stephanie Lind provided an overview of the public outreach activities as part of round 2 of outreach on the TTP. The planning team supported two meetings at each of the 25 Texas districts: a facilitated workshop for stakeholders in the afternoon and an open house for the general public in the evening. The stakeholder workshops drew 194 attendees and the open house drew 475 attendees across the state.

Stephanie went through some preliminary results from the MetroQuest tool that was developed for the TTP. The tool is available through the end of September, once the tool has been taken down, final results will be developed. Highway expansion and congestion reduction were top priorities for tool users for both the prioritization exercise and the budget allocation. When the results from the rating of the three investment approaches were reviewed, in general, all three were equally popular. Lastly, most users supported allocating more money toward transportation.

## Investment Approach 4

Alyson Reaves introduced “approach 4” to the TAC. Approach 4 was presented as an example of a balanced approach to investment for the statewide transportation system. It assumes that statewide multimodal needs for TxDOT and its transportation partners cannot be achieved under the current revenue forecast, it reflects feedback that was heard in round 2 of outreach on the TTP. This approach assumes that \$5 billion in additional funding is available annually to support multimodal investments in Texas. This approach was not presented to the public, it is presented for illustrative purposes. TxDOT has the opportunity to experiment with performance goals and investment options with the tools developed under the TTP by CH2M Hill.

Approach 4 investment allocations provide a balanced investment approach with a focus on preservation. The allocations are categorized as follows:

- Pavement: \$4.0 B
- Bridge and culvert: \$1.6 B
- ITS: \$0.5 B
- Highway capacity: \$3.0 B
- Transit: 3.9 B
- Additional safety needs: \$0.4 B
- Non-highway freight: \$0.5 B
- Bicycle and pedestrian: \$0.1 B
- **Total: \$14.0 B**

Alyson summarized the performance measures that were used to develop Approach 4 and what goal areas were supported under each. TAC members asked for clarification on what is meant by “state of repair”, Alyson explained that thresholds were developed by mode or facility type, for example, for bridge state of repair, the team used the National Bridge Inventory system and picked a rating. The thresholds used are detailed in the modal profiles that were distributed to TAC members and are on the SharePoint site.

Several TAC members noted that the performance measures should be consistent with what is required under MAP-21. Alyson introduced the specific performance measures associated with facilities and modes and asked the TAC whether they had specific questions. Questions and discussion from the TAC included the following:

- Bike and pedestrian needs will be in a state of “high” repair if all needs identified in the regional transportation plans are met.
- The freight needs are tied to the Statewide Freight Plan, hopefully that information will be available in time for TTP adoption.
- The total needs of the state are included in the modal profiles that information is available to anyone and is on SharePoint.

## Discussion and Next Steps

Michelle Conkle thanked everyone for their involvement. She noted that there is a more technical tool available to analyze performance and needs across the state and she is currently reviewing it. The TAC discussed whether members had an opportunity to review the MetroQuest tool before it went out to the public, a number of TAC members supplied comments on the tool and those were considered in the finalization of the tool. Overall, the public feedback on the MetroQuest tool was very good. Stakeholders felt the tool provided an interactive way to educate the public on complex transportation issues.

TAC members were encouraged to complete their review of modal profiles if they have not yet done so. The draft TTP will be available the first week in September with a revised draft the second or third week of September. While the public hearing and presentation to the commission have not yet been scheduled, the hope is to do both in the fall of 2014.

## **Appendix C**

### **Stakeholder Meeting Summaries**

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	June 9, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Bryan District
PREPARED BY:	Stephanie Lind
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #1 was held on June 9, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Maggiore welcomed the group to the meeting and thanked them for their attendance.

### Workshop Participants

Paul Casper, City of Bryan  
Travis Milner, TxDOT TPP  
Darla Walton, TxDOT PTN  
Chad Bohn, TxDOT Bryan  
Brad McCaleb, B/CS MPO  
Jeremy Williams, BVCOG

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT TPP  
Laura Perez, TxDOT TPP  
Michelle Maggiore, TTP Project Manager, CH2M HILL  
Stephanie Lind, CH2M HILL  
Emily Braswell, RS&H  
Sonia Jimenez, Ximenes and Associates  
Yolanda Hotman, Ximenes and Associates

## TPP Project Overview

As part of the Public Outreach Round 2, the TTP planning team is visiting all 25 TxDOT districts in Texas. In each district, the team will have an afternoon stakeholder workshop and an evening open house. The Bryan district meeting is the first meeting.

Michelle Maggiore summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan, which will look at existing conditions, system goals, objectives and performance

measures. The TTP will estimate current and future demand on the transportation system and associated needs. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

The TTP incorporates a long-range funding forecast for the state. Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2013 – 2017 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach for the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Michelle Maggiore explained the assumptions that were used to estimate unconstrained needs for the TTP. Details on those assumptions are included in the referenced PowerPoint presentation. Michelle also explained the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Michelle Conkle thanked everyone for their attendance and support of the TTP 2040.

Emily Braswell guided the stakeholders through a discussion of the different investment approaches.

## Investment Approaches Discussion

- Bridge safety is a top priority.
- Prioritizing investments that have a low cost and high benefit first would be most efficient.
- There is a lack of funding available to meet the current transportation needs.
- Some modes (bicycle, pedestrian or transit) have less support for funding.
- There is not enough money to go around and there is no way to make everyone happy.
- How do we manage expectations with limited money and resources?
- Users who want simple, inexpensive high benefit solutions are frustrated with the complexity and timeliness of transportation solutions.
- The public has lost trust in the transportation providers and public/private systems. There is a need to educate the public on the transportation project development process.
- Clarification was needed on the third investment approach, and staff clarified the following:
  - Improvements in the Texas Trunk System which are primarily in the rural areas
  - Focus on connecting for smaller and mid-size cities
  - Improvement to rural and small urban transit systems
  - Improvements for statewide pedestrian and bike
- How do we use the tool in developing the plan?
  - Educating the public
    - Transportation needs
    - Trade-offs
    - System performance
  - Gathering information for the plan
  - Gathering information on people's priorities and values
- The goal is to develop a measurable performance-based plan that the public and the legislature can look at to determine how well we are doing over the short and long-term.

- Has the planning team considered focusing investment in urban areas? Staff clarified that the team has not done this, although they could.
- What is the TTP going to look like?
  - The TTP will incorporate needs, trends, and recommendations.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Twenty (20) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	June 10, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	South East Texas Regional Planning Commission (TxDOT Beaumont District)
PREPARED BY:	Stephanie Lind
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #2 was held on June 10, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance. Michelle Maggiore introduced herself and asked everyone to introduce themselves.

## Workshop Participants

Shiraz Mansour, TxDOT  
Steven Stafford, Jefferson County  
Bob Dickinson, SETRPC-MPO  
John Rory, Port of Beaumont  
Joseph Majdalani, City of Beaumont  
Megan Campbell, SETRPC-MPO  
Jimmie Lewis, City of Orange  
Phillip Lujan, TxDOT-BMT  
Marc Shepherd, TxDOT-BMT  
Don Rao, Jefferson County  
Sarah Dupre, TxDOT-PIO

## TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT TPP  
Laura Perez, TxDOT TPP  
Michelle Maggiore, TTP Project Manager, CH2M HILL  
Stephanie Lind, CH2M HILL  
Emily Braswell, RS&H  
Sonia Jimenez, Ximenes and Associates  
Yolanda Hotman, Ximenes and Associates

## TPP Project Overview

As part of the Public Outreach Round 2, the TTP planning team is visiting all 25 TxDOT districts in Texas. In each district, the team will have an afternoon stakeholder workshop and an evening open house. The Beaumont district meeting is the second meeting.

Michelle Maggiore summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan, which will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

The TTP incorporates a long-range funding forecast for the state. Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2013 – 2017 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach for the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Michelle Maggiore explained the assumptions that were used to estimate unconstrained needs for the TTP. Details on those assumptions are included in the referenced PowerPoint presentation. Michelle also explained the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Emily Braswell guided the stakeholders through a discussion of the draft goals to be included in the TTP.

## Discussion of TTP Draft Goals

- Emphasis should be placed on the maintenance of existing infrastructure, keeping it in good condition.
- TxDOT should utilize technologies (TDM, ITS, alternative transportation) to manage demand for transportation.
- Interstate 10 improvements are needed to move people and goods as safely and efficiently as possible.
- TxDOT should utilize underused assets (for example, relocating trucks to the Gulf Intracoastal Waterway [GIWW]).
- The benefits of reducing congestion on surface facilities include many positive environmental impacts (air quality, runoff).
- TxDOT should consider rail projects to reduce the demand for roadway facilities.

## Discussion of TTP Draft Unconstrained Needs

- Intercity Rail: The team looked at MTA projects and two specific corridors (OK – South Texas and DFW – Houston). The analysis aggregates needs based on those inputs; the costs could be higher if it included additional facilities across the state.
  - Michelle Conkle clarified that Amtrak has been looked at some, but historically TxDOT has not considered intercity rail in its planning efforts.
  - The group discussed possible sources for additional funding for high speed rail.
- Capacity: What's the background on adding capacity? Is the assumption that you can build your way out of congestion?
  - Michelle Maggiore clarified that it is almost impossible to build yourself out of congestion. The goal is not to solve congestion, but to estimate the cost of achieving a Level of Service (LOS) C. Michelle Conkle emphasized that it is nearly impossible to fully address congestion.

- The group noted that congestion management varies by state; congestion in Beaumont can be managed more realistically than at the statewide level or in large urban areas.

## Discussion of TTP Approaches Used in MetroQuest Tool

Emily Braswell provided an overview of the three investment approaches used in the MetroQuest tool. Discussion included:

- What does Level of Service (LOS) mean to the typical user? Staff explained that LOS C is a measure clarified in the Highway Capacity Manual and is associated with near free-flow traffic. The group also discussed how to shift traffic to the marine highway. Switching to water-based freight transport will require changes to the “just in time” delivery. Generally, it costs more to transport freight by water than truck, and financial incentives might be required. Safety may be improved; however, the economic cost may outweigh the benefits.
- Increasing the gas tax to fund capacity increases might also shift congestion and promote alternative modes.
- The group noted that investments need to be strategic and should be based on getting the most benefit.
- The group also discussed that different approaches are needed in different parts of the state.

Michelle Maggiore explained the next steps in the TTP process and asked the group to provide feedback on the tool and any exercise.

- Bob Dickson expressed that this was a very useful meeting and thanked the team for coming to Beaumont.
- Megan Campbell noted the importance of valuing different needs in each region or district.

Michelle Conkle thanked everyone for their attendance and support of the TTP 2040.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Fourteen (14) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

**DATE/TIME:** June 11, 2014  
Stakeholder Workshop 2:00 PM – 4:00 PM  
Open House 5:30 PM – 7:30 PM

**LOCATION:** TxDOT Houston District

**PREPARED BY:** Stephanie Lind

**SUBJECT / MEETING TOPIC:** Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #3 was held on June 11, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

## Workshop Participants

Julie Beaubien, TxDOT, OPI  
Mark Kirschkie, City of Houston  
Charles Airiohuodion, TxDOT  
Robert Mascardo, TxDOT  
Jeff Pynes, City of Freeport  
Cristin Emshoff, City of Stafford  
Eliana Hayes, City of Sugarland  
Maureen Crocker, Gulf Coast Rail District  
Andrew Mao, TxDOT Houston  
Travis Milner, TxDOT  
Carol Lewis, Gulf Coast Rail District  
Gwen Goodwin, TSU-CTTR

## TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
Michelle Maggiore, TTP Project Manager, CH2M HILL  
Stephanie Lind, CH2M HILL  
Emily Braswell, RS&H  
Marcela Aguirre, RS&H  
Mark Everett, RS&H  
Sonia Jimenez, Ximenes and Associates  
Yolanda Hotman, Ximenes and Associates

## TPP Project Overview

As part of the Public Outreach Round 2, the TPP planning team is visiting all 25 TxDOT districts in Texas. In each district, the team will have an afternoon stakeholder workshop and an evening open house. The Houston district meeting is the third meeting.

Michelle Maggiore summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan, which will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

The TTP incorporates a long-range funding forecast for the state. Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2013 – 2017 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach for the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Michelle Maggiore introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Next, Michelle explained the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Emily Braswell guided the stakeholders through a discussion of goals, unconstrained needs, and investments. The stakeholder group had no comments or changes to goals.

## Unconstrained Need Discussion

- Were commuter rail projects included in the analysis? To the extent that they are included in MTPs and the STIP, they were included.
- In Houston, there are a number of activity centers located in the area and commuter rail needs to extend beyond downtown with new corridors and the acquisition of new ROW.
- High-speed rail improvements may not be funded by TxDOT. Many will be funded by private investments, grants, or directly through the MTA with no TxDOT involvement.
- The group discussed whether the TTP will include only TxDOT funded programs and infrastructure. The plan looks at the statewide needs and also specifically at what TxDOT could fund.

## Investment Approach Discussion

- Safety needs were included in each approach. The analysis includes at-grade crossings, but the planning team is uncertain as to what extent.
- Stakeholders discussed the goal of keeping facilities to Level of Service (LOS) D rather than C. There are additional investments that can be made that could help alleviate congestion rather than bringing congestion to LOS C.
- Are bike and pedestrian projects separate from roadway projects? To the extent that bike and pedestrian improvements were included in the MTP/TIP, they were included. The

estimate is likely underestimated since many roadway projects have bike and pedestrian enhancements that are not specifically called out in the MTP/TIP.

- Bridge analysis included bringing bridges out of functional obsolescence when fixing structural deficiencies.
- Geometric design enhancements were included to the extent that they are in the MTP.
- Hurricane and ice issues were not called out specifically although inherently improvements to evacuation routes are included. Emergency Relief projects were not included in the analysis although there is some risk analysis that incorporates that cost estimate. Deterioration models do incorporate some elements of storm and extreme event occurrences.
- Since capacity enhancements are limited, how are demand management strategies included? They are mostly included in the form of ITS and alternative transportation projects.
- Bicycle and pedestrian needs are based on Regional Transportation Plans (RTP) data but then we estimated costs beyond initial investments to maintain and rehabilitate those facilities.
- Project costs are based on statewide estimates. The project costs are not as precise as what is shown in the STIP and do not include contingencies.
- The network that was analyzed includes only the state network.
- Keeping bridges in “good condition” uses National Bridge Inventory (NBI) numbers. The analysis keeps the NBI rating and maintains the rating at a 5 or better.

## Next Steps

Michelle Maggiore described the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Twenty-five (25) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	June 12, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Lufkin District
PREPARED BY:	Stephanie Lind and Yolanda Hotman
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #4 was held on June 12, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail. Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Kathie Whitis, TxDOT, PIO  
Bobby Boles, City of Huntington  
Darla Walton, TxDOT, PTN  
Kevin Buranakikipinyo, TxDOT  
Kevin Harbuck, TxDOT  
Dale Brown, City of Huntington  
Erin Ford, Houston County, County Judge  
Julie Beaubien, TxDOT, OPI  
Cheryl Flood, TxDOT  
Jesse Sisco, TxDOT  
Mark Payne, TxDOT

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
Stephanie Lind, CH2M HILL  
Emily Braswell, RS&H  
Sonia Jimenez, Ximenes and Associates  
Yolanda Hotman, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas. In each district, the team will have an afternoon stakeholder workshop and an evening open house. The Lufkin district meeting is the fourth meeting.

Stephanie Lind summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based

plan that will investigate existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs.

Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon. The TTP incorporates a long-range funding forecast for the state. Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2013 – 2017 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Next, Stephanie described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Emily Braswell guided the stakeholders through a discussion of goals, unconstrained needs, and investments.

## Goals Discussion

- The plan should consider new corridors and bypassing existing congested corridors. For example, use another corridor than the I-35 corridor for freight.
- Consider turning Hwy 19 into I-45; revisit the feasibility of those plans. There are a number of existing facilities that could be upgraded rather than expanding other major highways.
- 1-10 and 1-69 should be expanded.

## Unconstrained Needs Discussion

- Many of the 2-lane highways need shoulders. It is a major safety concern if vehicles need to pull off the road.
- Highway 19 from Huntsville north to Crocket has 4-lane capacity and narrows to 2 lanes. Consider making it 4 lanes.
  - Consistency and connectivity are concerns for the region.

## Investment Approaches Discussion

- The investment approaches should address oil and gas production, logging and other industries. Roadways are deteriorating at a rapid rate due to heavy use, and the costs to repair these facilities should be borne by the heavy users.
- Additional corridors (for example, 2109 and 706) should be included in plan analysis.
- GPS and tracking technologies can be used to direct traffic to different corridors.
- TxDOT should have a more active role in directing industry where to go, especially in rural areas.
- Prioritize truck routes to direct funding and enhancements to key corridors.
- Approach 1 applies the best to rural areas with a focus on maintaining existing infrastructure. Maintaining FM system should be a priority.

- TxDOT should consider additional revenue streams. Ports are growing and additional fees or tariffs could be assessed per container.
- Analysis is needed and should be provided to the legislature on the cost by different units, weights, and usage.
- The cost to maintain the system needs to be equally distributed across users.
- Technology will have a profound impact on transportation through 2040. To the extent possible, technological improvements should be considered. For example, driver-less cars could change the capacity of the existing roadway network.

## Next Steps

Emily Braswell described the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Twenty-one (21) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	June 16, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	San Angelo Visitor's Center, San Angelo, TX
PREPARED BY:	Stephanie Lind and Sonia Jimenez
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #5 was held on June 16, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail. Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Tracy Cain, TxDOT  
Doray Hill, San Angelo MPO  
Joe Clark, TxDOT, TPP  
John DeWitt, TxDOT

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
John Kelly, CH2M HILL  
Stephanie Lind, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Liz Burt, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas. In each district, the team will have an afternoon stakeholder workshop and an evening open house. The San Angelo district meeting is the fifth meeting.

Stephanie Lind summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

The TTP incorporates a long-range funding forecast for the state. Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2013 – 2017 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Next, Stephanie described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Stephanie Lind guided the stakeholders through a discussion of goals, unconstrained needs, and investments.

## Goals Discussion

- Infrastructure and the condition of assets are top priorities, particularly where asphalt is at the end of its life.
- Public transportation should be considered.
- Funding for rail and freight is important.
- Safety is a top priority and current safety statistics are poor.

## Investment Approaches

- Clarification is needed about the sources of the additional \$5 billion funding that is needed. The investment tool may be misleading in that it appears that money is easily available.
- Approach 1 is likely the most appropriate for the San Angelo area. There are not a lot of capacity needs.
- Approach 3 is important because it addresses some of the freight needs of the state, namely, to get freight off I-35. This approach is the 2nd preferred approach for the area.
- Preservation was a major focus for the tool. Currently, basic maintenance and preservation needs are not being met. There is often a focus on building capacity versus preserving the current system, and there needs to be more education on the life cycle costs of infrastructure and required maintenance.
- The public needs education on the gas tax and the need to index to inflation.

## Next Steps

Stephanie Lind described the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Sixteen (16) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	June 17, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Odessa District
PREPARED BY:	Stephanie Lind and Sonia Jimenez
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #6 was held on June 17, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail. Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Cameron Walker, MOTOR MPO  
Gene Powell, TxDOT  
Gary Law, TxDOT  
Jane Jiang, TxDOT  
Gabriel Ramirez, TxDOT  
Robert Ornelas, TxDOT  
Joe Clark, TxDOT, TPP  
Matt Carr, TxDOT

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
John Kelly, CH2M HILL  
Alyson Reaves, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Liz Burt, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Odessa district meeting is the sixth meeting.

John Kelly summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. Long-range transportation needs will include the cost to preserve, maintain and

expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

The TTP incorporates a long-range funding forecast for the state. Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2013 – 2017 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Alyson Reaves introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Next, Alyson described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Alyson Reaves guided the stakeholders through a discussion of unconstrained needs and investment approaches.

## Investment Approaches Discussion

- There is another approach that is not outlined—the “do nothing approach.” It would be interesting to see how the system would perform if nothing were done to address current growth.
- The costs used to estimate widening projects were statewide estimates based on facility type.
- Performance measures match the Federal performance requirements. TxDOT needs time to evaluate between Level of Service (LOS) goals and determine best place for funding. Currently, local project decisions are determined through a competitive process. There is a need for both autonomy and collaboration between local and state.
- There is a need to develop local funding forecast.
- The 2040 TTP is a long range policy plan, it will not select projects, but will include statewide goals and analysis of funding tradeoffs.
- The TTP should consider escalated deterioration due to freight and oil/gas industry.
- Deterioration curves are much different in rural areas than in urban.
- Innovative funding is needed to address deterioration of roads due to oil and gas industry.
- How much did increases to registration costs generate?
- TxDOT is working to put together data on the impact of freight on the transportation network.

## Next Steps

Michelle Conkle described the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Eighteen (18) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	June 18, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	El Paso Multi-Purpose Center
PREPARED BY:	Stephanie Lind and Sonia Jimenez
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #7 was scheduled for June 18, 2014 from 2:00 p.m. to 4:00 p.m. Only one person attended the stakeholder meeting–Julia Jerome from TxDOT. Therefore, with no attendance, no formal presentation was made nor was there any facilitated discussion with stakeholders.

### **TTP Staff and Consultant Team:**

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
John Kelly, CH2M HILL  
Alyson Reaves, CH2M HILL  
Michelle Maggiore, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Liz Burt, Ximenes and Associates

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT ELP District officials attended the open house. Forty-nine (49) people attended the open house. Since no stakeholders had shown up at 2:00 p.m. for the Stakeholder Meeting, an expedited showing of the 2040 Plan PowerPoint was presented, with an opening explanation to the audience that this meeting was not for the purpose of addressing the public’s concerns about the Lincoln Center historic site, contrary to some apparently incorrect meeting notice info to the contrary. Because of the potential controversy, local media were in attendance.

The public was concerned about the closing and demolition of the Lincoln Center, a local community center, for long-delayed construction of a TxDOT interchange project. Michelle Conkle took questions and encouraged attendees to submit their comments and explained that she would get the comments to the appropriate staff in Austin. There was an overriding sentiment that TxDOT El Paso public involvement efforts are minimal and citizens are informed of projects only when they are going to be constructed. There was also a common concern that planning and projects benefit the Mexican maquiladora manufacturing industry and not the local community.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

**DATE/TIME:** June 24, 2014  
Stakeholder Workshop 2:00 PM – 4:00 PM  
Open House 5:30 PM – 7:30 PM

**LOCATION:** TxDOT Atlanta District

**PREPARED BY:** Stephanie Lind

**SUBJECT / MEETING TOPIC:** Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #8 was held on June 24, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

David Cockrell, City of Atlanta  
Rea Donna Jones, TxDOT  
John Hendrick, ETCOG  
Deanne Simmons, TxDOT  
Dennis Beckham, TxDOT  
Brian Lee, Titus County  
Marcus Sandifer, TxDOT  
Hudson Old, NETRMA

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
Stephanie Lind, CH2M HILL  
Emily Braswell, RS&H  
Sonia Jimenez, Ximenes and Associates  
Linda Ximenes, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Atlanta district meeting is the eighth meeting.

Emily Braswell summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will investigate existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and

associated needs. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

The TTP incorporates a long-range funding forecast for the state. Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2013 – 2017 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

## Goals Discussion

- I-30 needs improvements/
- Safety data is available for roads and corridors throughout the state through TxDOT.
- Rail facilities have demands from freight and passenger traffic. TxDOT is working on Freight and Rail plans.

## Unconstrained Need Discussion

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Next, Stephanie went over the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Emily Braswell guided the stakeholders through a discussion of unconstrained needs, and investments.

- Capacity enhancements do not include driver-less cars.
- Rail costs include costs above and beyond what TxDOT is or would be responsible for. The needs numbers are not fiscally constrained or limited to what TxDOT funds. It is uncertain if locating high speed rail corridors in TxDOT right-of-way is feasible.
- It is uncertain what the likelihood of Proposition 1 is of passing.
- It is clear that more funding is needed to meet the needs of the state. The state should consider putting together a marketing plan to explain the needs and build support for raising funds.
- Ports are included in the freight analysis. An inland port near Texarkana was not included, but has support of some in the area.

## Investment Approaches Discussion

- The freight mobility approach is the preferred approach. Put more freight on railroads and relieve Dallas and Austin traffic.
- Urban mobility should be a focus. Congestion is a serious problem in urban areas, and by making enhancements there, the whole state would benefit.
- Freight issues need to be addressed as issues will only get worse as time goes on.
- To the extent possible, freight should be relocated from supercenter locations (ideally incorporating rail) to the end user or seller.

## Revenue Discussion

- Changes are needed to taxing structure. TxDOT should consider mileage-based user fees.

## Next Steps

Michelle Conkle described the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. – 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Eleven (11) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	June 25, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:00 PM – 7:00 PM
LOCATION:	TxDOT Paris District
PREPARED BY:	Stephanie Lind and Sonia Jimenez
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #9 was held on June 25, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Julie Rook, TxDOT  
Rick Mackey, TxDOT  
Paul Montgomery, TxDOT  
Aaron Bloom, TxDOT  
Tammy Sims, TxDOT  
Allen West, City of Whitewrite  
Michael Schmitz, Texoma Council of Governments  
Chris Brown, Ark-Tex Council of Governments  
Sherry Howard, City of Tom Bean  
Dr. Randy McBrown, Texoma Council of Governments  
Judge Sparky Carter, Fannin County  
John Hedrick, ETCOG/ETRPO  
Penny Sansom, TxDOT

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
Stephanie Lind, CH2M HILL  
Emily Braswell, RS&H  
Sonia Jimenez, Ximenes and Associates  
Linda Ximenes, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas. In each district, the team will have an afternoon stakeholder workshop and an evening open house. The Paris district meeting is the ninth meeting.

Emily Braswell summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

The TTP incorporates a long-range funding forecast for the state. Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2013 – 2017 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details of those assumptions are included in the referenced PowerPoint presentation. Next, Stephanie described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Emily Braswell guided the stakeholders through a discussion of unconstrained needs and investment approaches.

## Unconstrained Needs Discussion

- A center lane is needed down Highway 11. Growth is expected in that area, and a turn lane is needed.
- Traffic control is needed at FM2729. TxDOT has been contacted regarding a possible light or walkway to improve mobility for residents. There are high numbers of senior citizens in the area, and an overall population over 1000.
- Better business access and sight distance enhancements are needed on Highway 60 near Hwy 11 where Hwy 160 turns into Hwy 69. There are a number of rock haulers that come through each day, and safety is a concern.
- Traffic control which may include traffic signals are needed in Fannin County on access roads to lake areas.
- Highway 75 has congestion issues and safety concerns.
- Highway expansion should be considered on Highways 30, 82 and 59 (access roads include 19, 271 and 37). There is significant truck traffic.
- The RPO needs to have a more active role in transportation decision making.
- Fannin County has several roads in disrepair and heavy truck traffic that needs to be addressed.
- Improvements on Highways 82 and 122 will help spur growth in the county.

## Investment Approaches Discussion

- Maintenance of the current system is a top priority.
- Communication transportation information is important.
- Freight should use additional corridors to reduce maintenance needs and congestion on major freight corridors.
- High speed rail should be considered from Sherman to Austin.
- Travel to Austin can take a significant amount of time—up to 8 hours—when it should take 4.5 hours.
- A definition for different rail types is needed (for example, high speed vs. commuter).

## Revenue Discussion

- There needs to be a statewide discussion on transportation funding.
- Toll roads are increasingly popular and provide funding for infrastructure. Users that choose to use facility pay for the facility.
- MPOs and RPOs can be used to learn what funding mechanisms are supported at the local level.
- TxDOT is doing a great job with what they have.

## Next Steps

Emily Braswell described the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:00 p.m. to 7:00 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Twenty-seven (27) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	June 26, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Tyler District
PREPARED BY:	Stephanie Lind and Sonia Jimenez
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #10 was held on June 26, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

## Workshop Participants

Bill Lacy, City of Troup  
Melissa Cure, ETCOG  
Gene Cottle, City of Troup  
Dale Booth, TxDOT  
Neil Boitnott, RS&H  
Heather Nick, Tyler Area MPO  
Elizabeth High, RS&H  
Michael Howell, Tyler Area MPO  
Kate Lindekugle, RS&H  
Susan Linnard, TxDOT  
Vernon Webb, TxDOT

## TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
Stephanie Lind, CH2M HILL  
Emily Braswell, RS&H  
Sonia Jimenez, Ximenes and Associates  
Linda Ximenes, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas. In each district, the team will have an afternoon stakeholder workshop and an evening open house. The Tyler district meeting is the tenth meeting.

Emily Braswell summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures.

The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2013 – 2017 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Next, Stephanie described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Emily Braswell guided the stakeholders through a discussion of unconstrained needs and investment approaches.

## Unconstrained Needs Discussion

- Safety is a high priority for the Tyler area. The area has a high crash rate. Factors include geometric design, terrain, speed, and distracted driving. There is a need to look at innovative ways to address safety issues (for example, photo enforcement).
- Winding, rolling FM's carry a lot more traffic than they were designed for. Some facilities should be redesigned, but there is not budget for it.
- Drivers don't realize that Tyler has a high crash rate, and the public typically asks for additional capacity rather than safety enhancements.
- Targeted education is needed for the public and specifically for young people.
- Section of south Loop 323 and 69/Broadway are very congested; demand management is needed or diversion to alternative routes.
- Area is close to non-attainment and may become an issue.
- There are a number of safety issues on I-20 including ramp length (too short for acceleration), railing location, bridge height, and lack of frontage roads.
- Preservation and maintenance are top priorities, and the public needs education on this.
- Tyler area has capacity needs with the area growing quickly.
- Rail should be considered along I-20 (inter-city rail) although it is controversial.
- There is a need for more bicycle facilities for both commuting and recreating. Facilities on state highways should be considered.
- Connections are needed between residential areas and open spaces for both hiking and biking.
- Better access management and land-use is needed on 69/Broadway.
- The City of Troup has bottleneck issues with a railroad switching station. Emergency access is a top concern. There are 4 crossings, and only one is accessible to large trucks.
- Legislation to prohibit texting and driving would be beneficial.
- Public transit is lacking funding for both rural and urban operations. It is a challenge for the underserved to get to where they want to go.
- Bicyclists and pedestrians have issues crossing major intersections.

- Bus Rapid Transit (BRT) might be a good solution to connect specific locations (downtown, mall, UTHSC).
- More funding is needed for transportation; however, obtaining the local match for projects can be a challenge.
- Transit services have been cut back in many areas and fees have increased. This has reduced mobility.
- Area bus fleets are aging and do not have funds for timely replacement.
- Congestion on Broadway and Loop 323 hurts downtown community.
- Opportunity for significant growth and economic development if corridor improvements are made for “Golden T” area.
- While the population of Tyler is just under 100,000, being a major regional center, there are approximately 400,000 people visiting Tyler in any given day.
- Most significant growth has been in northwest and northeast Tyler.
- Voucher system is needed for seniors needing public transportation (for example, Smith County).

### Investment Approaches Discussion

- Approach 3 is the most applicable for Tyler area. This is followed closely by Approach 1. Focusing on freight and mobility will help economic development activities and could provide revenues for transportation infrastructure.
- Pavement preservation is important. The area understands that it will cost more in the long run if you do not maintain facilities. TxDOT has a good partnership with the counties to provide maintenance.
- Congestion is not a top priority; safety is more important.

### Revenue Discussion

- Partnerships have been beneficial in the area.
- Toll roads are supported in the area including congestion pricing.
- Incentives should be considered.
- A managed lane to Shreveport could be beneficial.

### Next Steps

Emily Braswell described the next steps for the TTP 2040 outreach efforts.

### Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Nineteen (19) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

**DATE/TIME:** July 7, 2014  
Stakeholder Workshop 2:00 PM – 4:00 PM  
Open House 5:30 PM – 7:30 PM

**LOCATION:** DalTrans Transportation Management Center, Conference Room  
4777 East Highway 80, Mesquite, TX

**PREPARED BY:** Sonia Jimenez and Stephanie Lind

**SUBJECT / MEETING TOPIC:** Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #11 was held on July 7, 2014 from 2 p.m. to 4 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Michelle Ragion, TxDOT  
Jim Dobbins, TxDOT  
Chelsea Dilday, TxDOT  
Chris Barker, City of Euless  
Maher M. Ghanayem, TxDOT  
Tamelia Spillman, TxDOT  
Gina Nash, City of Forney  
Tim Tumulty, City of Rockwall  
Wes McClure, TxDOT  
Morgan Bridgewater, TxDOT  
Chris Metz, City of Forney  
Daniel Plummer, Dallas County Sheriff's Office

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
John Kelly, CH2M HILL  
Alyson Welsh, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Yolanda Hotman, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Dallas district meeting is the eleventh meeting.

John Kelly summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Alyson Welsh introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Next, Alyson described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investments approaches, and potential funding options. A summary of that discussion is included below.

## Needs Discussion

- The legislature needs more education on the needs for the transportation system through 2040.
- The City and County of Rockwall have anted-up local funding to assist TxDOT with projects in their area, including major funds for on-system projects (for example, IH-30), due to lack of state funding to address rapid growth needs
- State highways provide the backbone of the transportation system in Texas. Two lanes 24' in width do not always accommodate the safety needs of the corridor; "super-two" (3-lanes) and 4-lane facilities are needed in many cases to address traffic growth.
- Cities and counties have taken a more proactive role in maintaining and providing transportation infrastructure.
- U.S. 80 and IH-20 have many transportation needs and should be addressed.
- It is difficult for small rural communities to communicate with the legislature about their need for state and federal dollars; staff time and travel dollars to travel to Austin for face-to-face interactions are not available.
- It is uncertain how much the population will grow in Texas through 2040; there are too many uncertainties.
- Freight-related bottlenecks are a major cause of highway congestion (for example, IH-30)

- While the approaches discussed a Level of Service (LOS) C or D as a target, LOS C or even LOS B would be better.
- Congestion varies regionally; there should be incentives for smart planning and addressing congestion.
- More funding is needed for rail, bicycle, and pedestrian projects.
- Local governments have an interest in joining up with regional transportation programs; however, the law would need to change (for example, for communities to join DART now, after 30 years of operation, takes a substantial back-payment for past years of non-participation in the agency's sales tax funding).
- Loop 9 around southern Dallas County is needed in the near term; however, complete funding is many decades away.
- Localities should consider imposing and enforcing additional weight limits on roads.

## Funding Discussion

- The Dallas area needs more funding; because of a lack of funding, there is an increase in toll roads.
- Better education is needed for the public and decision makers on the gas tax and the fact that it is not indexed.
- If possible, developers (particularly residential developers in Greenfield areas) should pay for transportation infrastructure, and localities should make sure their roads are adequately connected to the existing transportation network.
- RMAs offer some new avenues for funding and programming transportation projects.

## Next Steps

Sonia Jimenez described the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff was available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Seventeen (17) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 8, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Wichita Falls District
PREPARED BY:	Sonia Jimenez and Stephanie Lind
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #12 was held on July 8, 2014 from 2 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Jaimie Lee, Wichita Falls MPO  
Tammy Marlow, TxDOT  
Lin Barnett, Wichita Falls MPO

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
John Kelly, CH2M HILL  
Alyson Welsh, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Yolanda Hotman, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Wichita Falls district meeting is the twelfth meeting.

John Kelly summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

The TTP incorporates a long-range funding forecast for the state. Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Alyson Welsh introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Alyson described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investment approaches, and potential funding options. A summary of that discussion is included below.

## Stakeholder Recap of Presentation

- More money is needed to maintain the transportation system.
- The tool was liked, it is useful in explaining the funding challenges for TxDOT.

## Need Discussion

- With more people moving into the state, there should be more revenue coming in to help cover the cost to maintain and add transportation infrastructure (for example, vehicle registration fees).
- Innovative solutions are needed to help discourage congestion (for example, congestion pricing in Baltimore).
- The oil and gas industry is damaging transportation infrastructure; they should pay for their share of the increased maintenance costs.
- Congestion is not a local issue. The roadways of the area are generally safe.
- Programs that support bicycling should be expanded (for example, bicycle racks, bicycle share, etc.).
- The area benefits from strong coordination and partnerships between TxDOT, council, and MPO.
- Most of district money goes toward maintenance in the area. Some money is needed for added capacity including a needed loop. The Kell Freeway will not be finished until 2020 due to lack of funding.
- The area would like to construct a bike/ped loop trail; it is at the top of the MPO's list once money is available. This is in support of the Wichita Falls annual "Hotter 'n Hell 100" Bike Race.
- Travel behavior is changing; younger people are not as interested in owning a vehicle.
- Top priority projects for the area include:
  - US 287 upgrades
  - Bicycle circle
- The MPO has refined how it conducts project selection for the Long Range Transportation Plan (LRTP). Projects are selected by priority and compared against each other; the challenge is ranking roads versus bike/ped facilities fairly.

## Funding Discussion

- With more people moving into the state, there should be more revenue coming in to help cover the cost to maintain and add transportation infrastructure (for example, vehicle registration fees).
- The legislature needs to revisit options for generating more money for transportation.
- The funding formula needs to be changed; the Wichita Falls area is not getting much money.
- The gas tax needs to change (for example, flat gas tax, vehicle miles traveled-based, raise the gas tax).
- As vehicles change (for example, electric cars), there needs to be a way to obtain some sort of tax/fee from those vehicles to account for their use of the system.

## Next Steps

Sonia Jimenez went over the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Four (4) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 9, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Fort Worth District
PREPARED BY:	Sonia Jimenez and Stephanie Lind
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #13 was held on July 9, 2014 from 2 p.m. to 4 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

## Workshop Participants

Robert Porter  
Shannon Hawkins, TxDOT  
Darrell Cockerham, Hood County Judge  
Sara Finch, TxDOT  
Jose Perez, FHWA  
Loyl Bussell, TxDOT

## TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
John Kelly, CH2M HILL  
Alyson Welsh, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Yolanda Hotman, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Fort Worth district meeting is the thirteenth meeting.

John Kelly summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Alyson Welsh introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Alyson described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investment approaches, and potential funding options. A summary of that discussion is included below.

## Stakeholder Recap of Presentation

- The cost to bring facilities to Level of Service (LOS) C is very high.
- The cost to preserve the existing system is substantial. The total needs of the state require twice as much funding as what is available.
- It is more cost effective to maintain the infrastructure that is under distress from energy sector industry around the Barnett Shale than to rebuild.
- The information was presented in a thoughtful way; the tool and presentation help clarify the amount of money needed for transportation through 2040.

## Needs Discussion

- Activity in the oil and gas industry has slowed down; there are fewer new wells coming in since the Barnett Shale play has been underway for 10 years.
- The legislature has not provided the funding that is needed for transportation projects. Grant processes can be cumbersome and require additional resources to write (for example, writers, attorneys, etc.), especially to access energy sector rehab grants.
- An overpass is needed near the railroad crossings at 377 and 171 in Cresson to alleviate delays. The county is willing to commit money toward the project and would like TxDOT to also contribute.
- The Fort Worth area is working on a transit plan that will focus on underserved areas. TexRail to connect downtown Fort Worth to the D/FW airport will enhance connectivity.
- More funding is needed in rural areas; much of the money available currently goes to urban areas (for example, no MPO funds in rural areas). The Regional Transportation Council (D/FW's MPO) covers 12 of the 16 counties in the area.
- The Fort Worth "T" has a new CEO who is looking more broadly at how transit can broaden its reach in the western part of the Metroplex.
- In Hood County, with 70% of the workforce going to Fort Worth, there is a need to focus investment on US 377, which has heavy traffic and needs either a relief route or an alternative solution.
- Congestion and preservation should be a top priority.
- Tolloed facilities have increased; people are getting used to using tolls and are willing to pay. Tolloed facilities should include an HOV component.

## Funding Discussion

- Innovation is needed to find additional funding sources.
- Make grant programs easier to apply for.
- Consider raising the gas tax or allow localities to raise the gas tax locally.
- Proposition 1 will have the opportunity to allocate more money to transportation.
- Hood County collaborated with the oil and gas industry to get them to put money toward maintaining roads.
- More money is needed for transit.
- More funding is needed for the federal highway system.

## Next Steps

Sonia Jimenez described the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. – 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Fifteen (15) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 10, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Brownwood District
PREPARED BY:	Sonia Jimenez and Stephanie Lind
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #14 was held on July 10, 2014. While the stakeholder meeting was scheduled for 2:00 p.m. to 4:00 p.m., no stakeholders attended the meeting. Instead, stakeholders attended the Open House portion of the meeting, and an abbreviated stakeholder meeting was held then, including the Powerpoint presentation. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Elias Rmeili, TxDOT District Engineer  
Jason Scantling, TxDOT TP&D  
Bennie Hromodka, Hamilton County Farm Bureau  
Donald Hatcher, City of Brownwood  
Wanda Furgason, Early, TX Economic Development Council

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
John Kelly, CH2M HILL  
Alyson Welsh, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Yolanda Hotman, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Brownwood district meeting is the fourteenth meeting.

John Kelly summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures.

The TTP will estimate current and future demand on the transportation system and associated needs. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

The TTP incorporates a long-range funding forecast for the state. Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Alyson Welsh introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Alyson described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investments approaches and potential funding options. A summary of that discussion is included below.

## Stakeholder Recap of Presentation

- Freight makes up much of the traffic and transportation needs in the state.
- The trade-off tool Approaches considers rural needs, which is important.
- TxDOT is committed to making the transportation system safer.
- Financial sustainability is important, needs should take inflation into account since the needs are based on projections.
- There is significant congestion in urban areas and towns.
- Clarification was sought on whether the oil and gas industry contributes to TxDOT revenue. There is currently a severance tax of 4.7%. Proposition 1, if passed in November 2014, will move some of the severance tax money from the "Rainy Day" fund to the highway fund. Proposition 1 has the potential to bring \$1.4 billion annually to TxDOT.
- The state needs more revenue. This could come from a variety of sources including increased registration fees or a restructuring of the gas tax to be based on the vehicle miles traveled.
- Toll roads could be expanded for longer distances (for example, Dallas to Houston).

## Needs Discussion

- Truck freight traffic poses safety concerns near Brady (getting around the downtown square), particularly when traveling through the center of cities, near water sources, and/or railroad lines. Accidents are and could be a major problem.
- The Brady airport is extending its airport runway in 2016 – 2017. The Brownwood airport is also extending its runway, although the timing is uncertain.
- Rail improvements are needed to infrastructure in Brady to facilitate the movement of goods related to the energy and agricultural sector.
- Brownwood needs added capacity for railroad facilities to help prevent backups and long delays.

- Drainage improvements are needed at FM 2126 and FM6784 at Pecan Bayou in the Brownwood area. Currently, during severe storm events the bridge is underwater.
- Bicycle and pedestrian facilities are needed in the Brownwood area; current bike/ped facilities focus on recreational access.
- Improvements are needed for SH 6 and US 281 near Hico to accommodate freight traffic (for example, wind turbine equipment being transported).
- In the Hamilton area, on SH 36 and US 281, improvements are needed to support freight truck traffic. Trucks are using FM roads that cannot support the heavy loads.
- When Ann Richards was governor, there was a discussion that part of the lottery money was proposed to go to TxDOT. Did that happen? Where does the money come from that goes into the "Rainy Day fund"? (oil and gas severance taxes)
- Early, TX sees significant heavy truck traffic and this causes safety issues.
- FM roads were designed for farmers to get to the market, but they are now being used by many other types of users which can pose safety issues as the users have different travel speeds, sight distances, sizes, and familiarity with the roadway. These users include:
  - Heavy trucks
  - Farm equipment (some very wide)
  - Motorcyclists
  - Bicyclists

## Next Steps

Sonia Jimenez went over the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Five (5) people attended the open house as stakeholders and are noted above.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 14, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Laredo District
PREPARED BY:	Stephanie Lind and Sonia Jimenez
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #15 was held on July 14, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Raul Leal, TxDOT  
Albert Ramirez, TxDOT  
Sara Garza, TxDOT  
Carlos Rodriguez, TxDOT  
Nathan Bratton, City of Laredo/MPO  
Melissa Montemayor, TxDOT

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
Judith Ibarra-Bianchetta, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Liz Burt, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Laredo district meeting is the fifteenth meeting.

Stephanie Lind summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Stephanie described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investment approaches, and potential funding options. A summary of that discussion is included below.

## Presentation Discussion and Recap

- The common issue for at least two of the approaches is traffic congestion.
- Laredo has a lot of freight traffic; maintaining the flow of international commerce is a big interest for the area.

## Needs Discussion

- The Eagle Ford Shale development has greatly impacted transportation infrastructure in the area. The roads were not built to support the heavy use that is occurring.
- Locals want to know why funds cannot be used to maintain roads that are coming in from the development.
- Maintaining existing infrastructure should be a top priority.
- It is important to document whether performance measures are being met. The suggestion was made to incentivize meeting measures or penalize those that do not meet targets.
- The project selection process should be objective and built around local needs and values.
- TxDOT should consider using universal language to define congestion and capacity needs across the state.
- Population projections vary between state departments and should be consistent.
- Top priority corridors for the area include Loop 20, FM 1472 and 144/105.
- Safety is the area's number one priority.
- There are some bottlenecks caused by freight rail in the downtown area. At-grade crossings are an issue.
- Loop 20 has some lighting issues that need to be addressed.

## Funding Discussion

- It is difficult to estimate what the revenue will look like in 2040, and the sources of funding will inevitably change between now and then.
- Leveraging of funds has and will continue to be important. Federal and state funds should be used to leverage additional funds.

## Next Steps

Sonia Jimenez explained the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes.

A large number of stakeholders attended the open house so the TTP team decided to make the stakeholder presentation at 5:30 for all those present. Ten (10) people attended the open house as stakeholders and are noted above.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 15, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Pharr District
PREPARED BY:	Stephanie Lind
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #16 was held on July 15, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Raymond Sanchez, TxDOT  
Homer Bazan, TxDOT  
Toribio Garza, TxDOT  
Octavio Saenz, TxDOT  
Pedro Alvarez, TxDOT  
Robin Gelston, TxDOT  
Edwardo Mendoza, City of McAllen

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
Judith Ibarra-Bianchetta, CH2M Hill  
Sonia Jimenez, Ximenes and Associates  
Liz Burt, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Pharr district meeting is the sixteenth meeting.

Stephanie Lind summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range

transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Stephanie described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investment approaches and potential funding options. A summary of that discussion is included below.

## Presentation Discussion and Recap

- The Plan does not appear to solve the needs of the state. It will identify needs and present a framework for making recommendations. The Plan will not include a list of projects—it will make broad recommendations on how to incorporate performance measures and plan goals into the project selection process.
- The transit needs of the state are high. It would be interesting to know what the current investment is and Level of Service (LOS).
- Freight needs will be incorporated into the final plan from the Freight Mobility Plan.

## Needs Discussion

- Competing maintenance needs are a challenge for the district. FM roads must compete for funding with Interstate and state highway facilities.
- TxDOT could deliver projects more efficiently and more cost effectively. Some of those costs can be attributed to the cost of bureaucratic oversight. There have been some improvements in MAP-21 to expedite project development and delivery.
- Freight traffic is going to increase exponentially and place tremendous burden on the Texas transportation system. TxDOT needs to evaluate what that will mean for the roadway network (for example, Mazatlan to Matamoros).
- There is energy sector growth in Matamoros, and there will likely be potential transportation impacts.
- Space X will have an impact on the region although it is uncertain what that impact will be.
- There are and will be a number of high priority corridors:
  - I-69C
  - I-69E
  - I-2
  - SH 68
  - FM 935
  - Second access to South Padre Island (2nd Causeway)
  - US 83

- SL 195
  - Outer Parkway (Cameron County)
  - US 281
  - SH 365
  - IBTC
- There is a need for a regional transit authority in the area.

## Funding Discussion

- Consider re-designating roadways to make them eligible for new funding sources (for example, I-69).
- There is a need to look at new funding sources (for example, mileage-based user fees).

## Next Steps

Sonia Jimenez explained the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes.

A large number of stakeholders attended the open house so the TTP team decided to make the stakeholder presentation at 5:30 for all those present. Twenty-four (24) people attended the open house as stakeholders and are noted above.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 16, 2014
	Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Corpus Christi District
PREPARED BY:	Stephanie Lind and Judith Ibarra-Bianchetta
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #17 was held on July 16, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

## Workshop Participants

Sara Garza, TxDOT  
Paula Sales Evans, TxDOT  
Amber Longoria, TxDOT  
Loyd Neal, Nueces County Judge  
Elena Buntello, City of Corpus Christi  
Victor Vourcos, TxDOT

## TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
Stephanie Lind, CH2M HILL  
Judith Ibarra-Bianchetta, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Liz Burt, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Corpus Christi district meeting is the seventeenth meeting.

Stephanie Lind summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Stephanie described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investment approaches, and potential funding options. A summary of that discussion is included below.

## Need Discussion

- The needs of the state are overwhelming. Basically it feels like all we can do is work on preservation and maintenance activities.
- The Harbor Bridge is a great project, but it takes a long time to get major projects funded and built, and that project will divert funding from other projects.
- Localities often bear the burden of transportation improvements.
- Small, regional airports can help relieve freight congestion as well.
- There is a need to take some of the loads off roadways to reduce the burden on facilities. This could include diverting some traffic to rail, pipeline, or barge.
- It is a challenge to develop a plan for the state since the values and needs are so different across the state.
- Educating the public and decision makers on the transportation needs of the state is needed.
- Traffic varies throughout the year and there could be alternatives to manage events and peak periods (for example, tourist traffic)
- Hurricane evacuation related needs need to be considered.
- Bike and pedestrian enhancements in the area are largely geared toward recreational needs.
- There appears to be no funding for updating ferry boats.
- High priority projects for the area include:
  - Schlitterbahn on South Padre Island
  - Heavy industrial activity areas (for example, Voestlepine, San Patricio Port, TPCO steel plant)
  - SH 361
  - JFK Causeway
- In the Corpus Christi area, traffic varies greatly based on season and makes planning difficult.
- Emergency evacuation planning is important to the area. The evacuation routes need to be regularly reviewed (quarterly versus annually).
- The area has seen an increase in the accidents in rural areas that is likely due to the growth in the energy sector.

- Ferry system wait times can cause bottlenecks. Planners need to evaluate the capacity needs and also consider economic development potential surrounding ferry use.

## Funding Discussion

- An alternative funding source is needed from the gas tax.
- The state should stop raiding the transportation fund for other needs besides transportation.
- If additional fees are used to fund transportation, consider looking at monthly fees as opposed to one-time fees or the gas tax.

## Next Steps

Sonia Jimenez explained the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Sixteen (16) people attended the open house as stakeholders and are noted above.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 18, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	City of Victoria, Conference Room 204 700 Main Center, Victoria, TX
PREPARED BY:	Stephanie Lind and Judith Ibarra-Bianchetta
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #18 was held on July 18, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

## Workshop Participants

Clint Ives, Victoria County Commissioner  
Danny Garcia, Victoria County Commissioner  
Doise Miers, TxDOT  
Randy Vivian, Victoria Chamber  
Jon New, New Distributing  
Marett Hanes, City of Victoria  
Paul Reitz, TxDOT  
John Crews, Coldwell Banker  
Mansour Shiraz, TxDOT  
Emett, City of Victoria Council  
Mary Craighead, Victoria MPO  
Terry Hlaurin, Hlaurin Equip Co.  
Mike Walsh, TxDOT  
Rissa Shaw, KAVU Newscenter 25

## TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
Stephanie Linda, CH2M HILL  
Judith Ibarra-Bianchetta, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Liz Burt, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Victoria district meeting is the eighteenth meeting.

Stephanie Lind summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details of those assumptions are included in the referenced PowerPoint presentation. Following this, Stephanie described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investments approaches and potential funding options. A summary of that discussion is included below.

## Presentation Discussion and Recap

- Staff clarified how the Level of Service (LOS) C target was developed and the associated need to obtain that LOS.
- Staff clarified how interstate maintenance and expansion is included in the Plan. Maintenance and expansion are included in the needs estimates for both maintenance of bridges and pavement as well as the capacity needs estimate.
- Local TxDOT representatives explained how frontage access rules and requirements are determined.
- Under Approach 3, the target for LOS for the interstate system is a “C” across the state. This would optimally address all freight bottlenecks, although that might not be possible in reality due to other factors (for example, right-of-way issues, environmental concerns, political will). The needs estimates are based on high-level analysis of statewide needs.

## Needs Discussion

- High speed rail could be a viable option for moving people around the state. It is uncertain whether they could physically carry personal vehicles around the state as well and/or what that cost might be.
- Freight traffic is a concern for the area and causes much congestion.
- While the needs of urban areas are great, it is uncertain whether it is physically possible to construct the infrastructure needed to alleviate congestion.

- I-35 is congested and is always under construction. In the future, it would be ideal if projects of such significance could be completed more quickly.
- Traffic from high-use corridors could be diverted to other corridors that have capacity (for example, 77/281 or locally Navarro/Main).
- More money is needed to maintain the FM system. The energy sector is placing significant strain on that system.
- New facilities are already falling apart (for example, 87 west of Nixon).
- Top priority corridors for the area include:
  - Loop 463
  - Business 59
  - Salem Road
  - Overpass on Hansleman Road
  - Business 77
  - Ben Jordan/Airline
- TxDOT's actions can greatly impact businesses. They should consider the local business needs in their decision making. Maintaining access to businesses is extremely important. More transparency is needed in the local decision making process.

## Funding Discussion

- The gas tax should be indexed to inflation.
- The RAMP program provides needed funds to airports; a similar program is needed for ports.
- An increase in the car registration fee could be a possible revenue source for the state. It should be dedicated to highway needs.
- A vehicle sales tax might also be a possible revenue source; it would be beneficial if a percentage went to local projects.

## Next Steps

Sonia Jimenez explained the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes.

A large number of stakeholders attended the open house so the TTP team decided to make the stakeholder presentation at 5:30 for all those present. Eight (8) people attended the open house as stakeholders and are noted above.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 21, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	Waco Transit Center Administration Building, Conference Room, 301 South 8 <sup>th</sup> Street, Waco, TX
PREPARED BY:	Sonia Jimenez and Stephanie Lind
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #19 was held on July 21, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Chris Evilia, Waco MPO  
Ed Kaobel, Jr., TxDOT  
Bobby Littlefield, TxDOT  
Malcolm Duncan, City of Waco  
Cheryl Maxwell, KTMPO  
Mark Collier, KTMPO  
Susan Howard, TxDOT

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Laura Perez, TxDOT, TPP  
Stephanie Lind, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Laura Vasquez, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Waco district meeting is the nineteenth meeting.

Stephanie Lind summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range

transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Stephanie described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investment approaches, and potential funding options. A summary of that discussion is included below.

## Stakeholder Recap of Presentation

- Financial sustainability is important to being able to maintain the transportation system to 2040.
- The three approaches are quite different and focus on different needs.
- There is a need for more funds to maintain the current transportation and meet performance targets going forward.
- What makes up the primary freight network from the Texas Freight Mobility Plan (TFMP) could impact where money is prioritized.

## Needs Discussion

- Congestion is an issue in the area; high priority corridors for the area include the following (in no particular order):
  - 1637
  - I-35
  - SH 36
  - 340
  - US 84
  - Bus 77
  - SH 317
  - SH 201 (extension, could be used to alleviate traffic issues on US 190)
  - US 190, I-13 designation (Copperas Cove to I-35)
- Investments are often reactive rather than proactive in nature.
- Many facilities in the area need to be upgraded, they were designed for different conditions and volumes.
- Much of the growth in the area is on the periphery, where there is no infrastructure. There is capacity in the urban core to support growth, and infill and growth should be encouraged there.

- KTMPO is dealing with growth from the south and trying to match transportation projects to the projected growth and needs. There will likely be capacity issues as the area continues to grow (for example, comparison to Round Rock in the 1970s).
- Non-attainment could be an issue for the area in the future.
- Ft. Hood area has unique transportation needs that must be considered. Additionally, more people are retiring to the area who were stationed at Ft. Hood, which places additional strain on transportation facilities.
- Development in new areas has placed additional strain on funds because needs exceed available funding.
- The area is looking at demand management strategies that focus on using alternative modes and reducing automobile trips. Examples of strategies include:
  - Increase use of the bus system that is in place
  - Focus on alternative modes for short trips (less than 1 mile)
  - Provide infrastructure for bicyclists and pedestrians (for example, ADA facilities)
- The area has an efficient urban transit system and would like to provide service to rural areas. There is a need for better coordination between rural service providers. Rural residents need access to services in the urban area. The rural ridership has dropped significantly. Most rural service is for Paratransit trips, and the area would like to provide commute options for rural areas.
- The area has been looking at prioritizing funding toward assets that have maintenance needs on the existing system before adding capacity.
- Truck freight is a concern, and to the extent possible, alternatives for moving freight should be considered (for example, pipelines and rail).
- The public has experienced some planning fatigue. There have been many planning studies in the area, and little has been implemented.
- Educating the public and communicating the needs to policy makers needs to be done to get more funding.
- There is little flexibility in where money can be spent. Funds come with rules and restrictions on their use, and this makes planning and programming challenging. It would be ideal if the money could be spent where it is really needed.
- Localities use widely different design criteria for their roads. This presents a challenge as the area grows and the roadway doesn't meet the needs of current traffic and users.
- Roadways need to be designed for more users (for example, Context Sensitive Solutions [CSS]).

## Next Steps

Sonia Jimenez explained the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Twenty-nine (29) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 28, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	T&P Depot, 1101 North First Street, Abilene, TX
PREPARED BY:	Stephanie Lind and Sonia Jimenez
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #20 was held on July 28, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

## Workshop Participants

Dean Carter, Abilene MPO  
Stan Swiatek, TxDOT  
Alan Hufstutler, TxDOT  
James Condry, City of Abilene  
Blair Haynie, TxDOT  
James Rogge, City of Abilene  
Elisa Smetana, Abilene MPO  
Thomas Cook, Abilene MPO  
Brian Crawford, TxDOT  
Dale Spurgin, Abilene, MPO

## TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
John Kelly, CH2M HILL  
Stephanie Lind, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Michelle Martinez, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Abilene district meeting is the twentieth meeting.

John Kelly summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based

plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Stephanie described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investments approaches and potential funding options. A summary of that discussion is included below.

## Stakeholder Recap of Presentation

- In the approaches used in the MetroQuest tool, approaches 2 and 3 are more costly.
- Clarification was provided on the prioritization of funds toward the interstate system (approach 2) versus the primary freight network (approach 3).
- The MetroQuest tool provides the public with an interesting way to explore options.
- TxDOT provided clarification on how funds are allocated across the state (for example, clarifying the amount of money western Texas receives).
- Approach 1 aligns more with the needs of rural areas and western Texas. Approaches 2 and 3 tend to focus on congested corridors and do not spread resources throughout the state.
- Approach 1 is important when considering the preservation needs of the entire state.
- Current funding levels barely meet the preservation needs of the state; more funding is needed.
- To ascertain the bike and pedestrian need, the planning team looked at MPO and TxDOT plans. There is a need for better statewide needs data for these modes.

## Needs Discussion

- Abilene area needs more multimodal connections between rail and trucks.
- While alternative transportation and Intelligent Transportation System needs were incorporated into the analysis, some emerging technologies (for example, driverless cars) were not. At this time, it is uncertain how much of an impact emerging technologies will have through 2040.
- Safety concerns are a top priority for the area. These include, but are not limited to:
  - Access to roadways – this includes ramps, driveways and frontage roads.
  - Medians are needed in some areas to allow for safe turn movements.
  - Other geometric design features could make roadways safer in the area.

- Speeding has led to incidents throughout the area.
- Driver distractions are a concern. The state should consider innovative ways to cut down on distracted driving (for example, “no cell phone” lanes, which could operate similarly to HOV lanes).
- There is a need for more multimodal facilities for bicyclists and pedestrians; the lack of facilities is a safety concern. The area could benefit from more hike and bike trails. The city and private groups are looking at increasing bicycle and pedestrian facilities with a focus on recreation.
- The area could benefit from having a transit center.
- The oil and gas industry will impact the transportation system of the area. As the Cline Shale is developed, there is a potential for increased traffic and impacts on the entire system. This will lead to more preservation and maintenance needs; it is uncertain where the impact will be west of Sweetwater.
- With wind farm development there has been some concern over whether the transportation network can handle the large trucks that transport equipment.
- Freight traffic greatly impacts the area this includes:
  - Safety concerns (for example, I-20 vehicle turnovers)
  - Key corridors:
    - 87
    - 277
    - 180
    - 83
  - Impact on facilities when route through city center
  - Safety concerns around the transport of hazardous materials
  - Truck traffic on local roads that cannot support loads/widths
  - Bridge damage (clearance, weight restrictions, etc.)
  - Need to rehabilitate bridge infrastructure to support freight traffic
- As population continues to grow in the Abilene area, there is concern whether the transportation system can support new growth. Currently congestion only occurs during peak times, but that could expand.

## Next Steps

Sonia Jimenez went over the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Eighteen (18) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 29, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	Childress City Auditorium, Conference Room A 1000 Commerce Street NW, Childress, TX 79201
PREPARED BY:	Stephanie Lind and Sonia Jimenez
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #21 was held on July 28, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Annabel Jurado, TxDOT  
Lynn Daniel, TxDOT  
Barbara Seal, TxDOT

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
John Kelly, CH2M HILL  
Stephanie Lind, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Michelle Martinez, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Childress district meeting is the twenty-first meeting.

John Kelly summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Stephanie Lind introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Stephanie described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investment approaches, and potential funding options. A summary of that discussion is included below.

## Stakeholder Recap of Presentation

- There is not enough money to fund the needs across the state.
- If you neglect one area or mode, the entire system will suffer. Tradeoffs need to be considered when prioritizing projects and investment approaches.

## Needs Discussion

- The area has had to make their dollars stretch as needs outweigh the funding coming to the district.
- The oil and gas industry has placed strain on FM and local roads.
- Many of the industrial needs of the area are based around resource extraction and the agricultural industry. In addition to placing strain on the transportation system, many other services are impacted (for example, housing, public services, social services, etc.).
- Investments have been prioritized toward maintaining the system where deficiencies exist.
- While the Childress area doesn't have congestion, there is a need for enhanced connectivity with economic centers and the rest of the state.
- Area residents understand the importance of funding statewide needs because they experience congestion when they go into the urban areas for services and goods.
- Local residents are concerned about roadway maintenance including the pavement condition and mowing along corridors.
- Safety is a concern in the area. Specific areas of concern include:
  - Pavement condition
  - Incidents due to high speeds (specifically related to truck traffic carrying heavy loads)
  - Specific corridors with safety concerns including FM 592, SH 152 and I-40 (Shamrock)
- Locals do not want to put in bypasses, but the trucking industry advocates for them due to traffic lights in many of the towns in the area.

## Next Steps

Sonia Jimenez explained the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Five (5) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 30, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Amarillo District
PREPARED BY:	Alyson Welsh and Stephanie Lind
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #22 was held on July 31, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

### Workshop Participants

Gus Khankarli, TxDOT TP&D  
Peggy Thurin, TxDOT  
Jack Foster, TxDOT  
Robert Bryant  
Terry Nix, TxDOT  
Paul Braun, TxDOT  
Gary Holwick, Amarillo MPO  
Travis Muno, Amarillo MPO

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
John Kelly, CH2M HILL  
Alyson Welsh, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Michelle Martinez, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Amarillo district meeting is the twenty-second meeting.

John Kelly summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range

transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Alyson Welsh introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Alyson described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investment approaches, and potential funding options. A summary of that discussion is included below.

## Stakeholder Recap of Presentation

- Given the high cost of adding capacity, it is almost impossible to address the congestion needs of the state.
- More money is needed for freight. Freight should be a higher priority, Texas' rail system carries 8% of all freight rail for the U.S.
- The expansion costs for approaches 2 and 3 have a similar dollar value. This is likely due to the similar number of lane miles that need to be added under the approaches.
- Rural districts may not be competitive for funding at the state level.
- The cost of transferring freight between rail and truck vehicles is high and money is needed to just maintain the current system. It is unlikely it could be improved.

## Needs Discussion

- There is a lot of freight moving through the Amarillo area. With expansion, local mobility has improved. Current assets and programs include:
  - Ports to Plains program
  - I-40
  - International airport
  - 2 rail lines
  - Amarillo as a central hub for freight
  - Alternative landing site for space shuttle
- University expansion plans will impact the transportation system, this includes:
  - West Texas A&M engineering school
  - Texas Tech pharmacy school and medical complex
- Downtown Amarillo is going through some revitalization. There are plans to build a minor league baseball park along with hotels, parking garages, and other supporting businesses.
- Freight could be redirected to go around downtown (for example, construct loop) to make the downtown more pedestrian friendly.

- Over the past 20 years, the Panhandle has seen new industries take root. These include wind farms, dairies, cheese plants, prisons, egg farms, livestock facilities. This has created a burden on the transportation system.
- A lot of the freight needs reflect heavier freight (for example, cattle, oil/gas, etc). This heavy freight has big impacts on the condition of the roadways.
- There is a need to provide affordable access to underserved populations in the area with rural transit, although the geographic area is very large and it is difficult to reach all areas (Amarillo District has 17 counties).
- There is concern that local transit will lose some transit funding if the SMSA area population exceeds 200,000. This could place additional burden on the City of Amarillo to cover the loss of funds to maintain local transit service.
- Amarillo is near the PANTEX nuclear facility (15 miles east of town), which is the largest plutonium holding facility in the world. This is where all the nuclear weapons have been dismantled. PANTEX (managed by the Department of Energy) is the largest employer in the Panhandle.
- IH-40 and Loop 335 are high priority projects for the area. In order to upgrade portions of Loop 335, some new alignment outside the existing alignment may be necessary to avoid extensive ROW impacts.

## Next Steps

Sonia Jimenez explained the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Thirteen (13) people attended the Open House.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	July 31, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT Lubbock District
PREPARED BY:	Sonia Jimenez and Stephanie Lind
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #23 was held on July 31, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

## Workshop Participants

H. David Jones, Lubbock MPO  
Tammy Walker, Lubbock MPO  
Jerry Cash, TxDOT  
Nick Olenik, Lubbock County Public Works  
Kristi Schwartz, TxDOT

## TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
John Kelly, CH2M HILL  
Alyson Welsh, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Michelle Martinez, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Lubbock district meeting is the twenty-third meeting.

John Kelly summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Alyson Welsh introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Alyson described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investment approaches, and potential funding options. A summary of that discussion is included below.

## Stakeholder Recap of Presentation

- The transportation funding needs of the state are great.
- It is important to maintain a state of good repair for what is already in place.
- The three different approaches all serve very different purposes.
- The information presented in the tool and presentation was done in a thoughtful way and is very interesting.

## Needs Discussion

- With lacking resources, some local streets may need to fall under the “turn back” program; those facilities would then be maintained by local jurisdictions.
- Intelligent Transportation System (ITS) programs may not always be an efficient allocation of funding. Bridge, pavement, and capacity projects should take priority over ITS.
- Dynamic Message Signs can be distracting and cause safety issues; however, they can be useful during construction projects.
- Lubbock has tried to proactively address population growth by adding capacity; however, there is some congestion on the outer loop.
- There is some bicycling in the Lubbock area but the mode share is limited for a number of reasons including environmental reasons (high winds and sand). Use tends to be recreational in nature, and there are two local bicycle clubs.
- Spartan Public Transit provides most of the rural transit service for the area. They would expand if they had additional funding.
- CitiBus provides transit services to the more urban areas of Lubbock; they are currently going through route reductions and evaluating ridership trends.
- Industry and its impacts on transportation:
  - The oil and gas industry has not impacted the Lubbock area; however, locals are concerned that the industry and its impacts may be on the horizon.
  - There has been growth in the wind farm sector, and the turbine components are being shipped to Lubbock via train. One local project has been delayed to allow for delivery of the wind turbine components before reconstruction begins.
  - The dairy and livestock industries have grown (north of FM 400) and have caused increased truck traffic.
  - Heavy truck traffic on FM roads has caused maintenance requests.

- There is a new development at SH 207 and US 385 that has caused a significant increase in traffic.
- Ports to Plains has led to expansion of SH 349. Not all proposed P-to-P projects are supported, and funding was lost for a proposed P-to-P upgrade relief route at Lamesa because of public opposition to the relief route bypassing town.
- Texas Tech is working to increase their enrollment from current enrollment of 33,000 to 40,000. This will impact the transportation system.
- Additional development that could impact the transportation system includes:
  - Cooper ISD facilities—this is in an unincorporated but rapidly-growing residential area near Woodrow Road in southern Lubbock area
  - Exurban growth in rural areas
  - New school development in Friendship
  - Industrial Development in Levelland
- Freight traffic continues to increase each year and place additional strain on the transportation system.
- Air travel comments and needs:
  - Currently there are three commercial carriers at the airport offering 16 – 18 flights per day.
  - There is a need for more money to maintain facilities.
  - The airport is finishing up a runway extension.
- Rural connectivity is important to the area. Congestion is not a big concern; maintaining current network is a top priority.
- Roadway design elements can help alleviate congestion and improve safety such as “Super 2s”. The area has 60 miles of “Super 2s”.
- Truck traffic in and around the WalMart distribution center in Plainview has increased need for maintenance. The roadway capacity is adequate but repairs are needed.

## Next Steps

Sonia Jimenez explained the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Thirty-seven (37) people attended the open house.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

DATE/TIME:	August 4, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
LOCATION:	TxDOT San Antonio District
PREPARED BY:	Stephanie Lind and Sonia Jimenez
SUBJECT / MEETING TOPIC:	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #24 was held on August 4, 2014 from 2:00 p.m. to 4:00 p.m. at the TxDOT SAT District Office, Building #2. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Michelle Conkle welcomed the group and thanked them for their attendance.

## Workshop Participants

David Kruse, Alamo Area Council of Governments  
Nick Page, Alamo Area MPO  
Clay Smith, VIA-ATD  
Tim Juarez, TxDOT, TPP  
Joe Ramos, Alamo Area Council of Governments  
Garry Ford, City of New Braunfels  
Dale R. Stein, Jr, Frio County  
Doise Miers, TxDOT  
Amanda Worden, TxDOT  
Vic Boyer, San Antonio Mobility Coalition  
Abigail Rodriguez, VIA

## TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
Lori Morel, TxDOT, TPP  
Michelle Maggiore, CH2M HILL  
John Kelly, CH2M HILL  
Stephanie Lind, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Liz Burt, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district the team will have an afternoon stakeholder workshop and an evening open house. The San Antonio District meeting is the twenty-fourth meeting.

John Kelly summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Michelle Maggiore introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details on those assumptions are included in the referenced PowerPoint presentation. Following this, Michelle described the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investment approaches, and potential funding options. A summary of that discussion is included below.

## Stakeholder Recap of Presentation

- There are conflicting transportation funding needs estimates being discussed at the local level and the legislature (for example, \$5 billion, \$20 billion, and other cost estimates). It would be helpful if the same “needs numbers” were being circulated. It was conceded that the \$20 billion figure would be too hard for legislators and the public to digest.
- Given the timeframe for the long range transportation plan (over 25 years), it is difficult to push for more funding through the legislature since they tend to plan and program for smaller periods of time into the future.
- The interactive nature of the scenario planning tool was helpful and similar to other interactive media (for example, Fantasy Football).
- There is a lack of funding for transportation, and better messaging needs to be developed to articulate this throughout the state.
- Many funding sources have limitations on their utilization and often are not available for multimodal projects.
- The statewide transportation needs are great, and there is no clear solution to obtaining more funds, although more money is needed. Political resistance to tax or fee increases in the legislature hampers the ability to get to sustainable funding options.
- The needs numbers are large and hard to digest; policy makers and the public need to understand the value of the dollars spent.
- Policy makers and the public need to consider the economic cost of not maintaining the transportation system which could potentially make Texas less competitive for business relocations and expansions. That “jobs and economic vitality” messaging should be developed.

- Texas needs to find a better balance between metro, local, state, and rural transportation interests.
- Rural areas need transit service; aging populations in rural areas could benefit from service.
- Policy makers and the public need to be educated on the impacts of shifting money to other priorities. Funding should be prioritized to what is most important.
- Rail and freight needs are important and should be considered especially as freight traffic grows throughout Texas.

## Questions or Comments on the Presentation

- Will the plan consider other alternatives besides adding capacity to address growth (for example, peak hour spreading, trip reduction, flexible work schedules, teleworking, etc.)? The Plan does consider the provision of transportation options and Intelligent Transportation Systems (ITS). Transportation Demand Management (TDM) strategies are included indirectly in the modeling and forecasting assumptions although it is difficult to forecast their impact on travel through 2040.
- Will other funding options be included in the Plan (for example, ways of reducing current expenditures)? Other funding options and scenarios will be included and evaluated to the extent that TxDOT would like them included.
- TxDOT and local transportation planning organizations cannot solve all the problems of the state. The responsibility and funds associated with meeting the needs of the state need to be modified. This can help improve connectivity and cooperation between metro and rural entities.
- Preservation is important at the local level. There should be flexibility in the funding for locals to make decisions versus a statewide one-size-fits-all approach.

## Needs Discussion

- The legislature which experiences biennial turnover, especially in the House of Representatives, needs more thorough education on the transportation needs of the state and the complex issues related to the variety of funding sources currently available. It is difficult for elected officials to prioritize funding at the statewide level. It is easier to look at specific needs for a community or metro area.
- There are funding issues that need to be dealt with before the legislature will seek more funds. For example, actually effecting the long-discussed elimination of the “diversion” of up to \$800 million out of TxDOT’s Highway Fund #6 budget to substantially support the Department of Public Safety’s operations would take that issue off the table and allow legislators to move forward on addressing TxDOT’s funding sustainability. Several options for enhancing sustainable funding are being considered such as increasing the comparatively low Texas vehicle registration fee; or shifting the vehicle sales tax revenues above a baseline level from the General Fund to Highway Fund #6. The borrowing undertaken in Prop12 and Prop 14 has dramatically increased the state’s debt load, and the interest payments are consuming a significant portion of TxDOT’s available funds and will continue to do so for a number of years ahead. Hence, “the credit card is max-ed out”.
- Often funding goes toward projects that are “shovel-ready” rather than truly the highest priority needs. There are many constraints that get in the way of funding the top priority projects (for example, environmental process, engineering constraints, budgeting, planning, etc.).
- It is unclear what the real economic benefit of Texas’ expansive growth will be with all the demands new residents place on already-stressed infrastructure (for example, transportation and water resources). There is a trade-off between new tax revenues generated versus new system demands.

- To date, the San Antonio area does not have some of the alternatives to adding capacity that other metro areas of the state have, specifically toll roads, which have had difficulty moving forward. The area needs to think of innovative ways of addressing the needs for additional capacity.
- The energy sector has placed additional strain on transportation resources, and it would be ideal if the state would allocate substantially more money from the energy sector severance taxes to the localities impacted.
- The public needs better education on the magnitude of the funding shortfalls to meet the needs of the state. They need to understand how little they pay toward transportation (for example, their contribution through the gas tax and vehicle registration fees). The public also needs better education on gas tax indexing and inflation.
- There are many rural and exurban needs, and often those are not prioritized within MPOs.
- The formula for allocating money doesn't fully consider the impact of freight on roadways (for example, freight vehicles cause much more wear and tear on roadways and that does not correlate with the funding formula, such as, one 18-wheeler does damage equivalent to 10,000 cars).
- Localities could benefit from finding better ways to legally receive money from new sources (for example, private and developer donation, heavy user contributions, etc.).
- New alternatives need to be looked at along freight corridors. For example, on I-35 between San Antonio and Laredo, traffic flows well until there are two trucks side-by-side slowing the flow due to very high percentage of heavy trucks (NAFTA and Energy Sector traffic). The state needs to look at the needs between San Antonio and Laredo on I-35.
- There is a need to eliminate freight bottlenecks.
- The state should look at ways to expedite projects rather than pushing them out in time and having to deal with cost escalations and inflation.

## Next Steps

Sonia Jimenez explained the next steps for the TTP 2040 outreach efforts.

## Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Forty-two (42) people attended the Open House.

# STAKEHOLDER WORKSHOP AND PUBLIC OPEN HOUSE SUMMARY

<b>DATE/TIME:</b>	August 5, 2014 Stakeholder Workshop 2:00 PM – 4:00 PM Open House 5:30 PM – 7:30 PM
<b>LOCATION:</b>	TxDOT Austin District
<b>PREPARED BY:</b>	Sonia Jimenez and Stephanie Lind
<b>SUBJECT / MEETING TOPIC:</b>	Workshop Notes and Summary of Public Open House

## Introduction

The TxDOT Texas Transportation Plan (TTP) Stakeholder Workshop #25 was held on August 5, 2014 from 2:00 p.m. to 4:00 p.m. Refer to the Stakeholder Meeting PowerPoint Presentation that was presented at the meeting for additional detail.

Casey Dusza welcomed the group and thanked them for their attendance.

### Workshop Participants

Ed Collins, TxDOT  
Lisa Weston, CAMPO  
Steve Linhart, TxDOT  
Joseph Carrizales, TxDOT  
Greg Malatek, TxDOT D.E.  
Karen Lorenzini, TxDOT  
Bonnie Lister, TxDOT  
Diana Vargas, TxDOT  
Tim Juarez, TxDOT

### TTP Staff and Consultant Team:

Michelle Conkle, TTP Project Manager, TxDOT, TPP  
Casey Dusza, TxDOT, TPP  
Michelle Maggiore, CH2M HILL  
John Kelly, CH2M HILL  
Stephanie Lind, CH2M HILL  
Sonia Jimenez, Ximenes and Associates  
Michelle Martinez, Ximenes and Associates

## TPP Project Overview

The TTP planning team is visiting all 25 TxDOT districts in Texas, and in each district, the team will have an afternoon stakeholder workshop and an evening open house. The Austin district meeting is the twenty-fifth meeting.

Michelle Conkle summarized the purpose of the Texas Transportation Plan 2040 (TTP). The TTP incorporates the needs of a growing state through 2040. The TTP will be a performance-based

plan. It will look at existing conditions, system goals, objectives and performance measures. The TTP will estimate current and future demand on the transportation system and associated needs. The TTP incorporates a long-range funding forecast for the state. Long-range transportation needs will include the cost to preserve, maintain and expand Texas' transportation system to meet good or better conditions over the TTP planning horizon.

Different investment scenarios and performance outcomes will be evaluated as part of the TTP. Finally, the TTP will incorporate implementation strategies and tracking mechanisms.

The TTP will advance the goals of the 2015 – 2019 Strategic Plan and build upon the 2035 Statewide Long-Range Transportation Plan (SLRTP) and Texas Rural Transportation Plan. During the first round of outreach on the Texas Transportation Plan 2040, the team developed draft goals for the TTP which were refined and incorporated into the Plan. Goals and objectives were coordinated with other adopted plans and use the 2013 – 2017 Strategic Plan as the umbrella vision while meeting the requirements of State and Federal legislation.

Michelle Maggiore introduced the methodology used to estimate unconstrained needs. The needs of the state through 2040 are roughly twice that of expected revenues. Details of those assumptions are included in the referenced PowerPoint presentation. Following this, Michelle went over the assumptions used to develop the three investment approaches showcased in the MetroQuest tool.

Sonia Jimenez guided the stakeholders through a discussion of area needs, preferred investment approaches, and potential funding options. A summary of that discussion is included below.

## Stakeholder Recap of Presentation

- The approaches present different priorities. They show tradeoffs when spending money on different priorities.
- Decision makers need to prioritize what is the best use of the money.
- One of the biggest challenges is balancing the needs of the urban areas with allocating funds to rural areas. Focus should be placed on spending as efficiently as possible, in order to get the “most bang for your buck.”
- There is a need to think about the system comprehensively to make the best investments.

## Needs Discussion

- The Austin area has many needs and doesn't receive enough money to address the needs.
- The Austin area struggles with meeting the urban needs versus thinking more regionally.
- The public needs education on the impacts of dwindling federal dollars.
- Project delays cause costs to go up due to escalations and inflation. Federal and state oversight can increase costs and delay projects.
- Austin has seen an increase in the implementation of Transportation Demand Management (TDM) strategies; however, more money is needed to implement these programs. Examples of existing programs and areas of expansion include employer-based programs. The MPO has one staff person that is devoted to this; however, without additional funds (for example, CMAQ), there is not funding to support more.
- There are some challenges with implementing TDM programs that rely heavily on technology, and not all people have access to resources (for example, phone apps for ride share).
- Austin area needs more viable alternatives to getting across town from north to south and from east to west. The system is fragmented, and there is opposition to loop systems.

- Much of the growth in the area is occurring in environmentally sensitive areas, and providing transportation infrastructure can be difficult. Residents in these areas are car-dependent and there are few services located nearby.
- There is uncertainty about transportation behavior in the future. For example, fewer young people are getting cars, and people are more willing to pay more for gas.
- Local transportation initiatives have impacts on the state system. For example, “road diets” are helping to provide bicycle and pedestrian infrastructure, but they also increase congestion and divert cars to the state system.
- Local land use decisions greatly impact the state system (for example, school zones on the state highway).
- There is a growing need for transit service in rural areas, which includes “urban collar” areas and underserved “donut” areas.
- Project Connect has the potential to expand service throughout the urban area, but benefits are many years down the road.
- The cost of living in the urban core is forcing people to look for housing further out (for example, San Marcos residents moving out to exurban areas). Some of the impacts of people moving further out include:
  - Lack of services in rural areas (for example, hospitals)
  - Property values are increasing rapidly in urban areas and making living in the urban area unaffordable
  - Low-income populations must live further out and obtain cars when they previously could use transit
- There is a need for integrated corridor management similar to the TxDOT Pilot Program on US 75/North Central Expy in far north Dallas, where a managed/HOV lane and DART light rail line run adjacent to the general-purpose lanes, and comprehensive management and ITS and phone apps are being used to encourage best utilization of available corridor capacity.
- Capital Metro and the City of Austin are working to maximize the capacity of the corridor areas and transit hubs in the urban area.
- The Austin area needs a local transportation champion, a non-partisan and altruistic civic leader who can command the respect of a broad cross-section of community leaders and the general public.
- Tolloed facilities and specifically managed lanes are one way the area is attempting to improve mobility. While they may not always decrease congestion, they are part of the regional solution.
- The district is always looking at innovative ways to design facilities. There is a need to use funds more efficiently while maintaining the needed level of service. However, there are inherent risks in deviating from design standards.
- Major transit and rail projects need to use a more integrated approach (for example, Project Connect and Lone Star Rail).
- The bicycle infrastructure needs vary based on the type of user. Some prefer to ride on the road while others want separated facilities.
- There needs to be better coordination between governmental entities in the construction of transportation projects. For example the state and city might have projects along the same corridor that could be done in coordination (for example, drainage improvements and roadway projects).
- Currently the TxDOT district is developing a bicycle master plan for all 11 counties. This should lead to better coordination and provision of connected facilities.
- The TxDOT district is also developing county transportation plans for each of their counties, which should also help lead to better coordination.

- Overall, there needs to be better coordination between the City of Austin and TxDOT on projects (for example, intersection re-design near Crestview transit/rail station).
- The Austin airport's ability to have and maintain cargo routes is critical to technology companies in the area. Companies need to be able to ship their products.
- Development impact fees should be implemented and private developer contributions/donations should be encouraged for transportation infrastructure as an additional source of transportation funding .
- Austin area is the gateway to the hill country. It's important to consider the transportation connections to that area as well as those of Austin.
- If Austin doesn't address congestion issues, people and businesses won't stay in the area.
- Localities and TxDOT need to be proactive about preserving right-of-way for future expansion projects (for example, US 183).
- In rural areas, more "Super 2s" are needed to combat congestion and keep facilities safe.

### Increasing Funding

- Motor vehicle registration fees could be increased to provide more revenue.
- Receive money from the energy sector to spend on the facilities they are impacting (for example, business version of "adopt a highway").

### Next Steps

Sonia Jimenez explained the next steps for the TTP 2040 outreach efforts.

### Open House

An open house was held to inform the public on the TTP from 5:30 p.m. to 7:30 p.m. The open house featured 9 display boards, the MetroQuest interactive tool, and comment forms. Staff were available to answer questions. Local TxDOT staff were available to answer questions about local projects and processes. Eleven (11) people attended the open house.

**Appendix D**  
**Public Meeting Comment Card and Meeting Exhibits**





PLAN DE TRANSPORTE DE TEXAS (TTP) 2040
REUNION PUBLICA

HOJA PARA COMENTARIOS

Este formulario se le provee para documentar sus comentarios respecto al Plan de Transporte de Texas (TTP por sus siglas en inglés) 2040. Información del TTP 2040 está disponible en el sitio web de TxDOT en https://www.txdot.gov; busque usando la frase clave "TTP 2040". Favor de usar el espacio a continuación para escribir sus comentarios, y si necesita, agregue hojas adicionales. Puede dejar el formulario en la reunión, o mandarlo por correo a la dirección a continuación. También puede entregar comentarios por correo electrónico a TxTransPlan2040@txdot.gov. Se aceptaría comentarios del público durante todo el periodo de desarrollo del TTP hasta el 1º de septiembre de 2014. Apreciamos su interés y valoramos sus opiniones.

¿Asistió a una de las reuniones públicas? (marque uno) No Sí

¿El local de la reunión? \_\_\_\_\_

Comentarios:

Multiple horizontal lines for writing comments.

Favor de mandar sus comentarios por correo a:
TxDOT TPP Division TTP 2040
Attn: Michelle Conkle
P.O. Box 149217
Austin, Texas, 78714-9217

Favor de escribir en letra de molde:

Nombre: \_\_\_\_\_

Dirección: \_\_\_\_\_

Correo Electrónico: \_\_\_\_\_

(Código de Transporte de Texas, §201.811(a)(5)): marque cada una de las frases que puedan aplicarse a usted:

- Soy empleado de TxDOT
Hago comercio con TxDOT
Yo podría beneficiar económicamente de este proyecto u otro asunto sobre lo cual estoy comentando.



# Welcome!

**We're glad you came to help plan the future of Texas transportation!**

**While you're here, you can:**

- Review displays and talk with staff
- Use the interactive planning tool
- Provide input on investments and funding options

**Please sign in; thank you for your interest and participation!**



**Texas Transportation Plan 2040**

**Exhibición Abierta al Público para el Plan de Transporte de Texas**

# ¡Bienvenidos!

**¡Nos da mucho gusto que usted vino a ayudarnos a planear el futuro del transporte de Texas!**

**Mientras usted está aquí puede:**

- Revisar las exhibiciones y platicar con el personal
- Usar la herramienta interactiva de planeación
- Aportar sus opiniones respecto a opciones para inversiones y gastos

**Favor de registrarse. ¡Gracias por su interés y participación!**



**Plan de Transporte de Texas de 2040**

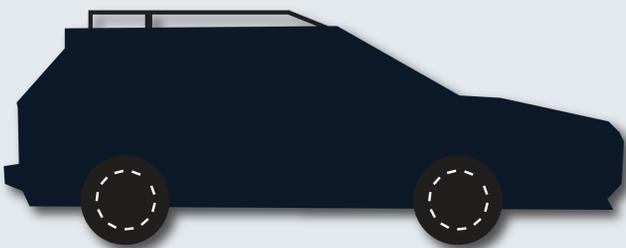
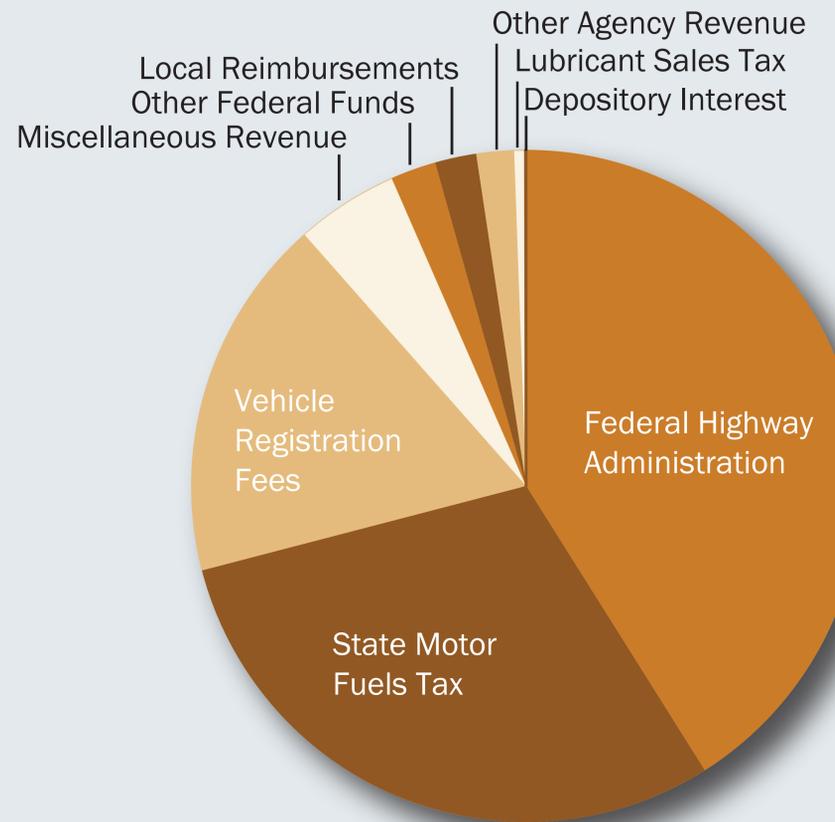
# Paying for Transportation : Where Does the Money Come From?

## Sources of Revenue

### The 2014 Numbers

Source	Amount	Percent
Federal Highway Administration	\$3,295,511,850	41%
State Motor Fuels Tax	\$2,400,995,000	30%
Vehicle Registration Fees	\$1,405,984,165	18%
Miscellaneous Revenue	\$398,367,527	5%
Other Federal Funds	\$175,863,940	2%
Local Reimbursements	\$160,000,000	2%
Other Agency Revenue	\$145,604,320	2%
Lubricant Sales Tax	\$43,275,000	1%
Depository Interest	\$2,681,636	0.03%
<b>Total:</b>	<b>\$8,028,283,438</b>	<b>100%</b>

Numbers reflect FY 2014 estimates. Actual revenue may differ slightly from the Comptroller's Annual Cash Report in the event the Comptroller makes post-FY adjustments

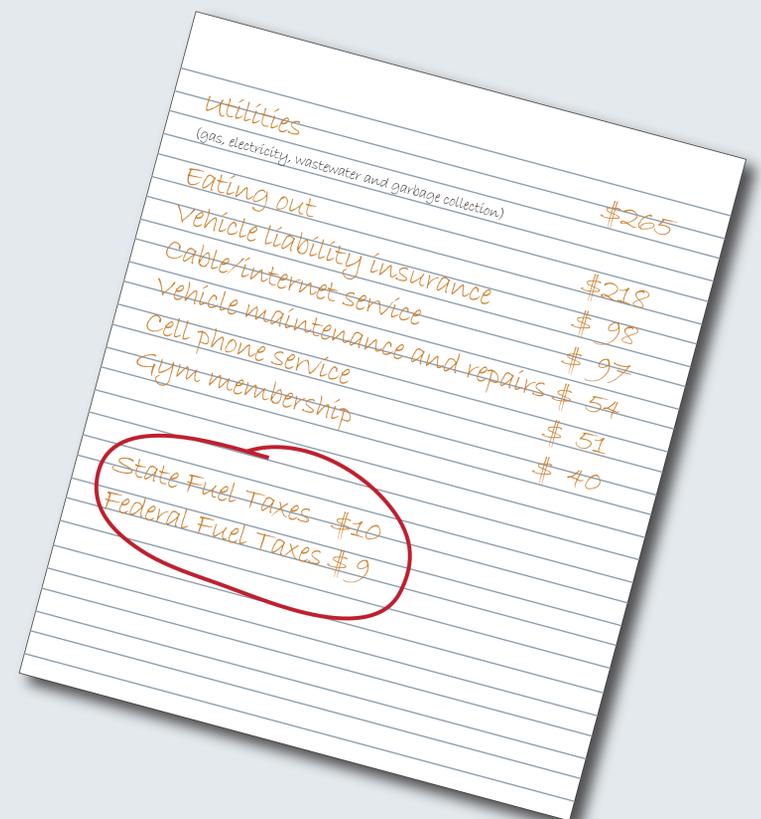


### How much do I pay?

Our state gas tax is 20 cents per gallon. Of this tax, 15 cents goes to the highway fund and 5 cents goes to public education. The average driver pays \$9.52 each month in state fuel taxes and contributes \$7.14 each month to the highway fund. For this analysis, the average driver travels 12,000 miles each year and drives a vehicle that gets 21 miles per gallon.

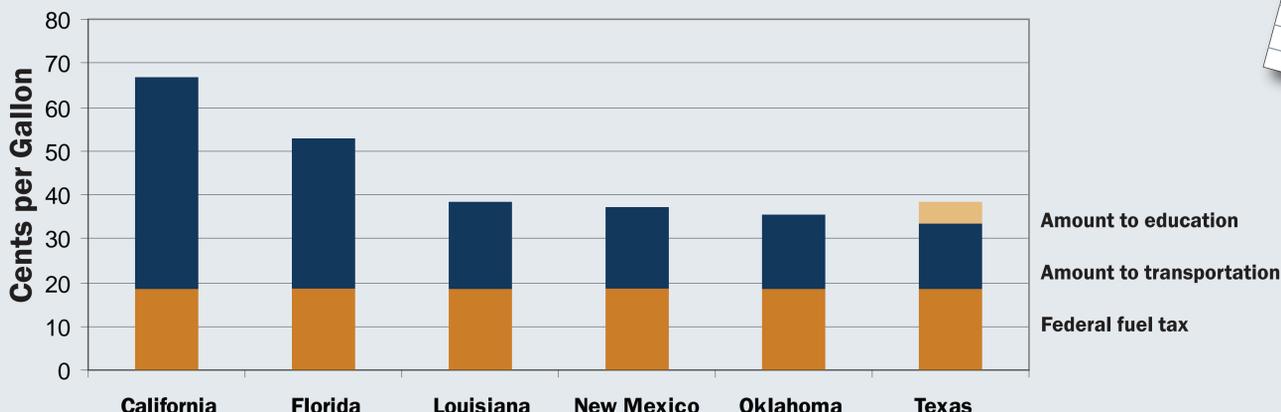
The federal government collects an additional 18.4 cents per gallon.

### Monthly household expenses compared to fuel tax payments



### How do other states compare?

State & Federal Fuel Tax Rates



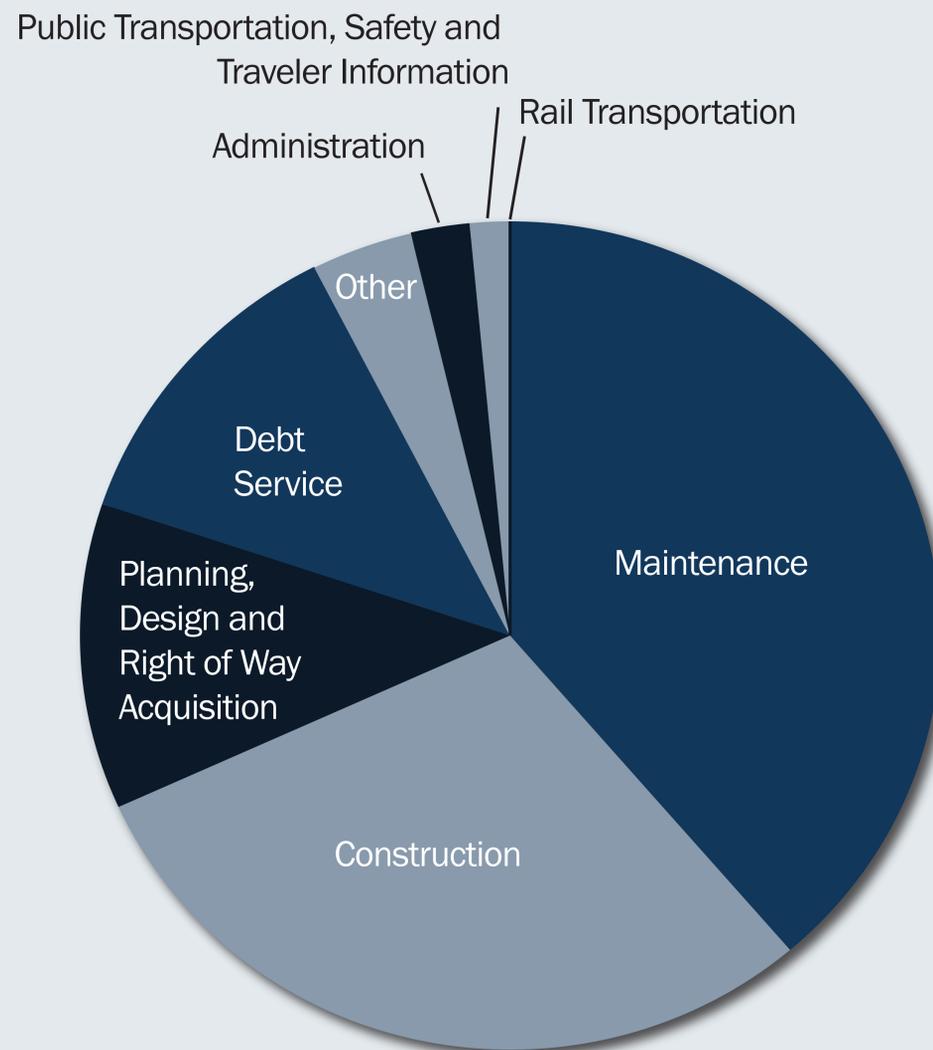
## Transportation Budget

### The 2014 Budget Numbers

Appropriation	Budget	Percentage
Maintenance	\$ 4,279,851,277	39%
Construction	\$ 3,258,506,985	29%
Planning, Design, and Right-of-Way Acquisition	\$ 1,325,277,015	12%
Debt Service	\$ 1,366,903,325	12%
Other	\$ 416,835,214	4%
Administration	\$ 242,251,441	2%
Public Transportation, Safety, and Travel Information	\$ 165,840,999	1.5%
Rail Transportation	\$ 36,690,829	0.30%
<b>Total</b>	<b>\$ 11,092,157,085</b>	<b>100%</b>

Source: 2014 Planned Appropriations

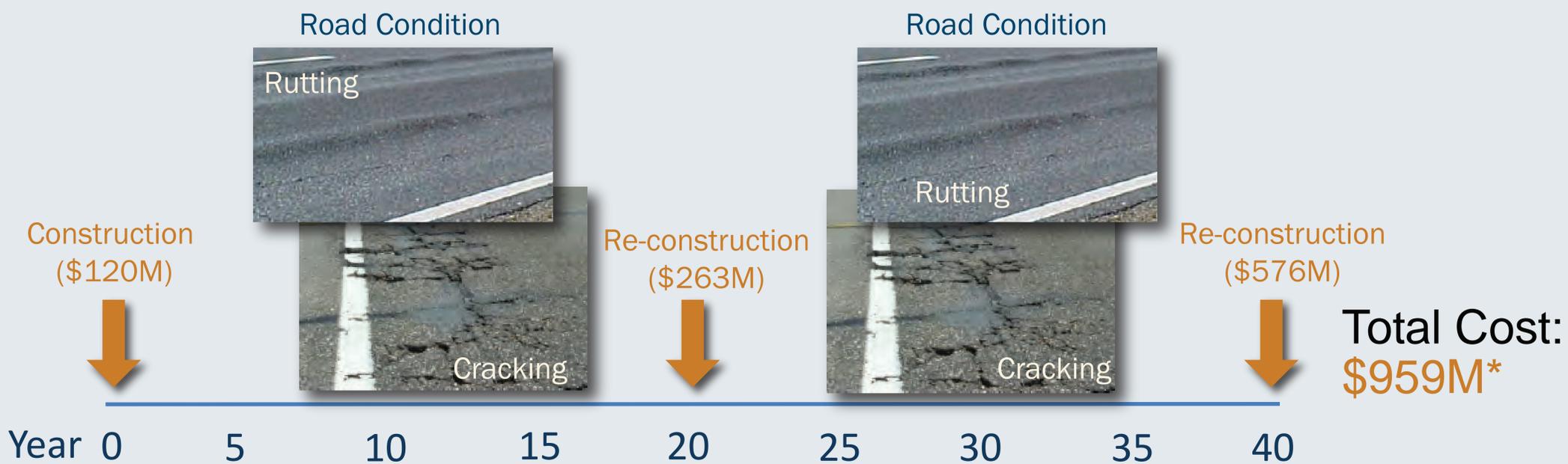
### 2014 Transportation Appropriations



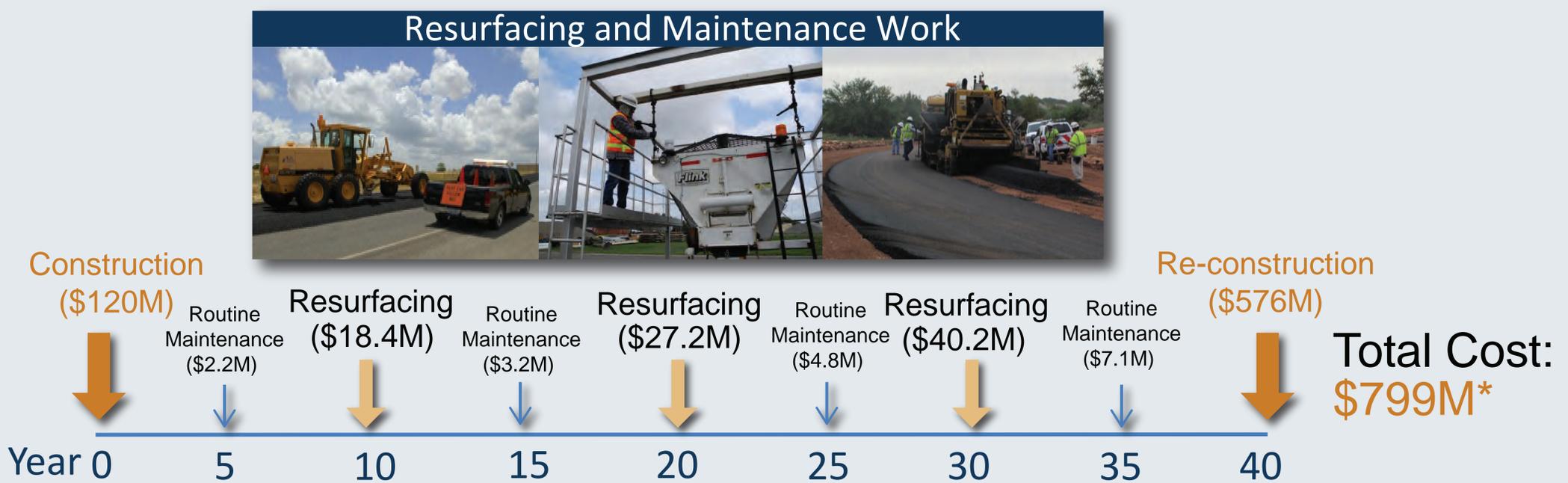
# Typical Life Cycle Costs of a Highway

**10 miles of Interstate pavement under different maintenance strategies**  
(2 lanes in each direction)

## No Maintenance Strategy



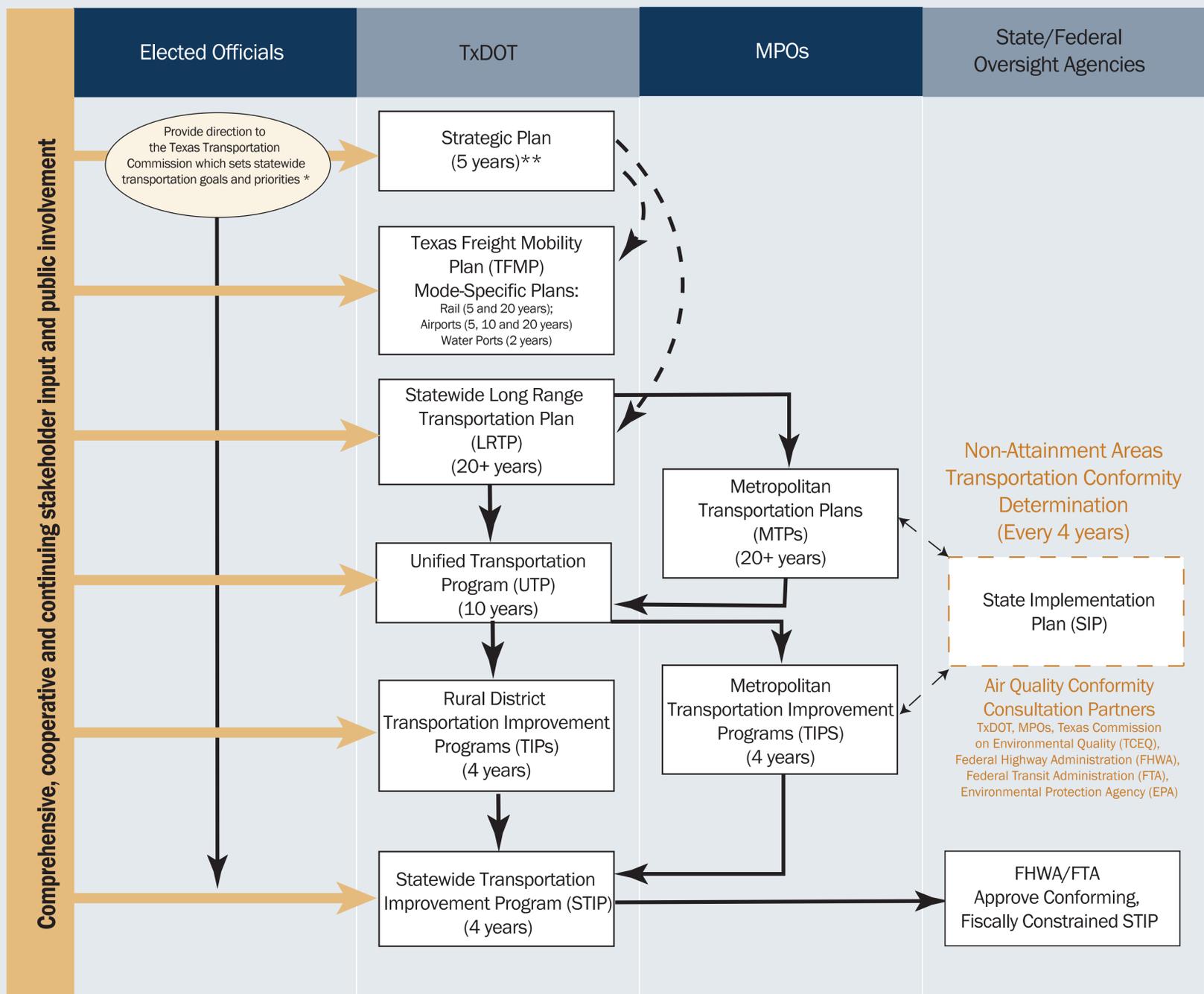
## Extensive Maintenance Strategy



\* Assumes 4% inflation

**Maintaining the roadway saves \$160M over 40 years!**

## Transportation Planning and Programming Planning Documents

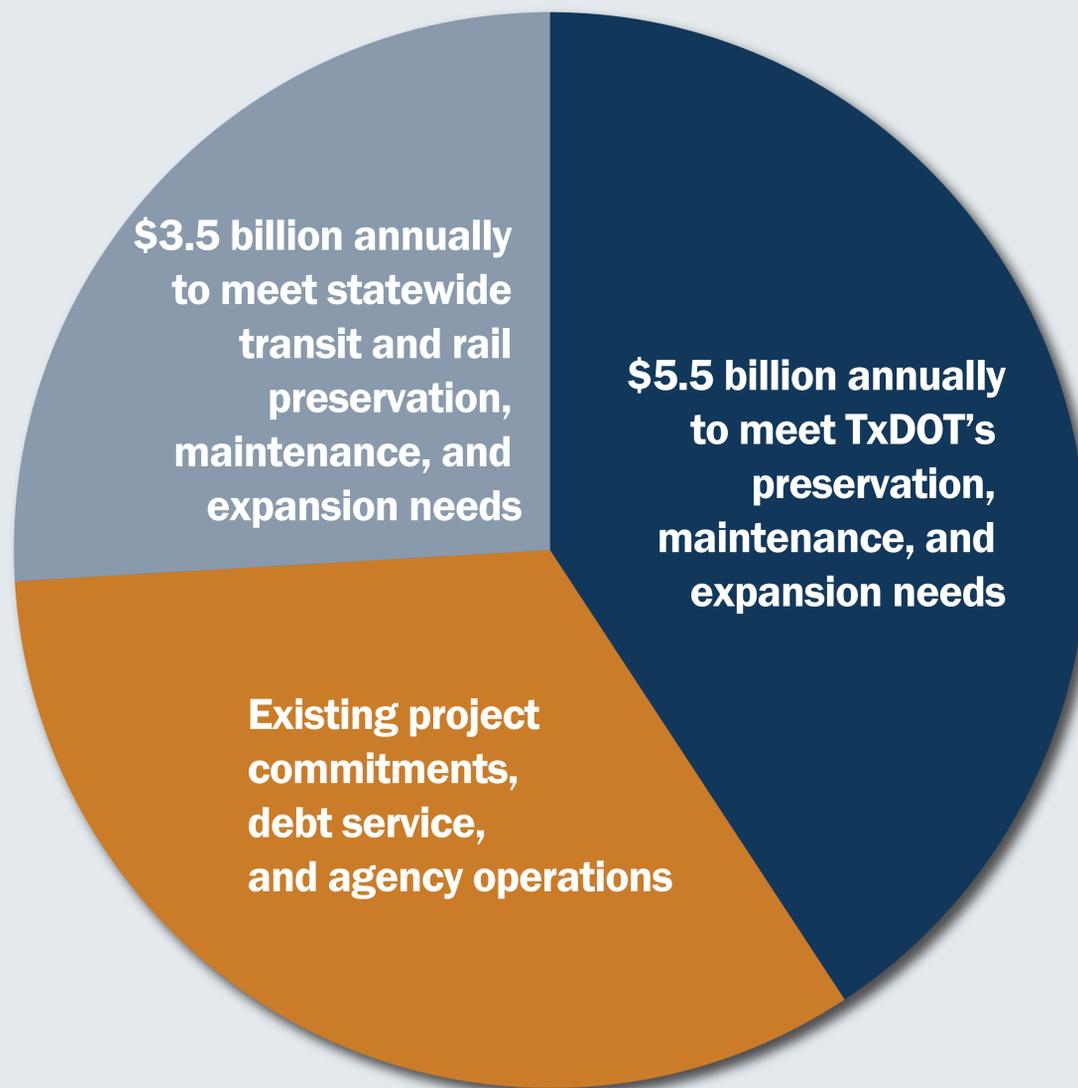


\* Elected Officials provide direction to the Commission, but are also engaged to the public involvement process and development of all plans and programs  
 \*\* TFMP and Modal Plans as well as TxDOT's LRTP reflect and are consistent with TxDOT's Strategic Plan goals.

## Transportation Plans and Descriptions

Plan/Program	Developed By	Approved By	Content
State Implementation Plan (SIP)	TCEQ & Non-Attainment MPOs	EPA	A description of control strategies, or measures to deal with pollution, for areas that fail to achieve national ambient air quality standards (NAAQS)
TxDOT Strategic Plan	TxDOT	Texas Transportation Commission	TxDOT's operational goals and strategies
Statewide Long-Range Transportation Plan (SLRTP)	TxDOT	Texas Transportation Commission	Future goals, strategies, and performance measures for the multi-modal transportation system
Texas Freight Mobility Plan (TFMP)	TxDOT	Texas Transportation Commission	Establish a framework for Texas' comprehensive freight planning program and decision making
Texas Rail Plan	TxDOT	Texas Transportation Commission	Long-range rail investment program for freight and passenger infrastructure
Texas Airport System Plan	TxDOT	Texas Transportation Commission	Guidelines to help planners determine how to maximize the return on investment of public funds and identifies what capital improvements would best serve the state's aviation needs
Texas Ports Capital Plan	Port Authority Advisory Committee	Texas Transportation Commission	Identifies funding requests for port transportation and economic development projects submitted by ports
Statewide Transportation Improvement Program (STIP)	TxDOT	USDOT (FHWA/FTA)	Multi-modal transportation projects/investments
Unified Transportation Program (UTP)	TxDOT	Texas Transportation Commission	Multi-modal projects to be funded/implemented in a 10-year period
Transportation Improvement Programs (TIPs) - TxDOT Rural	TxDOT Districts	Governor (delegated to TxDOT)	Multi-modal transportation projects/investments
Transportation Improvement Programs (TIPs) - MPO	MPOs	MPO Policy Board	Multi-modal transportation projects/investments
Metropolitan Transportation Plan (MTP)	MPO	MPO	Policies, programs, and projects for development that respond to adopted goals and expenditures for state and federal funds over the next 20+ years
Corridor Studies (e.g., IH 35, IH 69)	TxDOT	Texas Transportation Commission	Benefit cost analysis and feasibility

## Commitments and Investment Categories



## With More Transportation Needs, More Money Is Needed

Given our needs and population growth, the State has estimated that at least \$5 billion annually is required to maintain existing system conditions and performance. That means that \$5 billion is needed for the State to simply “hold ground” when it comes to our transportation goals.

If you had \$5 billion to invest annually for transportation in Texas, how would you spend it?

Use the MetroQuest interactive tool to learn about how and where investments are most needed and provide your feedback on alternative investment approaches by building your own annual transportation budget.



MetroQuest Tool

**Appendix E**  
**E-mail Campaign Messages**

# eBlast Campaign for Texas Transportation Plan 2040

The consultant team used eBlasts to notify stakeholders and the public of upcoming TTP 2040 events and to thank attendees for their attendance and provide follow-up after attendees came to an event. Mail Chimp was used for this. For the TTP2040 project, we will tried to target Wednesdays for email blasts although that was not always possible. Other points that were consider in the development of the eBlast campaign for the TTP2040 include:

- People tend to open emails more during the day
- More links leads to more clicks, placing a link in an email more than once may increase the number of clicks for the link.

In addition the eBlasts that the consultant team sent out, TxDOT also sent out their own email announcements through the GovDelivery System.

## Schedule of Consultant eBlasts

Message	Date/Time	Message	Audience	Subscribers	Open Rate (1)	Clicks (2)	Date to TxDOT for Review
<b>1</b>	Wednesday, May 15 at 4:00 pm	Save the date for open house. What is the TTP. Fill out the survey.	TTP 2040 General Contact List	3181	29.9%	7.2%	4/27/2014
<b>2</b>	Wednesday, June 4, 2014	Announce that open houses begin next week	TTP 2040 General Contact List	3181	28.1%	6.2%	5/27/2014
<b>3</b>	Friday May 30, 2014	Stakeholder Workshop Invitation	Stakeholder List	265	41.4%	12%	5/26/2014
<b>4 – 11 (TBD)</b>	Week after each round of outreach	Thank you for attending, here are the links to the survey, tool and more info	Workshop and Open House attendees	606	45.4% (avg)	7.32% (avg)	5/26/2014

(1) Industry average is: 19.4%

(2) Industry average is: 1.9%

[Subscribe](#)[Share](#) ▼[Past Issues](#)[Translate](#) ▼[Information on TxDOT's Texas Transportation Plan 2040](#)[View this email in your browser](#)

TEXAS TRANSPORTATION PLAN 2040

# TxDOT wants your input!

**The Texas Transportation Plan 2040 team is coming to a town near you!**

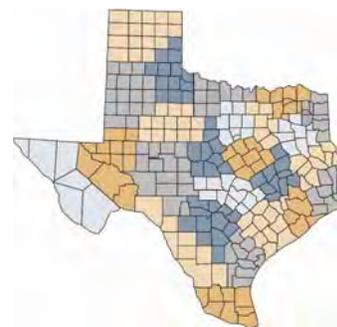
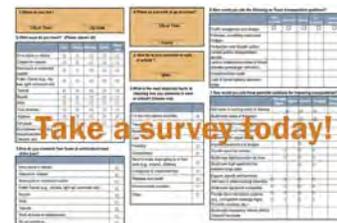
Mark your calendar to attend one of the 25 open houses that will be held throughout the state. TxDOT is looking for feedback on transportation issues to develop a long-range plan out to 2040. Open houses will be held in the following locations. ([More information>>](#))

Abilene	Laredo
Amarillo	Lubbock
Atlanta (Texarkana)	Lufkin
Austin	Odessa
Beaumont	Paris
Brownwood	Pharr
Bryan	San Angelo
Childress	San Antonio
Corpus Christi	Tyler
Dallas	Waco
El Paso	Wichita Falls
Fort Worth	Yoakum
Houston	

If you can't make an open house, [fill out a transportation survey online!](#)

For more information on the Texas Transportation Plan 2040, check out our website. ([More](#)

Save the  
**Date**



**Subscribe**

**Share** ▼

**Past Issues**

**Translate** ▼

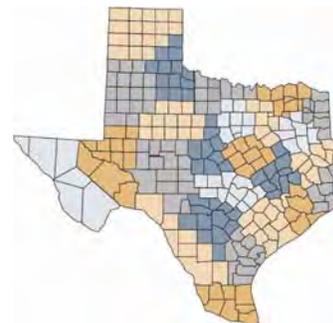
*Copyright © 2014 TxDOT Transportation Planning and Programming Division, All rights reserved.*

[unsubscribe from this list](#) [update subscription preferences](#)



[Subscribe](#)[Share](#) ▼[Past Issues](#)[Translate](#) ▼[Information on TxDOT's Texas Transportation Plan 2040](#)[View this email in your browser](#)

# You're Invited to a Stakeholder Workshop



The Texas Transportation Plan 2040 planning team will be hosting workshops throughout the state beginning in June 2014. Workshops will be held from 2 - 4 p.m. and are designed to solicit feedback from transportation stakeholders. Please mark your calendar to attend one of the 25 workshops, [click here for meeting locations and times.](#)



TxDOT District	Date
Bryan	6/9/2014
Beaumont	6/10/2014
Houston	6/11/2014
Lufkin	6/12/2014
San Angelo	6/16/2014
Odessa	6/17/2014
El Paso	6/18/2014
Atlanta	6/24/2014
Paris	6/25/2014
Tyler	6/26/2014
Dallas	7/7/2014
Wichita Falls	7/8/2014
Fort Worth	7/9/2014
Brownwood	7/10/2014
Laredo	7/14/2014
Pharr	7/15/2014
Corpus Christi	7/16/2014
Yoakum (meeting held in Victoria)	7/17/2014

[Subscribe](#)[Share ▼](#)[Past Issues](#)[Translate ▼](#)

Topic	Date
Abilene	7/28/2014
Childress	7/29/2014
Amarillo	7/30/2014
Lubbock	7/31/2014
San Antonio	8/4/2014
Austin	8/5/2014

Stakeholders will have the opportunity to work with an electronic investment tool and while tablets will be available, you are welcome to bring your own personal computing device (ex: tablet or laptop).

Please note that a public open house is scheduled for the evening of the same day, the afternoon workshop is targeted at transportation stakeholders.

If you have any questions or concerns, please email the planning team at: [TxTransPlan2040@txdot.gov](mailto:TxTransPlan2040@txdot.gov).

Please feel free to share this email with colleagues and staff.

For more information on the Texas Transportation Plan 2040, check out our website. ([More information>>](#))

*Copyright © 2014 TxDOT Transportation Planning and Programming Division, All rights reserved.*

[unsubscribe from this list](#) [update subscription preferences](#)



[Subscribe](#)[Share ▼](#)[Past Issues](#)[Translate ▼](#)[Information on TxDOT's Texas Transportation Plan 2040](#)[View this email in your browser](#)

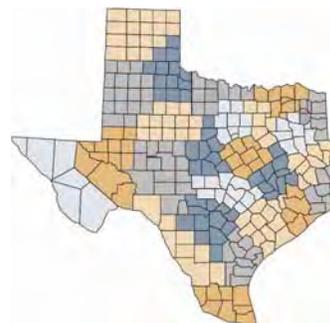
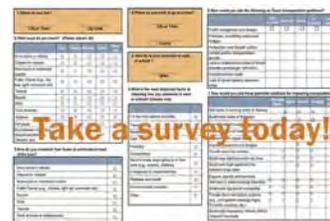
TEXAS TRANSPORTATION PLAN 2040

# Mark your calendar to attend an open house!

**The Texas Transportation Plan 2040 team is coming to a town near you and they want your input!**

Mark your calendar to attend one of the 25 open houses that will be held throughout the state. TxDOT is looking for feedback on transportation issues to develop a long-range plan out to 2040. **We'll be in Bryan, Beaumont, Houston and Lufkin the week of June 9th, check the complete list of open houses for one near you.** ([More information>>](#))

Abilene	Laredo
Amarillo	Lubbock
Atlanta	Lufkin
Austin	Odessa
Beaumont	Paris
Brownwood	Pharr
Bryan	San Angelo
Childress	San Antonio
Corpus Christi	Tyler
Dallas	Waco
El Paso	Wichita Falls
Fort Worth	Victoria
Houston	



[Subscribe](#)[Share](#) ▼[Past Issues](#)[Translate](#) ▼

The open houses will feature a new interactive planning tool. The interactive planning tool puts you in the driver seat, allowing you to explore different approaches to funding transportation in Texas and create your own transportation budget. You will be able to measure the performance of your transportation budget in real-time, mark your calendar today to attend an open house!

### ***Interactive Planning Tool***



For more information on the Texas Transportation Plan 2040, check out our website. ([More information>>](#))

*Copyright © 2014 TxDOT Transportation Planning and Programming Division, All rights reserved.*

[unsubscribe from this list](#) [update subscription preferences](#)

MailChimp

[Subscribe](#)[Share](#) ▼[Past Issues](#)[Translate](#) ▼[Information on the Texas Transportation Plan 2040](#)[View this email in your browser](#)

TEXAS TRANSPORTATION PLAN 2040

# Thank you for your input!

**The Texas Transportation Plan 2040 team appreciates your time and involvement!**

The Texas Transportation Plan (TTP) 2040 planning team would like to thank you for taking the time to provide input on the TTP. We will continue to host meetings and open houses around the state; for a complete list of open houses, [click here](#). Please help us spread the word about future open houses and the availability of our [interactive planning tool](#) and [survey](#)!



Did you get a chance to try out our interactive transportation planning tool? It is also available online, [check it out today!](#)



All meeting materials will be available at the TxDOT website, [click here](#) for more information.

**If you have any additional comments, questions or suggestions, please contact us at: [TxTransPlan2040@txdot.gov](mailto:TxTransPlan2040@txdot.gov).**

*Copyright © 2014 TxDOT Transportation Planning and Programming Division, All rights reserved.*

[unsubscribe from this list](#) [update subscription preferences](#)

**Appendix F**  
**Transportation Questionnaire**



### 1. Where do you live?

\_\_\_\_\_

City or Town                      County                      Zip Code

### 2. What ways do you travel? (Please answer all)

Method of travel	Daily	Weekly	Monthly	Seldom	Never Use
Drive alone in vehicle	<input type="checkbox"/>				
Carpool or vanpool	<input type="checkbox"/>				
Motorcycle or motorized scooter	<input type="checkbox"/>				
Public Transit (e.g., city bus, light/commuter rail)	<input type="checkbox"/>				
Bus between cities (e.g., Greyhound, Kerrville, Tornado, etc)	<input type="checkbox"/>				
Taxicab	<input type="checkbox"/>				
Bicycle	<input type="checkbox"/>				
Walk	<input type="checkbox"/>				
Train (Amtrak)	<input type="checkbox"/>				
Airplane	<input type="checkbox"/>				
Ferryboat	<input type="checkbox"/>				

### 3. How do you commute from home to work or school most of the time?

Commute method	Choose One
Drive alone in vehicle	<input type="checkbox"/>
Carpool or vanpool	<input type="checkbox"/>
Motorcycle or motorized scooter	<input type="checkbox"/>
Public Transit (e.g., city bus, light rail, commuter rail)	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>
Walk	<input type="checkbox"/>
Taxicab	<input type="checkbox"/>
Work at home or telecommute	<input type="checkbox"/>
Do not commute	<input type="checkbox"/>

### 4. Where do you work or go to school?

\_\_\_\_\_

City or Town

\_\_\_\_\_

County

\_\_\_\_\_

Zip Code

### 5. How far is your commute to work or school?

\_\_\_\_\_ Miles

### 6. What is the most important factor in choosing how you commute to work or school? (choose one)

Most important factor	Choose One
It is the only option available	<input type="checkbox"/>
Travel time	<input type="checkbox"/>
Reliability	<input type="checkbox"/>
Cost	<input type="checkbox"/>
Flexibility	<input type="checkbox"/>
Convenience	<input type="checkbox"/>
Need to make stops going to or from work (e.g., errands, children)	<input type="checkbox"/>
Emergency or unplanned trips	<input type="checkbox"/>
Wellness and health	<input type="checkbox"/>
Environmental concerns	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>

### 7. As we prioritize transportation investments, how important are these goals to you?

Goal areas	Very Important	Important	Neutral	Unimportant	Very Unimportant
<b>Safety</b> (Infrastructure preservation to maintain a safe system)	<input type="checkbox"/>				
<b>Asset management</b> (Prioritizing cost beneficial preservation to ensure physical assets remain safe and in good condition)	<input type="checkbox"/>				
<b>Mobility and reliability</b> (Congestion reduction; commerce facilitation; system efficiency; and performance)	<input type="checkbox"/>				
<b>Multimodal connectivity</b> (Extent to which various modes are connected to move people and goods efficiently)	<input type="checkbox"/>				
<b>Stewardship</b> (Earning public trust, social-responsible planning, maintaining accountability in decision making)	<input type="checkbox"/>				
<b>Customer service</b> (Educating the public; listening to and incorporating public needs and priorities into the planning process)	<input type="checkbox"/>				
<b>Sustainable funding</b> (Identifying and documenting funding sources to meet the State's future transportation needs)	<input type="checkbox"/>				

### 8. How would you rate the following as transportation problems?

Transportation problems	Very Important	Important	Neutral	Unimportant	Very Unimportant
Traffic congestion and delays	<input type="checkbox"/>				
Potholes, crumbling roads and bridges	<input type="checkbox"/>				
Pedestrian and bicycle safety	<input type="checkbox"/>				
Limited public transportation service	<input type="checkbox"/>				
Lack of alternative modes of travel (besides passenger vehicles)	<input type="checkbox"/>				
Unsafe/narrow roads	<input type="checkbox"/>				
Lack of travel options between cities	<input type="checkbox"/>				



## 9. How would you rate these potential solutions for improving transportation?

Potential solutions	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Add lanes to existing roads or freeway	<input type="checkbox"/>				
Build more roads or freeways	<input type="checkbox"/>				
Add shoulders to existing roads	<input type="checkbox"/>				
Add turn lanes at intersections	<input type="checkbox"/>				
Improve traffic signal timing	<input type="checkbox"/>				
Improve pavement and bridges	<input type="checkbox"/>				
Provide more bus service	<input type="checkbox"/>				
Build more light/commuter rail lines	<input type="checkbox"/>				
Build more high speed rail lines between large cities	<input type="checkbox"/>				
Expand airports and terminals	<input type="checkbox"/>				
Add new or widen existing sidewalks	<input type="checkbox"/>				
Build more signalized crosswalks	<input type="checkbox"/>				
Provide driver information systems (e.g., changeable message signs, traffic cameras)	<input type="checkbox"/>				
Build High Occupancy Vehicle (HOV)/carpool/bus lanes	<input type="checkbox"/>				
Reduce traffic conflicts between heavy trucks and passenger vehicles	<input type="checkbox"/>				
Land use development that encourages transportation options	<input type="checkbox"/>				

## 10. If you could spend \$100 to improve transportation facilities in Texas, how much would you spend on the following?

Category	Amount (\$100 Total)
Reducing congestion on highways	
Repairing or maintaining highways and bridges	
Improving public transit	
Improving airports	
Improving route and facilities for freight	
Improving ports	
Improving pedestrian and bicycle facilities	
Other: _____	

## Tell us about yourself!

This project is requesting demographic information to evaluate the effectiveness of public outreach activities and to comply with Title VI of the Civil Rights Act. The **identity of individuals is kept confidential**. The results are reported as totals only, and **used solely to help improve future outreach**.

### How did you hear about the project?

- Public notice
- Newsletter
- Website
- Email
- Friend or co-worker
- Other \_\_\_\_\_

### Your Race/Ethnicity

- African-American
- Caucasian
- Hispanic
- American Indian/Alaskan
- Asian or Pacific Islander
- Unknown/Don't want to say

### Household Income

- \$0-\$9,999
- \$10,000-\$14,999
- \$15,000-\$24,999
- \$25,000-\$34,999
- \$35,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000-\$149,999
- \$150,000-\$199,999
- \$200,000 or more
- Prefer not to say

### Gender Identity

- Male
- Female
- Prefer not to say

### Age

- 16-19
- 20-24
- 25-29
- 30-34
- 35-39
- 40-44
- 45-49
- 50-54
- 55-59
- 60-64
- 65-69
- 70 or older
- Prefer not to say

### What language is spoken at home?

- English
- Spanish
- \_\_\_\_\_

## 11. Please provide any additional comments below:

---



---



---



---



---

**Appendix G**  
**Demographic Survey**

## Texas Transportation Plan (TTP) 2040 Demographic Survey

Location: \_\_\_\_\_

Date: \_\_\_\_\_

Your home ZIP code

### Voluntary Information

*Please provide the following information about yourself. Please check appropriate circle.*

**Sex**

- Female
- Male

**Age**

- 1-21       41-65
- 22-40     Over 65

**Disability**

- Yes
- No

**Ethnicity / Race**

- White (non-Hispanic)
- Asian
- American Indian
- Native Hawaiian / other Pacific Islander
- Black
- Hispanic
- Other: \_\_\_\_\_

**First Language**

- English
- Spanish
- Vietnamese
- Chinese dialect
- Russian
- Other: \_\_\_\_\_

**Second Language**

- English
- Spanish
- Vietnamese
- Chinese dialect
- Russian
- Other: \_\_\_\_\_

**Household Income**

- \$0-\$12,000
- \$12,000-\$24,000
- \$25,000-\$36,000
- \$37,000-\$48,000
- \$49,000-\$60,000
- \$60,000 +

**Household size:** Adults\_\_\_\_ Children\_\_\_\_

### Who are you representing?

Voluntary Information

**(1) Minority population / organization**

- Asian
- American Indian
- Native Hawaiian / other Pacific Islander
- Black
- Hispanic
- Other: \_\_\_\_\_

**(3) Persons with disabilities**

- Yes
- No

**(2) Low-income population**

- Yes
- No

**(4) Elderly population**

- Yes
- No



**Appendix H**  
**Web-Based Interactive Planning Scenario Tool Summary**

# SUMMARY OF METROQUEST INPUT

**DATE/TIME:** August 27, 2014  
**PREPARED BY:** Stephanie Lind  
**SUBJECT / MEETING TOPIC:** Summary results from MetroQuest tool developed for Texas Transportation Plan 2040

## Introduction

This is a draft summary of data gathered from the MetroQuest tool developed for the Texas Transportation Plan 2040 (TTP 2040). This information will be updated once the public comment period has closed for the TTP 2040.

## Background and Purpose

A scenario planning tool was developed using MetroQuest for the TTP 2040. The tool was developed by CH2M Hill in coordination with TxDOT. The purpose of the MetroQuest tool was to:

- Educate the public and stakeholders about trade-offs between types of investments and levels of funding, and
- Gather input about values related to transportation investments and funding.

The tool became available for use on June 2, 2014. The tool was made available through the internet. Users could access it online or at outreach events in the summer of 2014. Links to the tool were publicized through email eBlasts, Twitter, Facebook, the TxDOT website, and word of mouth. The tool was showcased through statewide outreach that took place from June 2014 through August 2014. That outreach included a stakeholder workshop that discussed the tool and an open house where members of the public were invited to use the tool.

Users were guided through 5 tabs in the tool, the first tab provided introductory text. The second tab asked users to identify their top three investment priorities. The third tab allowed users to explore three distinct funding scenarios and view how the state-wide transportation system would perform under those scenarios. The three scenarios included: (1) system preservation, (2) metropolitan mobility, and (3) connectivity and freight; users were asked to rate each scenario from 1 to 5 stars. The fourth tab allowed users to create their own transportation budget and view the performance of their system based on their allocations. Lastly, the Stay Involved screen asked users whether they supported additional investment in transportation in Texas, what additional investment categories should be considered and for the user's zip code.

## Summary of Findings

In general, users felt that congestion and pavement condition are or should be top priorities. The selection of these priorities in most user's top three selected priorities is consistent with where users allocated money in the budget exercise. Pavement preservation and rehabilitation and Roadway reconstruction and expansion received on average the most money when users built their own transportation budget.

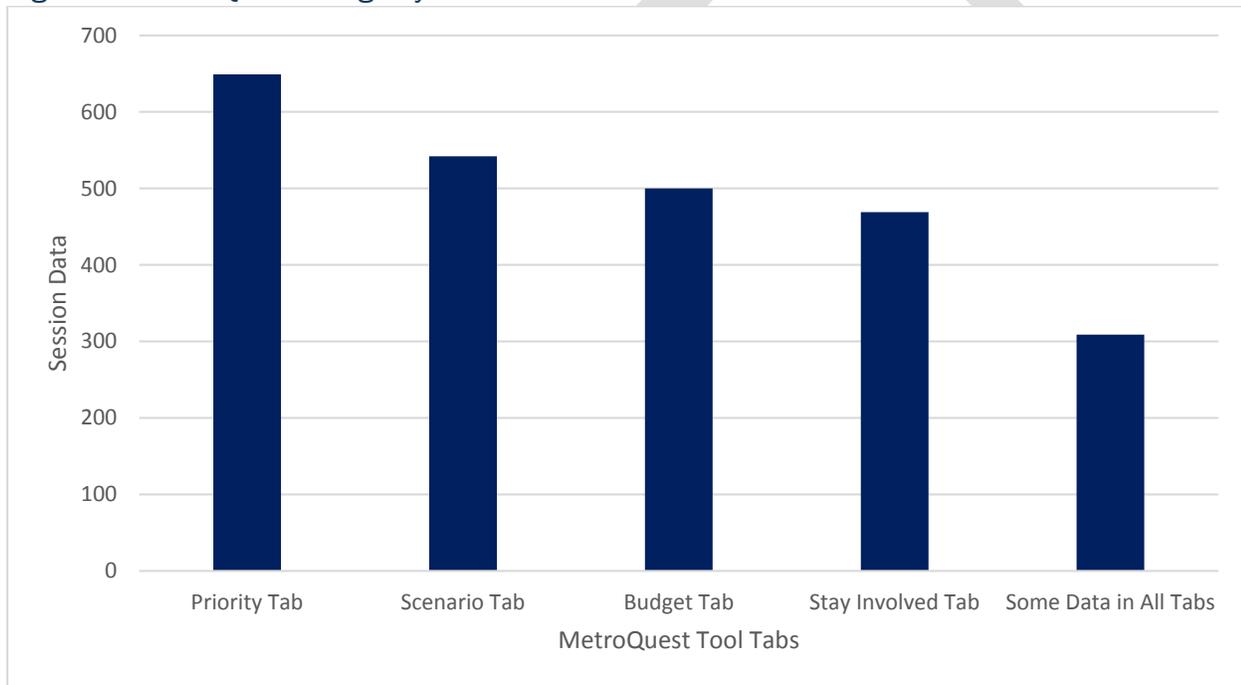
Users were able to rate three different investment approaches: (1) system preservation, (2) metropolitan mobility and (3) connectivity and freight. In general, users rated them all about equally. This was also supported by where users allocated money in the budget exercise.

Lastly, when users were asked several follow-up questions, most users responded that more money is needed to fund transportation in the state of Texas.

### Tool Use

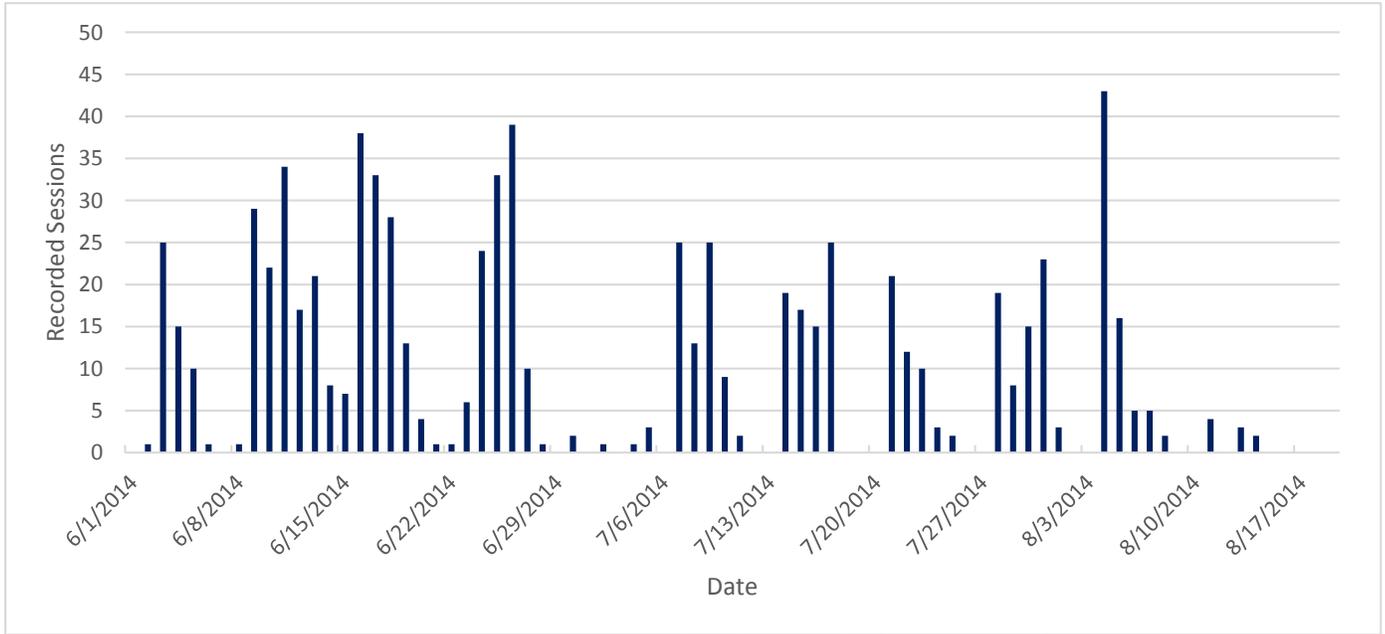
To obtain an estimate of the number of people that used the tool, staff reviewed the raw output of all session data captured. There were more than 1,803 MetroQuest sessions initialized as of Tuesday, August 19, 2014 at 12:00 p.m. Some sessions were attributed to a device restarting and captured no data. As a user went through the tool, data was captured on each screen, in some cases, a user might not have entered data in each screen. Of the user sessions, 783 users entered in some type of input. The graph below shows how many sessions had data captured by the individual tabs of the MetroQuest tool. 309 users responded to questions on all four tabs of the MetroQuest tool.

Figure 1 - MetroQuest Usage by the which tab had data recorded



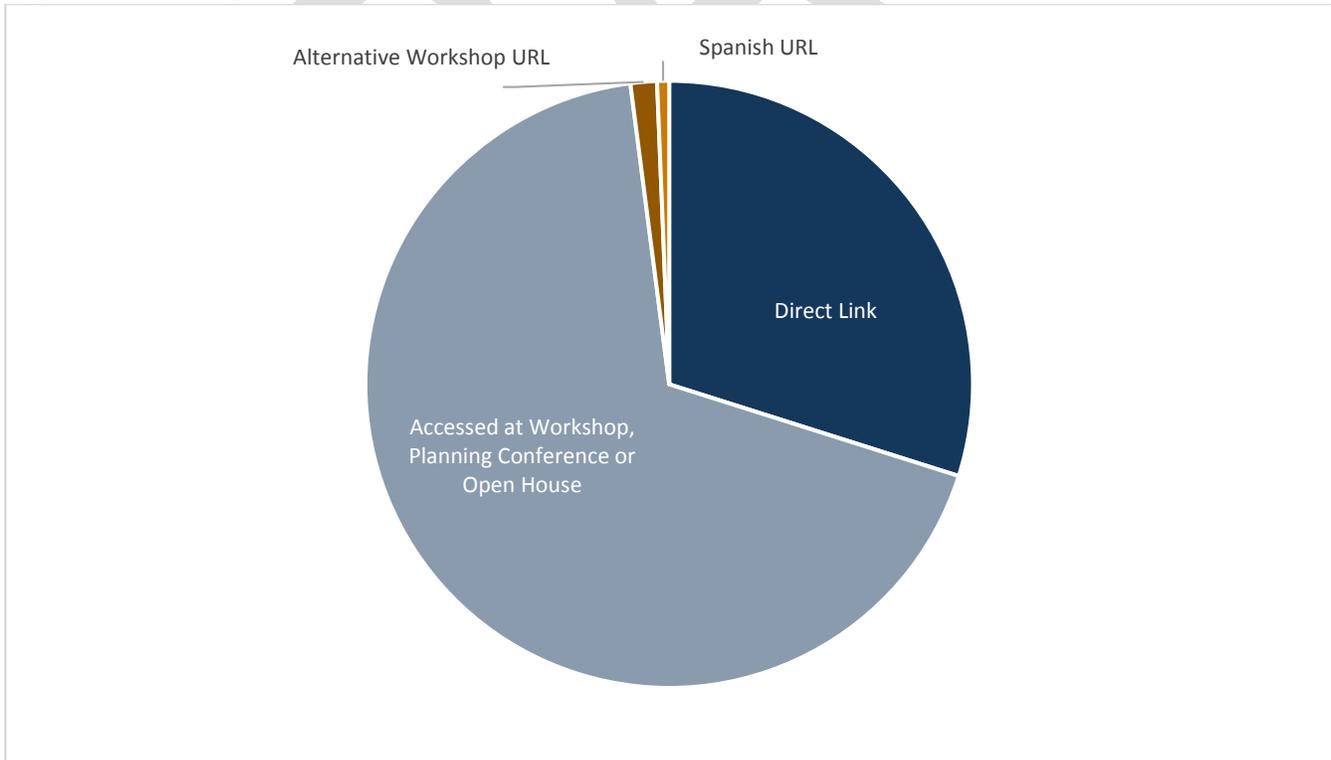
Usage of the tool was highest on days when the tool was being showcased at the TxDOT Transportation Planning Conference and at outreach meetings for the TTP 2040. The chart below shows tool usage by date.

Figure 2 - MetroQuest Use by Date



Nearly 70 percent of users accessed the tool at TxDOT meetings or at the TxDOT Transportation Planning Conference. 30 percent of the users of the tool accessed the tool through the direct link that could be found on the TxDOT website and was distributed to the public. Only 1 percent of the users accessed the tool through the link provided to agency stakeholders. Less than 1 percent of users (5) used the Spanish translated version of the tool.

Figure 3 - MetroQuest Tool Access



## MetroQuest Input

In the following section, a summary of responses for each tab of the MetroQuest tool is presented. The introductory screen is the first screen that a user saw when using the tool.

### Welcome Tab

The Welcome Tab provided introductory text and basic directions for using the tool.

Figure 4- MetroQuest Tool Welcome Tab

Texas Transportation Plan 2040 - MetroQuest

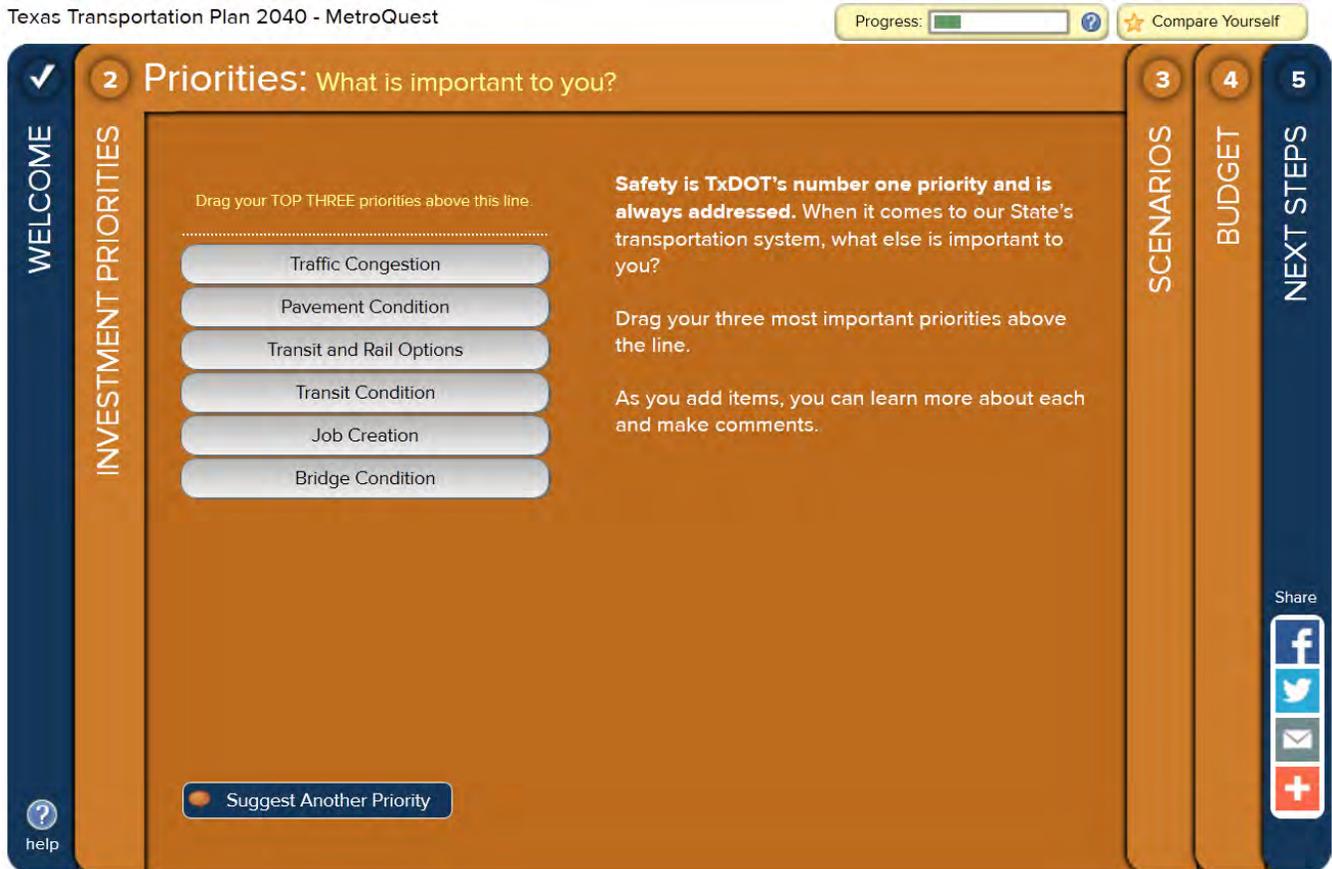


### Priorities Tab

The Priorities Tab allows users to select their top three priorities. The user will see their top three priorities listed when they review three different approaches in the following tab which is entitled Scenarios. What priorities a user selects does not change the scenarios on the following screen or their performance. **The purpose of this exercise is to let the user choose what is most important to them and see how those priorities are impacted by the static approaches on the following tab.** 649 users filled out some portion of this tab.

Figure 5 - MetroQuest Tool Priorities Tab

Texas Transportation Plan 2040 - MetroQuest



Traffic congestion and pavement condition were top priorities for those that used the tool. 78 percent of those that used the tool had traffic congestion as one of their top three priorities.

Table 1 - MetroQuest Top Priorities

Priorities	First	Second	Third	TOTAL	In Top 3 Priorities
Traffic congestion	232	150	127	509	78%
Pavement condition	146	168	126	440	70%
Transit and rail options	125	104	74	303	48%
Bridge condition	63	103	107	273	43%
Job creation	51	43	76	170	27%
Transit condition	32	57	80	169	27%

### Additional suggested priorities

Users had an opportunity to suggest other priorities that were not listed, a summary of those suggestions is included below, for a complete list, see the Appendix.

- Safety (3 users)
- Technology to reduce demand
- Bicycle and pedestrian infrastructure (9 users)
- Complete streets
- Land use (4)
- Connectivity
- Freight (3)
- Road construction or added capacity (3)
- Financing, tolling or (1)

- Maintenance
- Interstate designation
- Environmental concerns including air quality, water and stewardship (2)
- Maintaining two-way frontage roads
- Economic growth

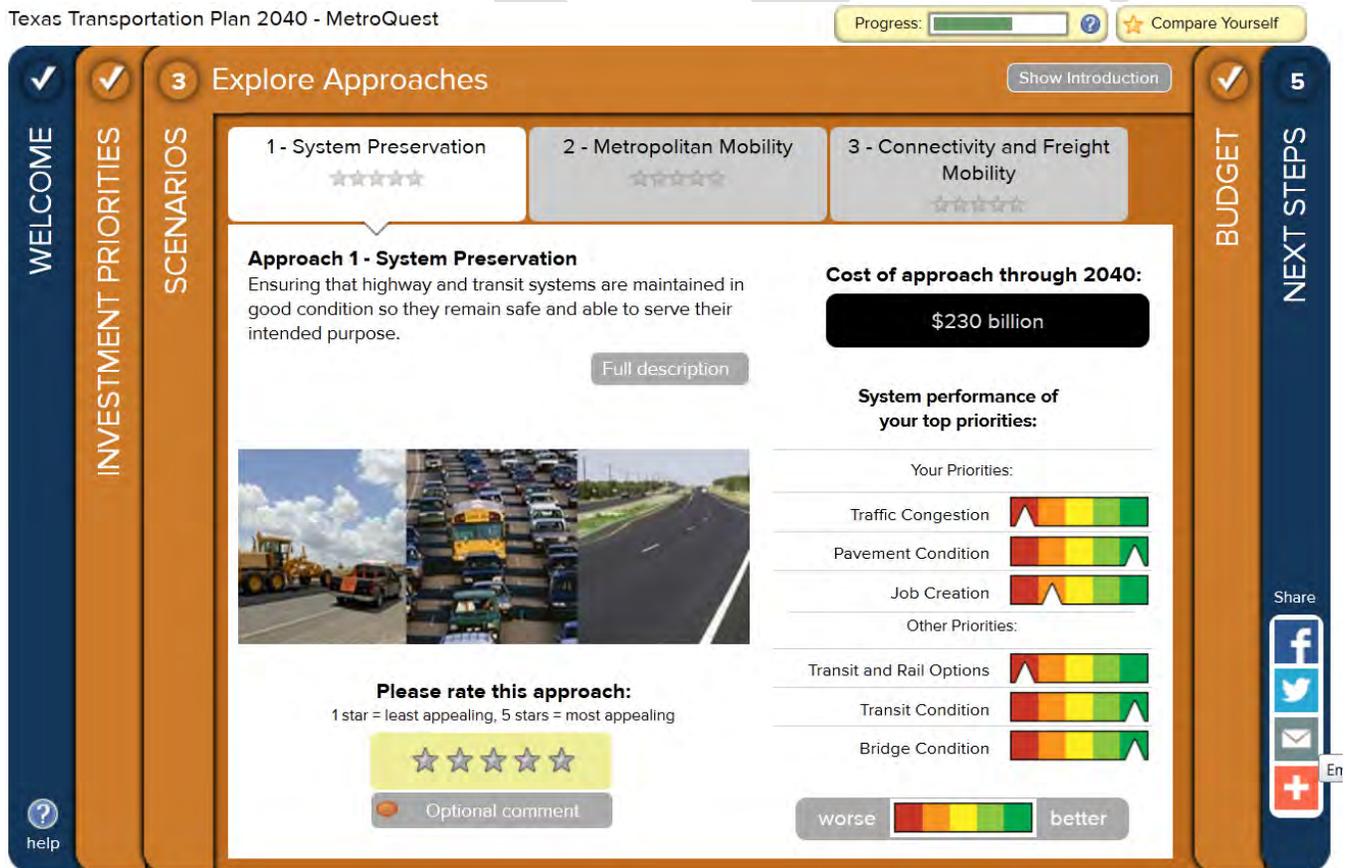
Users could also provide comments for the priorities listed, a complete list of those priorities is included in the Appendix.

## Scenarios Tab

The Scenarios Tab showcases three different, static approaches to funding transportation in Texas. Detailed descriptions and specifications for each investment approach were provided.

The information presented is static. **The purpose of this exercise is to review and rate each approach.** This allows users to review different packages of investments and view the system-wide performance under each approach. 542 users filled out some portion of this tab.

Figure 6 - MetroQuest Tool Approaches Tab



Approach 2 received the most 5 star ratings followed by Approach 1.

Table 2- Ratings by Approach

Approaches	5 stars	4 stars	3 stars	2 stars	1 stars	Did not Rate
------------	---------	---------	---------	---------	---------	--------------

Approach 1 - System preservation	149	136	125	63	52	258
Approach 2 - Metropolitan mobility	205	141	101	39	21	276
Approach 3 - Connectivity and freight mobility	100	186	159	49	19	275

If you consider how many users rated each approach 3 stars or more, the three approaches were all equally popular.

Table 3 - Ratings of 3 Stars or Higher by Approach

Approaches	3 stars or higher
Approach 1 - System preservation	410
Approach 2 - Metropolitan mobility	447
Approach 3 - Connectivity and freight mobility	445

[Users had an opportunity to provide comments on the three approaches that were not listed the complete list, see the Appendix. Comments varied greatly and often related to local projects rather than reflected statewide approaches to investing transportation funding.](#)

## Budget Tab

The Budget Tab allows users to create their own transportation budget and view the statewide performance of selected performance measures. The purpose of this exercise is to let the user choose where to spend limited funds and evaluate the system-wide performance of the choices they make. The user will have to make trade-offs based on their own preferences and priorities.

Figure 7 - MetroQuest Tool Budget Tab

Texas Transportation Plan 2040 - MetroQuest

Progress:  ? ★ Compare Yourself

✓

2

3

✓

5

### Create a Budget

Show Introduction

WELCOME

INVESTMENT PRIORITIES

SCENARIOS

BUDGET

NEXT STEPS

**Budget**

Build your own budget with an additional \$5 billion per year. View Performance

Drag the money below to the categories on the right. Silver items are planned spending and cannot be moved. The categories are "capped;" you cannot invest more than what is needed to reach good conditions on the State system.

\$250M

\$500M

\$1B

To make change, click these arrows

\$250M

Your Budget for New Funds: \$5B

\$250M

**Remaining: \$5B**  
**Spent: \$0B**

\$250M

Statewide investment of existing funds: \$9B

\$250M

**Total: \$14B**

Category	Planned Spending	Remaining
Pavement Preservation and Rehabilitation	\$2.75B	\$0.5B
Bridge Preservation and Rehabilitation	\$0.5B	\$2.25B
Roadway Reconstruction and Expansion	\$2.25B	\$0B
Transit Maintenance	\$1.5B	\$2B
Transit and Rail Service Expansion	\$2B	\$0B
Port and Freight Intermodal Projects	\$0B	\$0B

The current budget for transportation across Texas is \$9 billion dollars. This amount will not cover the total needs of the State, which is over \$20 billion. The user is given \$5 billion dollars of new money to spend as he or she wishes.

There are six categories that users can allocate money to, these include and are “capped” at the following amounts:

- Pavement preservation and rehabilitation, \$4 billion
- Bridge preservation and rehabilitation, \$1.5 billion
- Roadway reconstruction and expansion, \$10 billion
- Transit maintenance, \$2.5 billion
- Transit and rail service expansion, \$3 billion
- Port and freight intermodal project, \$0.5 billion

The user cannot allocate more funds than what is needed to achieve a “good” condition for the category, this is reflected in the “cap”. Some of the categories are pre-loaded with funds. Users can exchange “chips” to invest in \$250 million, \$500 million, and \$1 billion increments.

500 users filled out some portion of the Budget Tab. In general, users allocated the largest amount of money to roadway reconstruction and expansion as well as pavement preservation and rehabilitation. This is consistent with what users indicated were their top priorities in the Priorities Tab.

**Table 4 - Budget Allocations by Category**

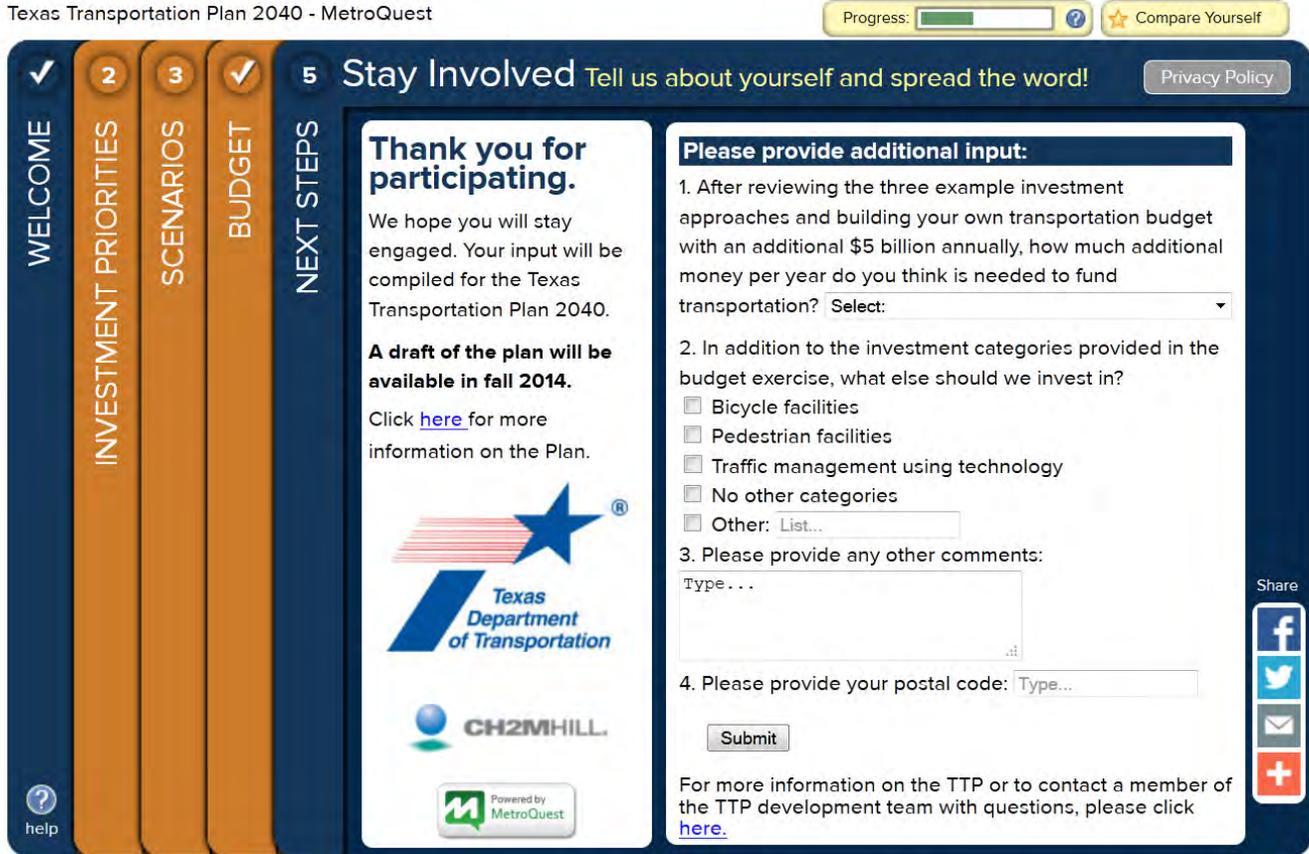
Budget Category	Need/Cap	Pre-Loaded Amount	Average
<b>Pavement preservation and rehabilitation</b>	\$4 billion	\$2.75 billion	3.53
<b>Bridge preservation and rehabilitation</b>	\$1.5 billion	\$0.5 billion	1.18
<b>Roadway reconstruction and expansion</b>	\$10 billion	\$2.25 billion	3.90
<b>Transit maintenance</b>	\$2.5 billion	\$1.5 billion	1.95
<b>Transit and rail service expansion</b>	\$3 billion	\$2 billion	2.53
<b>Port and freight intermodal projects</b>	\$0.5 billion	\$0	0.25

## Next Steps Tab

In the Next Steps Tab, users are asked several follow-up questions that are related to the tool. The data entered is summarized below. 469 users entered in some data into this tab.

Figure 8 - MetroQuest Next Steps Tab

Texas Transportation Plan 2040 - MetroQuest



Responses to Questions:

**Question 1:**

After reviewing the three example investment approaches and building your own transportation budget with an additional \$5 billion annually, how much additional money per year do you think is needed to fund transportation?

441 users responded to this question.

Table 5 - Next Steps Question 1 Responses

Response	Respondents
I do not think additional funds are needed	5% (21)
We need to invest more, but not sure how much	24% (106)
Less than \$5 billion per year	8% (36)
\$5 billion per year	19% (83)
More than \$5 billion per year	44% (195)

Most users responded that more money is needed to fund transportation. 63 percent of respondents indicated that \$5 billion or more is needed per year.

**Question 2:**

In addition to the investment categories provided in the budget exercise, what else should we invest in?

450 users responded to this question.

Table 6 - Next Steps Question 2 Responses

Response	Respondents
Bicycle facilities	41% (183)
Pedestrian facilities	71% (320)
Traffic management using technology	6% (28)
No other categories	7% (31)
Other (see below for inputs)	9% (40)

71 percent of those that answered this question felt that more money should be allocated toward pedestrian facilities. Respondents had the option of choosing “other” and entering in their own priority, responses are indicated below.

### Additional other investment categories

Users had an opportunity to suggest other investment categories that were not listed, a summary of those suggestions is included below, for a complete list, see the Appendix.

- Access management (3)
- High speed rail (4)
- Transit (4)
- Rail infrastructure, generic (3)
- Signs and signal enhancements (2)
- Travel demand management
- Driver education
- Enforcement of driver registration
- Freight rail and associated facilities (3)
- Light rail (2)
- Heavy rail or passenger rail (4)
- Connectivity improvements (2)
- At grade rail crossing
- Maintenance
- Shoulders and passing lanes
- Pedestrian infrastructure (2)
- Innovative transportation financing mechanisms

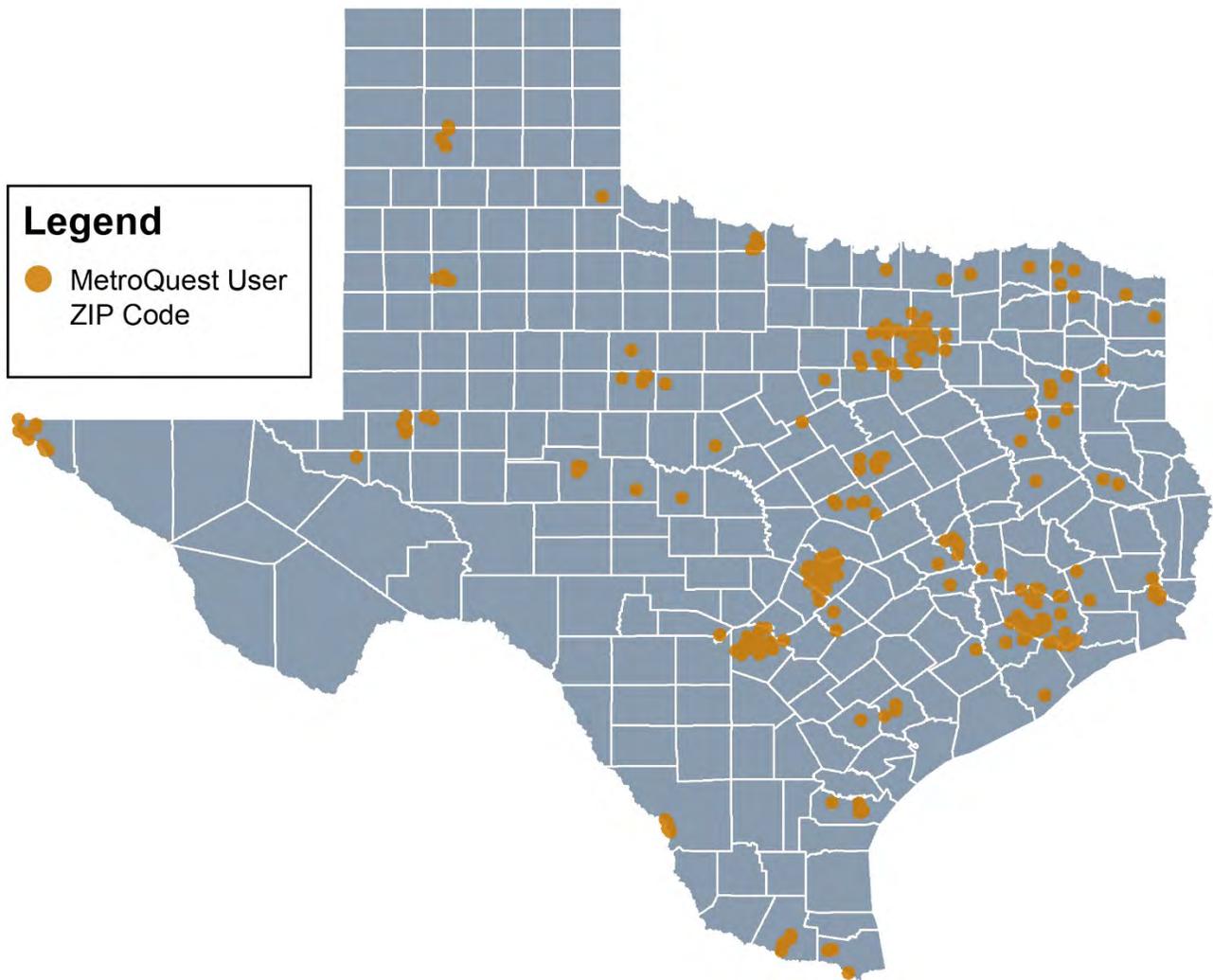
### Question 3: Please provide any other comments:

104 users elected to provide additional comments, those comments varied greatly and are included in the Appendix.

### Question 4: Please provide your postal code:

388 respondents provided their zip code. The map below shows where respondents are from throughout Texas. As expected, there were users from all over the state and specifically near TxDOT district offices where TTP 2040 outreach sessions were held in the summer of 2014.

Figure 9 -MetroQuest Respondent Zip Codes



## Appendix

This Appendix contains the raw comments that were submitted during the use of the MetroQuest tool.

### Priorities Tab

#### Additional suggested priorities

Users had an opportunity to suggest other priorities that were not listed, here are their responses.

- Walkable neighborhoods
- Technology to reduce demand
- Safety - new TOPICS style program
- Safety
- Road construction
- Reducing sprawl
- Promoting urban land use and economic development
- Project process on traffic loops. In hico and Hamilton
- Non-motorized options on state roads particularly close to or within cities.
- No tolled overpasses
- No displacement of communities. People over profit
- Multimodal transportation solutions for address congestion
- more travel lanes on I-10 in El Paso Texas
- Maintenance
- Local roadways
- Interstate designation
- Improvement of air quality
- Investment in adding water resources
- Frontage. Road, two way
- Freight Rail
- Freight
- Freight
- Environmental stewardship
- Economic growth and additional tax revenue
- Connectivity options
- Complete streets
- Bicycle pedestrian access along with ADA accessibility
- Bicycle Lanes
- Bicycle infrastructure
- Bicycle infrastructure
- Bicycle and pedestrian access and mobility should be top priority
- Better Bicycle environment
- Alternate transportation form - hiking/bike trails
- Active Transportation (Bike/Ped) facilities

#### Open ended comments related to priorities:

##### Traffic Congestion

- Especially the extreme increase in traffic on Hwy 67 from San Angelo to Big Lake.
- Instead of spending millions for the look of the road how2 about some new travel lanes.
- Just build more roads.
- Resurfacing of existing roadways seems to overuse the "chip and seal" procedures for this process. This is a less fuel efficient surface for drivers and detrimental to the safety of cyclists trying to use these same roadways.
- Specifically Hwy 281
- The traffic conditions for midland Odessa are horrible and getting worse. Nothing seems to be being done
- Use rail more, too much money is spent on roads and very little on rail
- We need new crosswalks

### Pavement Condition

- Especially where it's unsafe for cyclist.
- Especially with the extreme increase in traffic from San Angelo to Big Lake.
- Just build more roads
- less chip & seal pavement
- Our community needs medians.
- Shoulders are often non-existent or too poor a surface for cycling. Chip seal also costs drivers mpgs and tire wear.
- The road surface conditions here in Texas are some of the worst... why not use rubberized asphalt instead of all this concrete? Need surface paving options that will stand up better to the soil shifts.
- Would be nice instead of spending on the looks along the side of the road, the money should be spent on upgrading the wore out pavement.

### Transit and Rail Options

- Alternatives such as bike lanes and extending bike routes. Not streetcars downtown
- As more millennial workers move to the city of Houston and the region, many will be looking to live near their workplace. Providing alternative modes of transportation is of utmost importance.
- Double tracking will lead to faster freight service and get more trucks off roads
- Eliminating bottlenecks or enhancing access for rail and port such as at the Port of Beaumont should be a priority. Please consider less expensive and underutilized areas
- Has the state considered mobility options such as BRT in lieu of rail? I know some cities in Texas have bus lines with similar characteristics to BRT but they do not consider a full BRT system. As funding continues to decline perhaps an economical option such as BRT would work. Marketing seems to always be lacking with such options to garner support from the public.
- I believe that our transit systems can become more efficient by eliminating suburban routes and focusing our efforts on high-density corridors.
- I would use the train to travel to Dallas, Austin, Houston, and other cities throughout the nation. Currently the options are limited to one departure per day—very inconvenient!
- Interested in truck traffic and roadway coordination specifically in Freeport, Texas. There is no or poor signage and nighttime lighting which is causing dangerous roadway conditions.
- We must have good transportation infrastructure to facilitate commerce
- We need a rail option between major Texas cities!
- We need non-DART options. How can we get public transit without losing our 1%? Need flexibility for other funding options.
- We need to revive the train tracks. We may not be able to have subways but we sure have

the space for tracks (which were pulled out years ago)

## Bridge Condition

- Build more roads
- No interest in light rail as it doesn't adjust to development, and unreasonable cost per rider. Really geared to support developers
- There is an article about how many bridges are close to failing. Can we get all of ours fixed and then brag about it to the rest of the nation?

## Job Creation

- We have a significant number of people that have not secured employment in 18 or more months considered non employable. Invest them in a spa type program working aligned with TXDOT

## Approaches Tab

### Open ended comments related to approaches:

#### Approach 1 – System preservation comments:

- As integrated as communities are becoming coordinated signage between Ports or major roadways would be beneficial.
- Asphalt in the Valley highways are not a great. Using concrete like in Houston and Dallas would be better for the roads
- First assess the value of the existing system and determine whether it is a vital portion of the system prior to investment making decisions.
- Hi would like to see rail or buses easily connect cities.
- It appears that this method will not be able to effectively meet the needs of an actively growing city. While maintenance is good, I believe we need a plan that will incorporate room for growth and innovation.
- Maintain what you have priority 1
- Nafta hwy ih 35needs constant oversight
- No one wants more congestion, but you have to maintain what is already built. System preservation has to be foremost and then mobility should be addressed.
- Preserving bad transportation is very much like the definition of crazy - doing the same thing over and over and hoping for a different result.
- This is key- reducing vehicles on the road through public transportation. This will help ease congestion and take use off of pavement

#### Approach 2 – Metropolitan mobility comments:

- Construction of the loop around hidalgo county is taking a long time. It would be better to construct that first since it would help traffic better. What happen to the time where getting funding was after like when the interstate was first constructed?
- If we improve the bus system, we can use that to transport more people using less cars and less lanes. I think the first step is that most people think the bus is not as acceptable of a method of travel. There is a stigma to it.
- more travel lanes thru el paso on I-10
- Not enough focus on transit.
- Not sure why multimodal option is not also considered a job builder option as well

- Not to just decrease travel time but to reduce the number of single occupancy vehicles on the road.
- Provided that complete streets and placemaking are in every phase of planning, design, review and engineering
- Spending less time in traffic is an unreasonable and unrealistic goal. Instead, focus on additional options - commuter rail, etc. Provide incentives for employers to participate in work-from-home options, reduced cost transit passes for employees, etc. Provide incentives to communities to cluster employment centers and cooperate on transit services to those areas.

### Approach 3 – Connectivity and freight mobility comments:

- Better, but need more focus on transit.
- I agree with creating jobs, but in Freeport, Tx we need more signage coordination on txdot roadways to get commercial vehicles to the correct location. We also have serious lighting concerns from the City of Freeport on these roadways. Our port and industrial large volume of traffic is a 24/7 activity. The lighting at night and no signage is placing these large commercial vehicles on residential streets and causing accidents.
- I think we need to move freight by trains
- Most important to keep our transportation of freight competitive
- Relieve I-35 traffic!  
Priority 1: Del Rio to San Angelo divided highway to complete Ports-to-Plains Corridor (Texas has the last link to complete.)  
Priority 2: After that, Ballinger to Abilene divided highway to link Mexico to DFW by way of an alternative route than I-35. Del Rio to San Angelo to Abilene to DFW. Its a more efficient route for goods being trucked from Mexican Pacific ports or from Central Mexico by way of Chihuahua, MX (which connects to Mexico City). Mexico has developed the highways (or has nearly completed the construction), thus the alternative route becomes viable.
- This plan also works with a strong passenger rail and multimodal approach

### Next Steps Tab

The following represents the user input that was entered in under the Next Steps tab.

### Responses to question 2. “In addition to the investment categories provided in the budget exercise, what else should we invest in?” Optional input for “other”:

- Access Management
- Accessible signals
- Assess management
- Bullet Trains!!!
- Bus to rural community
- Coordinated signage for Port (Freeport)
- demand management investments
- Drivers safety outreach and education free driver
- Enforcement of registration tax law
- Freight rail, high tech freight trains, barge

- High speed rail
- High Speed Rail to West Texas to shift the
- High-Speed Rail
- Hire real highway engineers
- Intermodal freight transportation
- Intrastate Rail
- Light rail
- Light rail
- More connection undeveloped area
- Multimodal connectivity
- Passenger rail
- Passenger Rail
- Passenger rail service from west Texas to I-35
- Planning especially to avoid future congestion
- Public Transit
- Public transportation
- Rail facilities
- Rail for freight
- Rapid transit
- Road Crossing Rail
- ROW maintenance in City Limits
- Shoulders and passing lanes
- Sidewalk infrastructure
- Subway
- taxing single occupant drivers
- Trails and ped/Bike access
- Train transportation
- travel lanes thru el paso
- Two access feeders
- V2x

### Responses to question 3: “Please provide any other comments”:

104 users elected to provide additional comments, those are listed below.

- Accommodations for pedestrians, should be a priority. Sidewalks and bike routes would provide significant improvement.
- After visiting Europe, very impressed with high speed rail service from downtown to downtown. For our aging population, that would be a winning investment.
- Appeal to younger adult city dwellers by creating more public transportation and creating bicycle lanes.
- Apply Complete street guidelines for all new roads
- As a city dweller, the biggest waste of transportation dollars enable the single occupant driver to corrode our system. One person driving in a 5 passenger, 2000 pound auto is a 20% utilization or capacity rate. Would an airline survive if it flew with 4-5ths of its seats empty?
- Bicycle trails ideally would be separated physically from auto areas like in Quebec City, e.g.
- Bike & Ped facilities are important, however these should be handled and funded on a strictly local

basis.

- Build roads
- Building a robust transportation infrastructure will require more than just putting down more roads, rails, trails, and sidewalks. All those paths must go somewhere efficiently and effectively. That means the land surrounding them needs to be designed appropriately for the transportation that serves it. No sidewalks next to the Interstate. No train stations in industrial parks. Make smart land use decisions and make sure each mode of transportation has a place for it. Above all else, don't try and squeeze a bunch of transportation modes together that travel at different speeds on the same road. Traveling by bike is not the same as traveling by car.
- Building dedicated bicycle lanes on roadways has proven to increase ridership and safety.
- City budgets can't afford to maintain unattended and overgrown TxDOT ROW areas along freeways.
- Collaboration between txdot and local transit planning authorities.
- Congestion big factor in Laredo
- Develop a Texas Transit System to tie local transit systems to others and make it more efficient and economical for people to use transit on a state level to assist in addressing vehicle congestion on the highways.
- Easier way to communicate with txdot official at the executive admin level
- Emphasis needs to be placed on lighting and signage in Freeport to safely coordinate and light industrial roadways for safety
- Excellent planning tool
- Fun and informative.
- Gas tax needs to go away and new trans tax implemented.
- Gas taxes based on population and use; spend the \$ where you get the \$.
- Generate needed revenue via a VMT-based user charge
- Good exercise
- Great tool! Better than a regular paper survey and very educational.
- High speed rail triangle would be great, especially for such a big state.. Would go from Dallas to Waco to Austin to San Antonio to Houston to College Station back to Dallas.
- Hire well trained highway and railroad engineers instead of the politically well connected trash that is a waste of money
- How come that investing in mass transit did not improve congestion in the scenario? Research suggests that adding more road capacity leads to no congestion, so there is only a temporary relief if any. Do the scenarios consider this suggestion?  
Then the job creation - more livable streets with bike & pedestrian facilities have positive impact on local economy - are these jobs considered in the scenarios?
- I don't like that transit is CAPPED at 3B when roadway expansion is capped at 10B. Would have preferred to allocate as I wanted, not as this exercise limited - then you would see where my priorities are in a more accurate fashion.
- I don't ride bikes, but I saw the new bike lanes in Austin. They look pretty neat, and if they keep the bikes out of my way then I like that.
- I had no idea how to do the budget stuff.
- I am very concerned in the transportation demands that will occur as highways reach out beyond the current suburbs.
- I see employees digging up good asphalt ... putting down new asphalt. I see employees with a blade going along the edge of the road blading and digging up the edge and then going back and filling in the asphalt the blade dug up. waste of money.
- I think better and more optional transit should be available throughout the El Paso, TX county and all over Texas. Furthermore, I think TxDOT is doing a great job in the El Paso County, but more could be done to make our lives easier in moving from one side of our city to the other.
- I use my bicycle for daily commute. It will be nice to have more efficient bike accessibility transportation methods
- I want intercity trains

- I would really like to see an increase in public transportation options and pedestrian/bike traffic in San Angelo, TX.
- I'd love to see public transit available south of Slaughter Lane. With the cost of housing in the City of Austin being so high, more and more people are moving to the outskirts.
- Increase the gas tax
- increasing traffic capacity doesn't relieve congestion - not even in Texas
- Intelligent traffic monitoring at stop lights. Improve (reduce wait time) at stop lights/intersections.
- Intelligently designed road systems, down to nitty-gritty details like ramp location, direction, and merging between mainlane and frontage, has a huge impact on congestion.
- International bridges have to be more people friendly. No need to scare people who are coming to shop and visit.
- Invest in passenger and multimodal options before oil and energy production leaves a sprawl based platform obsolete
- Investing in high quality transit options will improve traffic congestion, despite the fact that your survey does not reflect it in the performance evaluation of the budget.
- It is important to fund completion of 6 lanes on I-10 all the way from Orange to Houston
- It seems no matter the investment traffic congestion will never be achieved?
- Key is to get more freight on to rail and more people onto public transportation
- Light rail is a solution to connect this large metropolitan and it should be explored, analyzed, and implemented! Traffic congestion on roadways is true for all high populated cities and cannot be avoided. Adding more roads is not the answer. Other modes of transportation and a diversity in developments (schools, hospitals, business parks, malls) per location will help transport goods and people shorter distances to their destinations.
- Long-range strategies needed to optimize mobility while minimizing carbon footprint. Mass transit is key, along with increased options for multimodal public transit using regional and statewide coordination.
- Look at up sizing other highways to relieve traffic off freeways.
- look into google driverless cars
- Maintenance
- Make roads with shoulders and wide enough to provide safe pedestrian walking areas and safe areas to prevent accidents. More cash to Odessa!
- Make sure we are coming up with a system that works for the State vs. continuing with items that have not been working.
- Make videos of actual situations around the state like in the oil producing regions to warn motorists of the dangers and what precautions to take including people passing thru from other states
- Mass transit
- Mass transit
- Money should be spent to reduce the number of at grade road crossings on RR tracks.
- More cycling options in rural areas is needed.
- More money for rural counties.
- More transit additional movement of freight
- Na
- Need better ... Easier access to existing businesses in planning. Two way feeders should be installed in many areas particularly when overpasses are more than mile away.
- Need high speed rail within the RGV and Hill Country
- Need mileage based fees
- Need to increase focus on alternative modes – providing people with more viable options for how they travel could improve the overall performance of the transportation system.
- Need to provide more evacuation routes. Increase transit service.
- Nice exercise
- Not much discussion on aviation needs

- On the budget page, I was able to multiple denomination chips on the various highway and pavement options, but not the transit. I wanted to put more then \$1 billion on transit, but it did not allow me to do that. This is unaccesptable.
- Our city desperately needs a multimodal facility
- Passenger train
- Plan for the interstate to bo use for another 40 years. Too many projects are started by TXDOt and stop short of the HGWY 54 and New Mexico State line. West TX and Southern NM needed to partner-up and make this happen ASAP. Building billion dollar highways and stopping just short of the NM State line is a waste of taxpayer's hard-earned money. Period. Also Loop 375 around El Paso is very dangerous and must be finished ASAP! Doing all theses construction projects at once puts a huge burden on a transportation system that is already severely challenged. Working on theses projects at the same time at night is ludicrous and illogical.
- Please implement measures to encourage safer and more civil drivers.
- Ports to plains  
Loop 335
- Promote bicycles as a healthy alternative and reduce congestion for some of those trips from home under 2 miles.
- Raise gas tax
- Reconstruction of LBJ East should be TOP priority
- Reviving and/or placing new tracks all over the city to important points would be very beneficial as far as public transportation goes, also, creating better bus routes
- Road repair, smoother roads, bicycle friendly paving practices and slower speed limits.
- Rural safety and mobility needs should be included as an area of concern for improving.
- Sad that we here in as got tripped up by insane streetcar, but not sophisticated rapid transit for citizens, not moving tourists around
- Self-driving cars are coming. TxDOT & the lege need to make sure our system accommodates & welcomes their use in Texas. The coordinated communication between self-driving vehicles should mitigate much of the anticipated increase in congestion. Also, TxDOT should consider exploring other "smart highway" options, such as the experimental highway in the Netherlands.
- separated bicycle lanes and buffered sidewalks along arterials
- Stop wasting our money on hike and bike trails, rail and other nonsense. Fix our roads without tolls l as the top priority. Stop tolling the urban areas to death. It will hurt job creation and the Texas economy by exploding the tax burden.
- Technology and more tolling and user charges
- Thanks for receiving public input.
- The approaches here all reflect an emphasis on motorized transportation and roadways for these motorized vehicles. What is missing is an 4th approach based on reprioritizing transportation approaches to focus on safe and accessible use of roadways for active transportation - walking and biking, then multi-modal, and finally cars and trucks. The options available in scenarios and budgets do not even consider such an approach built on viable transportation options, complete streets, or vision zero considerations.
- The obvious solution is to make every highway a tollroad right? You already cant go north of Plano or Farmers Branch without paying a toll.
- This tool provides great information and is very educational.
- This was very informative. We need to get the general public to understand the infrastructure investment needed to improve mobility.
- To general for the public to understand
- To reduce traffic congestion suggest funding ride sharing programs where companies are reimbursed for employees commuting together to work . Good example is California model.
- Traffic congestion is a main concern of mine along with everyone else, but for some reason my "budget" did not bid it any concern...might need to check how the metrics are generated on the backend of this survey?

- Traffic management timing lights big need, but probably more of a metro responsibility
- TxDOT needs to consider alternative revenue sources, looking ahead several decades!
- TXDOT needs to invest more in areas outside the I-35 corridor to relieve traffic safety concerns. A strategy of building four-lane divided highways to connect all metropolitan areas greater than 100,000 population.
- TxDOT should take a more active role in funding mass transit projects across the state, as these types of investments will do far more for sustainable mobility and job creation than simply expanding freeways. With federal funding for all kinds of transportation projects becoming increasingly unreliable, it is up to the state to ensure that our quality of life isn't squandered by shortsightedness.
- Use toll roads
- Very interactive tool but a lot to read and comprehend
- VMT is declining and the trend is expected to continue. Investing in more road capacity for autos is inefficient and ineffective and should be discontinued. Transit, bike and pedestrian improvements should take priority.
- We need a complete streets policy and aggressive spa campaign to improve and encourage multi-modal transportation. Prioritize spending by active transportation, public transit and cars in that order
- We need more expansion of roadways that diagonal across state or parallel IH system to take load off them.
- We need multimodal solutions. We cannot pave our way out of congestion!
- Would like additional new roads to only be toll roads as a last resort. Would support very small increase on fuel tax, vehicle taxes instead of toll roads.