The
Texas Rural Transportation Plan

Component of the Statewide Long-Range Transportation Plan

Volume 2

Adopted by Texas Transportation Commission Action June 28, 2012

Texas Department of Transportation
Transportation Planning and Programming Division

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Appendix B: Stakeholder and Public Outreach

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From:
Thursday, August 18, 2011 1:54 PM
To:
Subject: Fwd: Transportation Planning

Our first comment.

>>> On 8/18/2011 at 9:28 AM, in message <OF1B2AA1CE.80A09AD6-ON862578F0.004F40E5-862578F0.004F827B@nps.gov>, wrote:

Hi Peggy,

Mr. Randall contacted Big bend national Park about the upcoming meetings. I will be difficult or impossible for the park to send a representative for the date in Alpine or elsewhere this time around.

I would like to request that you pass along the information to Mr. Randall that Big Bend National Park is in favor of public transportation between Alpine, TX and the park for potential park visitors to use. We had a meeting with Mr. Randall a few years ago, and we told him this at that time. Just asking that you pass this on for the discussion if possible?

Sincerely,

EXPERIENCE YOUR AMERICA
The National Park Service cares for special places saved by the American people so that all may experience our heritage.

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Its back to school, please respect and obey school zones.
Our children depend on it. For more information, visit
www.txdot.gov/safety/tips/pedestrians.htm

TxDOT Response:

We appreciate your suggestions. Public transportation services for Presidio County are coordinated by West Texas Opportunities, Inc. through a non-profit entity known as Permian Basin Rural Transit District. This is a demand/response service with rates based on travel distance. The suggestion for a schedule-based shuttle service between Alpine and Big Bend National Park has been submitted to the El Paso District and TxDOT's Public Transportation Division.

From: Kris Gandham [Kris.Gandham@etcog.org]
Sent: Tuesday, September 20, 2011 2:37 PM
To: tpp_txtranplan@dot.state.tx.us
Cc:
Subject: TX RTP 2035 Comment Form
Attachments: TXDOT Comment Form.jpeg

Please accept the attached Comment Form in regards to the Texas Rural Transportation Plan 2035.

Thank you,
Kris

Kris Gandham, GISP | Associate Director of Transportation
East Texas Council of Governments | 3800 Stone Rd. | Kilgore, TX 75662

CONFIDENTIAL INFORMATION: The information contained in this transmittal and accompanying documents is protected by both state and federal law. This information is intended only for the use of the individual or entity named above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or action taken in reliance on the contents of this transmittal is strictly prohibited. If you have received this transmittal in error, please notify the sender immediately to arrange for return or destruction of these documents.

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Texas Rural Transportation Plan 2035

Texas Department of Transportation

STAKEHOLDER MEETING 1
Texas Rural Transportation Plan 2035

COMMENT FORM

This form is provided to receive your comments regarding the Texas Rural Transportation Plan 2035. Please use the space provided below, attaching additional pages if necessary. Either leave this form at the meeting, or mail it to the address provided. You may also submit comments through the TxDOT website, www.txdot.gov/public_involvement/rural_2035, or by email to TPP_TxTranPlan@dot.state.tx.us. We appreciate your interest and value your input.

Comments: The East Texas Council of Governments ("ETCOG") would like to formally comment to TxDOT for our recently formed East Texas Rural Planning Organization (" RPO"), which represents the fourteen counties within our regional planning organization. We feel that the plan should take a multimodal approach to developing the Texas Rural Transportation Plan 2035, particularly given the long range (twenty-four year) planning horizon. While other modes of transportation were mentioned at the stakeholders' meeting, the presentation seemed heavily weighted to highway construction projects. Although highway planning and prioritization is essential, other modes should be considered in approaching mobility challenges and highway capacity issues. Particularly this is the case, given the long-range nature of this study. An air or rail investment may compliment, or even be a better method to address a particular highway capacity problem.

For example, regional commercial air service has witnessed a substantial curtailment during recent years, and American Airlines is preparing to "spin-off" American Eagle, the principle existing link to the DFW American hub. A hub and spoke system, utilizing passenger rail to link travellers with the DFW hub could relieve some of the anticipated congestion along Interstate 20. This could be accomplished for less cost than adding additional lanes to the existing system. Additional track could also alleviate the anticipated truck traffic along Interstate 20, with less pollution and more economical solutions associated with movement of freight via rail.

Further, some transportation problems may be addressed by changing outside factors such as zoning, work hours, or, for instance, not locating a new school on a primary highway where it will cause congestion. An integrated and multi-modal approach to proposing to an entire transportation system --as opposed to a "highway-only" approach-- will better serve the State of Texas in the outlier years. We submit that these types of approaches to transportation planning should be covered in the plan.

We feel that we can represent our region's interest through our RPO and through the RPO present constructive comments to both now and in the future

Judge Anderson, Chairman of the East Texas Corridor Council, concurs in these comments.

Please contact us if you have any questions or concerns that you would like to see addressed.

Judge Richard Anderson, Chairman
East Texas Corridor Council
211 West Austin St., Marshall, TX 75670
Phone: 903 938 8373; Fax: 903 938 3784

David Cleveland, Executive Director
East Texas Council of Governments
3800 Stone Rd, Kilgore, TX 75662
Phone: 903 984 8641; Fax: 903 983 1440

TxDOT Response:

We appreciate your comments on the stakeholder meetings in August 2011. The TRTP report provides a more balanced discussion of all modes. At forecast of rural public transportation needs through 2035 is provide in Appendix C.

From:
Sent: Friday, September 23, 2011 6:49 PM
To: tpp_txtranplan@dot.state.tx.us
Subject: FW: Comments on Texas Rural Transportation Plan 2035
Attachments: BMA letter re TX Rural Trans Plan 2035.pdf

Importance: High

I apologize for the typo in your email address. Please hit reply to confirm receipt. Thanks very much!

From:
Sent: Friday, September 23, 2011 6:27 PM
To: TTP_TxTranPlan@dot.state.tx.us
Subject: Comments on Texas Rural Transportation Plan 2035
Importance: High

Ms. T,
Attached are my comments on the Texas Rural Transportation Plan 2035. Please keep me informed of progress and future opportunities to comment.
Let me know if you have any questions. Thank you very much for the opportunity to provide this input
Sincerely,

Bowman-Melton Associates, Inc.
bicycle and pedestrian planners

September 23, 2011

Ms. Peggy Thurin, P.E., Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, TX 77027

Re. Comments on TRTP 2035

Dear Ms. Thurin;
This letter is in response to Executive Director Saenz's request for written comments. In the interest of providing safe and efficient movement of people and goods, enhancing economic viability, and improving quality of life for people who travel throughout the state of Texas, I submit the following comments, from the perspective of a native Texan, and both an avid cyclist and hiker, as well as from a professional perspective - spanning more than 16 years of planning and design assistance for bicycle and pedestrian accommodation throughout Texas.

1. The reference to helping "transportation decision-makers plan for improved mobility and connectivity among the different modes of transportation…" omits *bicycles* from the list of examples stated in your August 2011 publication. While I acknowledge that this list was surely not intended to be exhaustive, please ensure that consideration for future bicycle accommodation isn't overlooked, as has often been the case in both urban and rural transportation projects. **This omission has chronically occurred during the NEPA process of most typical roadway programming projects.** As a result – inclusion of bicycle accommodation is unable to be considered due to inadequate acquisition of right of way. Once the NEPA process has been approved – addition of roadway capacity for inclusion of bicycles seems to no longer be an option. It's imperative that every roadway project throughout the state include provision of space for bicycles via 1) adequate shoulder widths; 2) a clear indication (signage and markings) to motorists that cyclists may occupy the full travel lanes due to limited pavement widths; or 3) through installation of continuous AASHTO-compliant bike lanes. Rural areas are among the top choice for many cyclists due to the reduced traffic and scenic qualities our state has to offer.

2. Tourism by bicycle is very popular in many areas of the U.S., and Texas is no exception. The TRTP 2035 plan should make every effort to include provision for bicycles, especially along routes that have been identified as *Texas Tourism Bicycle Routes*. A typical distance for touring bicyclists can range anywhere between 20 miles, to in excess of 100 miles per day. It's critical that Texas rural roadways be constructed and managed to accommodate this mode of travel as well.

3. Quality of experience is a key factor in accommodating rural bicycle travel. The chip seal used by TXDOT in recent decades has created an enormously uncomfortable surface upon which to ride. Cyclists frequently complain that the surfaces of the roadways, especially the shoulders, are extremely fatiguing to the hands, arms and shoulders. I have found myself forced to ride in the main travel lanes even though shoulders exist in order to escape the unpleasant vibration caused by chip seal surfaces. While I realize that materials costs are an important factor – these costs should never be allowed to outweigh the quality of experience for those who choose to, or must, travel by bicycle.

4. On the pedestrian side – we realize that sidewalks in rural areas can be impractical in some cases. Rural Texas should look to join the rest of the state in creating a statewide

4140 Commerce Street, Suite 101 • Dallas, TX • 75226
Phone: 214-828-2144

network for walking and bicycling, including to schools and other daily destinations. So doing could have a profound impact on the quality of life and the critical connectivity to jobs, and to both public and private commercial resources throughout the state.

5. Focus on connections for both pedestrians and bicyclists will help preserve the rural character of Texas while clearly resulting in a beneficial effect on access to jobs, improved air quality, reduced traffic congestion, and overall improvements to peoples' health and quality of life. Property values in these rural areas would probably be positively impacted as well.

6. On the environmental side – all of the reasons above indicate a need for quality of experience and preservation of Texas' rural and scenic character. This includes our state's greenways - including prairies, forests, rivers and creeks – including wildlife habits and ecological corridors. It's imperative that future roadway projects throughout the state also aim to reduce adverse impacts to these ecosystems and scenic qualities so many of us know and appreciate. Nothing is worse than walking or bicycling across a favorite river or creek, only to find it filled with rock rip rap or concrete rubble – in the name of "erosion protection." We can do better than that.

Thank you for the opportunity to provide this input. I look forward to an update as the plan progresses.

Sincerely,

W.J. 'Bud' Melton III
Vice President

4140 Commerce Street, Suite 101 • Dallas, TX • 75226
Phone: 214-828-2144

TxDOT Response:

We appreciate your suggestions. Per the TxDOT guidelines issued March 23, 2011, the inclusion of bicycle and pedestrian facilities shall be considered with the project is scoped. Public input, when applicable, as well as local city and metropolitan planning organization bicycle and pedestrian plans shall be considered. Plans, specifications, and estimates shall also ensure that proposed designs include these accommodations, if applicable, and are constructed according to Texas Accessibility Standards and Americans with Disabilities Act Accessibility Guidelines, AASHTO Guide for the Development of Bicycle Facilities

From: Peggy Thurin [Peggy.Thurin@txdot.gov]
Sent:
To:
Thomas A Williams; Tina Walker; Tracy L Hill
Subject: Fwd: BikeTexas Comment Letter on TxDOT TRTP 2035 Initiative
Attachments: BikeTexasComments-TxDOT-TRTP2035-09-22-11.pdf

>>> On 9/22/2011 at 12:37 PM, in message <CADNz5zoBqV54-3i4M1hzd4LOeoT+x4s=ndcPKMGJtA_9aqEsUA@mail.gmail.com>,

Dear Peggy,

Attached is a letter to you from BikeTexas Executive Director Robin Stallings with BikeTexas comments on the TxDOT Texas Rural Transportation Plan 2035 initiative.

As a followup to previous discussion between your staff and BikeTexas staff, I will send under a separate email some photos of separated pathways along rural highways and railroads.

Thanks again for your work on this project and for the opportunity for stakeholder participation. Please contact us any time if we can be of assistance,

Sincerely,

Mark

Mark Stine
Special Projects Manager
BikeTexas

www.biketexas.org

Are YOU a member?

==========
TxDOT wants to encourage football fans to enjoy the big game, but to be responsible when it comes to game day drinking. Know when to Pass up that drink or Pass off your keys to a designated sober receiver. Dont Drink and Drive.
www.txdot.gov/safety/drink.htm

BikeTexas
Texas Bicycle Coalition
www.BikeTexas.org

September 22, 2011 Sent by Email

Ms. Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
Texas Department of Transportation (TxDOT)
4544 Post Oak Place, Suite 224
Houston, TX 77027

Re: BikeTexas comments on TxDOT Rural Transportation Plan 2035 as follow-up to BikeTexas testimony at TxDOT public outreach meetings held across Texas from August 22 to September 1, 2011

Dear Ms. Thurin,

Thank you and your staff for your work on development of the Texas Rural Transportation Plan 2035 (TRTP 2035) as a component of the TxDOT Statewide Long-Range Transportation Plan 2035 adopted November 18, 2010 by the Texas Transportation Commission.

BikeTexas greatly appreciates this opportunity to make further comments on the draft plan. As you know, BikeTexas is the statewide advocacy and safety education non-profit organization for both bicycling and walking for adults and children with support from over 30,000 individuals and a wide range of organizations across Texas.

Role of Bicycling and Walking in the Texas Rural Transportation Plan 2035 in Relation to Connectivity and Congestion Relief

As a basic tenet, BikeTexas and many other stakeholders in Texas view bicycling and walking not as an adjunct, but as an important component of a complete transportation system in both rural and urban areas in Texas. The economic and other benefits to individuals and communities, described below, are very substantial. The TxDOT Statewide Long-Range Plan 2035 has established pedestrians and bicyclists as an important component of a comprehensive multi-modal transportation system, as has the U.S. Department of Transportation (USDOT) *Policy Statement on Bicycle and Pedestrian Accommodation, Regulations and Recommendations, March 11, 2010*[1].

BikeTexas agrees with TxDOT that bicycle and pedestrian infrastructure should be planned, designed and implemented from a corridor perspective to maximize the connectivity between destinations. BikeTexas believes planning, design and construction of pedestrian and bicycle facilities is highly cost-effective when implemented during initial road construction or reconstruction projects through the concept known nationally as "Complete Streets" policy. TxDOT has addressed this issue through the March 23, 2011 TxDOT Memorandum *Guidelines Emphasizing Bicycle and Pedestrian Accommodations* from

P.O. Box 1121, Austin Texas 78767
512-476-RIDE (7433) Fax: 512-476-7458
mail@biketexas.org - www.biketexas.org

Assistant Executive Director for Engineering Operations John Barton, P.E. to TxDOT District Engineers.

Congestion can and does occur in rural areas on roadways and in the towns and small cities that serve as home to much of the Texas rural population. Prudent investment in safe and comfortable bicycling and pedestrian infrastructure through Complete Streets and other initiatives will encourage more residents to use these options for travel between home, work, school, and retail/business destinations, releasing more road capacity and meeting the overall transportation needs for both local and pass-through roadway users.

BikeTexas Requests for Inclusion in TRTP 2035

First, BikeTexas respectfully requests that bicyclist and pedestrian be addressed in the "roadway" part of the TRTP 2035 as opposed to the "non-roadway" part. Pursuant to a complete transportation system and a Complete Streets policy, the great majority of bicycle and pedestrian facilities are associated with roadways.

Second, BikeTexas respectfully requests that the TRTP 2035 include a provision to establish a planning and implementation process involving stakeholders for intercity bicycle and pedestrian routes across the state pursuant to Texas Transportation Code Section 201.9025 outlining the Texas Bicycle Tourism Trail Act and under the U.S. Bicycle Route System initiative by the nationwide Adventure Cycling Association.

Third, BikeTexas respectfully requests that the TxDOT policy consistent with Complete Streets outlined by Mr. Barton's memo be incorporated into the TRTP 2035. BikeTexas recommends the following text.

[Begin text.]

The TxDOT Statewide Long-Range Plan 2035 has established pedestrians and bicyclists as an important component of a comprehensive multi-modal transportation system. Planning, design and construction of pedestrian and bicycle facilities is highly cost-effective when implemented during initial road construction or reconstruction projects, a concept known nationally as a "Complete Streets" policy.

TxDOT joins nine other state departments of transportation nationwide in Complete Streets friendly policies through the March 23, 2011 TxDOT Memorandum *Guidelines Emphasizing Bicycle and Pedestrian Accommodations* from Assistant Executive Director for Engineering Operations John Barton, P.E. to TxDOT District Engineers.

Pursuant to this memorandum, "TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians." Further pursuant to the memorandum, bicycle and pedestrian accommodations shall be considered and discussed as the need and purpose of a project is defined during the National Environmental Policy Act (NEPA) process, taking into consideration existing and anticipated bicycle and pedestrian facility systems and needs in a comprehensive multi-modal transportation system. Guidance in the memorandum for construction in both rural and urban settings shall be consulted in this process.

Components to be addressed by TxDOT, regional and local officials to insure a comprehensive multi-modal transportation system include but are not limited to (a) construction and maintenance of road shoulders, sidewalks and side paths and

establishment of connectivity of these components between destinations, (b) elimination of barriers or "choke-points" caused by topography, guardrails and bridges and other factors that effectively break connectivity for bicyclists and pedestrians between destinations , (c) installation of signage appropriate for informing motorists, bicyclists and pedestrians of safety and other issues, (d) adoption of seal coat processes and materials that better facilitate use of the roadway by bicyclists and pedestrians, (e) promotion of a traffic safety culture that reduces fatalities and injuries and creates a safer and more comfortable traffic environment for all users and (f) review by the TxDOT Bicycle Advisory Committee and other officials to identify opportunities including routes and sidepaths for tourism by bicyclists, pedestrians, equestrians and other visitors to rural Texas communities pursuant to Texas Transportation Code Section 201.9025.

[End text.]

Discussion of Economic and Community Impacts of Bicycling and Walking

The following sections discuss economic and community impacts of bicycling and walking in relation to the above BikeTexas requests.

Vehicle Operation Costs

The positive economic impact of bicycling and walking for both individuals and the community is not often presented in a quantitative manner but is very substantial. For example, AAA reports an annual cost of $8430 annually for operation of a mid-sized sedan for 15,000 miles at 56 cents per mile[2]. Reducing miles on vehicles or even eliminating second and third family vehicles can save money for families and reduce use and wear of roadways.

Health Costs of Physical Inactivity

Annual cost of obesity-related disease alone in Texas was estimated to be at least $11 billion in 2001 and is projected up to $40 billion in 2030, according to the Texas Department of State Health Services[3]. Specific to business, Texas Comptroller Susan Combs reports, "Our updated estimates put obesity-related costs for Texas businesses at *$9.5 billion in 2009*. Left unchecked, *obesity could cost employers $32.5 billion annually by 2030*[4]."

The economic benefits of a transportation system that better facilitates daily physical activity to reduce this cost are just as real as the economic benefits from a transportation system that facilitates efficient movement of food and medicine. The individual savings through reduction of health care costs can translate into a significant benefit to families and the local economy. This is especially true in rural areas with aging populations and limited access to healthcare facilities.

Impact of Increase in Bicycle and Pedestrian Mode Share

Bicycle and pedestrian modes are appropriate for many "short trips" of three miles or less that are currently made 72% of the time by motor vehicles. Of all driving trips, 43% are three miles or less, or a 20-minute bike ride; of all driving trips, 20% are one mile or less, or a 20-minute walk[5]. If half of these short motor vehicle trips were replaced with bicycling and pedestrian trips, significant reduction in motor vehicle traffic in the 15 to 20% range could be realized.

Bicycle and pedestrian modes are also appropriate for destinations involving longer distances. Bicyclists frequently commute for distances greater than five and even 10 miles. A 1997 University of Washington analysis of bicycle commuting practices of 2374 voluntary survey respondents from across the country reported an average bicycle commute distance of 7.2 miles[6]. A more recent Texas survey in 2008 sponsored by TxDOT and the Federal Highway Administration reports an average commute of 6.5 miles for 810 respondents, with a range of one-quarter mile to 35 miles[7]. Persons of average but not exceptional physical fitness can easily cover these average distances.

Impact of Bicycling and Walking in Active Tourism

It is well-known that TxDOT is a major partner with other Texas state agencies and organizations in support and promotion of the $58 billion (2010)[8] Texas tourism industry. Active Tourism is a relatively new travelling philosophy being embraced in Texas that combines adventure, recreation and education. Bicyclist and pedestrian activities including hiking are well-suited for active tourism to explore the natural, historical and cultural resources of Texas

The economic value of bicycle tourism in a tourism region, the northern Outer Banks, is calculated at $60 million annually in a 2004 study conducted by the North Carolina Department of Transportation [9]. A statewide study commissioned by the Wisconsin State Assembly and conducted by the University of Wisconsin in 2010 determined an annual value of $920 million for bicycle tourism in Wisconsin[10], a state with one-quarter of the population and gross state product of Texas, and a long snow season that limits cycling. The study reports local expenditures by visiting cyclists ranging from $54 to $81 daily, depending on factors such as overnight stays.

In addition to local Texas venues centered around communities, parks, historical sites and other resources, two important corridor initiatives are especially suited to increase bicycle tourism in rural Texas.

First, the Texas Bicycle Tourism Trails Act took effect September 1, 2005. The act created Section 201.9025 of the Texas Transportation Code to facilitate development of an on-road and off-road statewide network of bicycle trails that "reflect the geography, scenery, history, and cultural diversity of this state and may include multiuse trails to accommodate pedestrians and equestrians"[11].

One potential route, Old Texas Highway 20, runs from Houston to Austin, mostly on county roads that once carried the old highway until U.S. Highway 290 was completed in the 1950's. This route, passing through Hempstead, Brenham, Giddings and Elgin, was selected by the TxDOT Bicycle Advisory Committee in 2006 as a candidate as a Texas Bicycle Tourism Trail. Two county commissioners courts in Lee and Waller Counties have passed resolutions supporting establishment of this intercity bicycle route. Another potential candidate is El Camino Real de los Tejas, a 2600 mile system of old Spanish roads in 26 Texas counties and two Louisiana Parishes designated as a National Historic Trail by the U.S. Congress in 2004.

The Texas Bicycle Tourism Trails Act has not been funded.

Second, the national bicycle touring organization Adventure Cycling Association (ACA) is working with state and local groups to develop the U.S. Bicycle Route System, a proposed national network of bicycle routes intended to link urban, suburban, and rural areas using a

variety of appropriate facilities. These routes are nominated for numbered designation by state departments of transportation (DOTs) and are catalogued by the American Association of State Highway and Transportation Officials (AASHTO.)[12]

ACA currently supports over 20 cross-country and regional bicycle touring routes across the nation, two of which have been recognized by several eastern states through which they pass. The Southern Tier Route from San Diego, CA to St. Augustine, FL crosses Texas through Texas communities including but not limited to El Paso, Alpine, Del Rio, Kerrville, Blanco, Austin, Bastrop, Navasota, New Waverly, Kountze, and Kirbyville. Establishment of signage along this route in Texas could increase visibility and usage.

BikeTexas recommends review of the statewide bicyclist/pedestrian route model of La Route Verte, which consists of over 4000 km of signed on-road and off-road bicycle and hiking routes connecting communities across Québec Province, Canada, including the major cites of Montréal and Québec with connections to Ottawa, Ontario[13]. This network plan was presented in 1995 with an initial investment of about $90 million over ten years. Over 90% of the route is now completed.

While both BikeTexas and ACA have explored concept routes in Texas for these respective initiatives, actual designation of such routes should be the result of a process involving TxDOT, Texas regional councils, rural communities, BikeTexas and other stakeholders. The TRTP 2035 should be used as a vehicle for development of such a process. This process can coordinate with rail-to-trail (abandonment) and rail-with-trail (existing rail line) projects.

Such active tourism facilities for visiting bicyclists and pedestrians also *provide tremendous value for use by the residents of communities* *who have these facilities available to them on a daily basis*.

TxDOT Initiative on Inexpensive Bicycle and Pedestrian Infrastructure Connecting Local Destinations

Much of the population of rural Texas lives in towns and small cities where bicycle and pedestrian facilities connecting destinations can serve more people for these commute and errand distances. Dedicated infrastructure can be the relatively inexpensive laying of asphalt along the road right-of-way, such as this side path connecting the street grid of Fort Davis, Texas with public sports fields less than one mile south in the easement of Texas State Highway 17 (left.) The paved shoulders on the highway are suitable for more experienced cyclists, while pedestrians and inexperienced or younger cyclists have the side path available for use. BikeTexas is aware of several other such side paths in Texas constructed in TxDOT right-of-way. These paths are also suitable for electric powered bicycles and scooters as well as golf carts.

Such inexpensive paths, at lengths of less than a mile to several miles, may serve as effective bicyclist/pedestrian connectors on segments where topography and other factors have resulted in highway infrastructure that constitutes, in practical terms, barriers to safe and comfortable passage by bicyclists and pedestrians.

Seal Coat Methods

BikeTexas understands the economic value of the seal coat process to protect road surfaces before they start to deteriorate. BikeTexas also supports the use of available in-house TxDOT resources on policy and materials to assist TxDOT District and Area Engineers to employ effective seal coat specifications and methods of application to the greatest extent practicable to accommodate safe and comfortable bicyclist travel on on-system roads[14, 15].

Funding Considerations

Funding for bicyclist and pedestrian infrastructure in the TRTP 2035 includes but is not limited to the following sources.

1. A low percentage of existing highway or road project funds as part of a "Compete Streets" policy, providing bicyclist and pedestrian infrastructure at a fraction of the cost of standalone bike/ped projects.

2. Funding from federal programs specified for bicycle and pedestrian infrastructure such as Transportation Enhancements, Safe Routes to School and Recreational Trail Programs.

3. Local initiatives such as bond packages.

Efficient investment of bicyclist and pedestrian infrastructure in the TRTP 2035 is important for rural Texas counties to (a) address traffic connectivity and congestion as well as other rural issues such as quality-of-life attractions for families and businesses as well as aging population needs, (b) provide transportation options for rural counties contiguous with and affected by urban counties, and (c) lay the foundation of a complete transportation system for rural counties that, under the high demographic growth projections for Texas, will become urban counties.

Conclusion

Thank you for your consideration of these requests and review of the accompanying comments. BikeTexas is committed to working with TxDOT and the rural Texas community toward the goal of a successful Texas Rural Transportation Plan 2035. BikeTexas staff remains available to further discuss and develop these issues with you and your staff. Please contact me at any time at 512-694-9158 (cell) or robin@biketexas.org or BikeTexas Special Projects Manager Mark Stine at 512-921-0581 (cell) or mark@biketexas.org.

Sincerely,

Robin Stallings

Robin Stallings
Executive Director

cc: Mr. Charles Riou, P.E., TxDOT Statewide Bicycle and Pedestrian Coordinator

References

1. *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation, Regulations and Recommendations, March 11, 2010.* U.S. Department of Transportation, Washington, D.C., 2010. http://www.dot.gov/affairs/2010/bicycle-ped.html

2. *Your Driving Costs: How much are you really paying to drive?*, 2010, American Automobile Association, Heathrow, FL, Stock 2717, 2010. http://www.aaaexchange.net/Assets/Files/201048935480.Driving%20Costs%202010.pdf

3. *The Burden of Overweight and Obesity in Texas, 2000-2040, Executive Summary*, Texas Department of Health (now Texas Department of State Health Services), Austin, TX, 2004, http://www.dshs.state.tx.us/obesity/pdf/Cost_Obesity_ExecSumm.pdf.

4. *Gaining Costs, Losing Time: The Obesity Crisis in Texas*, Susan Combs, Texas Comptroller of Public Accounts, Austin, TX, February, 2011. http://www.window.state.tx.us/specialrpt/obesitycost/pdf/GainingCostsLosingTime.pdf

5. *National Household Travel Survey*, Federal Highway Administration Office of Policy, 2009 (summary of "Mode Share" and "Short Trips" compiled into on-line report by League of American Bicyclists and America Bikes, Washington, D.C., 2010). http://www.bikeleague.org/resources/reports/pdfs/nhts09.pdf

6. *A Survey of North American Bicycle Commuters*, William E, Moritz, Ph.D., University of Washington, Seattle, WA, 1997. http://www.bicyclinglife.com/library/moritz1.htm

7. *State Bicycle Survey Reveals Cycling Perceptions*, Daniel J. Vargas, Cockrell School of Engineering, Center for Transportation Research, Cockrell School of Engineering, University of Texas at Austin, Austin, TX, 2008. http://www.utexas.edu/research/ctr/research/articles/bike_survey.html

8. *Texas Tourism Mission and Program Description, 2012 Marketing Plan*, Office of the Governor, Economic Development and Tourism (Texas Tourism), Austin, TX, 2011. http://travel.state.tx.us/PublicRelations/Marketing-Plan/FY2012-Texas-Tourism-Marketing-Plan.aspx

9. *Pathways to Prosperity; The Economic Impact of Investments in Bicycle Facilities*, North Carolina Department of Transportation, Division of Bicycle and Pedestrian Transportation, Raleigh, NC, 2004. http://www.ncdot.gov/bikeped/download/bikeped_research_EIAbrochure.pdf

10. *Valuing Bicycling's Economic and Health Impacts in Wisconsin,* The Nelson Institute for Environmental Studies, Center for Sustainability and the Global Environment, University of Wisconsin, Madison, WI, 2010. http://atfiles.org/files/pdf/WIBicyclingReport.pdf

11. Texas Tourism Trails, BikeTexas, Austin, TX (9/20/11 webpage search.) http://www.biketexas.org/en/infrastructure/texas-tourism-trails

12. U.S. Bicycle Route System, Adventure Cycling Association, Missoula, MT (9/20/11 web search.) http://blog.adventurecycling.org/2010/02/us-bicycle-route-system-101.html

13. La Route Verte, Vélo Québec, Montréal, Québec Province, Canada (9/20/11 webpage search.) http://www.routeverte.com/rv/index_e.php

14. *Accommodating Bicyclists in Seal Coat Construction,* Memorandum to TxDOT District Engineers, John A. Barton, P.E., Assistant Executive Director, Engineering Operations, TxDOT, Austin, TX, April 13, 2009.

15. *Verbal presentation on outline of practicable processes for seal coat applications that fcan accommodate bicyclists*, Jerry Peterson, P.E., TxDOT Materials Branch Manager, TxDOT Bicycle Advisory Committee Meeting, Austin, TX, June 29, 2010.

TxDOT Response:

We appreciate your comments. The TRTP report includes a discussion of Complete Streets as well as the economic and community impacts associated with bicycle transportation. The additional comments provided in your letter will be considered along with comments received after the public hearing.

From:
Sent: Tuesday, October 18, 2011 3:26 PM
To: 'TPP_TxTranPlan@dot.state.tx.us'
Subject: FW: Statewide Rural Transportation Planning Coordinator
Attachments: SPI Transportation Plan 04252011.pdf

From:
Sent: Tuesday, October 18, 2011 3:25 PM
ToSubject: Statewide Rural Transportation Planning Coordinator

Please include the attached project in you evaluation and consideration in the Statewide Rural Transportation Plan. The City of South Padre Island falls outside area MPO's and is classified by the US Census Bureau as a rural community. The City is also located in an Economically Distressed County in Texas and our transit system serves a colonia listed in the Texas Secretary of State's list of certified colonias. The project described in the attached preliminary engineering plan will connect two major state facilities, one a planned toll bridge, and address congestion during peak periods.

If you need additional information, please do not hesitate to contact me at .

City of South Padre Island

City of South Padre Island, Texas

DRAFT Transportation Plan Report

In Conjunction with the Padre Boulevard and Entertainment District Form-Based Code Initiative

April 2011

Kimley-Horn and Associates, Inc.

Gateway Planning Group

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Introduction

The City of South Padre Island is transforming its transportation system. As more people move to the island or visit its famous beaches, the demands on the transportation infrastructure will increase. Given the current roadway system's capacity constraints, the City must address these transportation challenges as growth and redevelopment occur. This transportation report presents a comprehensive set of roadway, transit, and parking recommendations to address future mobility and development needs.

In 2010, the City of South Padre Island (SPI) initiated a planning process to develop a form-based code for the Entertainment District and the Padre Boulevard commercial corridor. The process included the following components:

- A market analysis that examines short- and long-term forecasts and analyzes future market demand,
- A week-long design workshop and follow-up meetings to generate development and design options that established a vision for Padre Boulevard and the Entertainment District,
- A form-based code, including a regulating plan and development framework to implement the community's vision, and
- An integrated multi-modal transportation network plan to meet the city's current and future mobility needs.

The new corridor master plan and the multi-modal transportation plan were developed through a community design workshop process and coordinated work sessions with the TxDOT. These corridor planning activities embrace the creation of a redevelopment plan that incorporates the principles of New Urbanism to foster the development of mixed-income housing, neighborhood-scale retail and transit-friendly contexts throughout the corridor. The planning and redevelopment initiative embraces a complete context-sensitive approach, redefining not only the street itself but also the entire neighborhood context along the corridor.

Following is a description of each of these components:

Form-Based Code (FBC) Initiative

A primary goal of the FBC Initiative is to provide a tool for the redevelopment of Padre Boulevard and the Entertainment District that integrates public assets, roads, transit facilities, parks, and trails with development to create a walkable and sustainable community.

By definition, form-based codes implement a specific urban form. Given conventional zoning's bias towards auto-oriented development, form-based codes are almost always a tool to implement walkable mixed use. One of the most critical aspects of successful plan implementation is establishing adjacency predictability for redevelopment. This ensures that property values will increase consistently as development or redevelopment occurs. A regulatory framework that does not require all property owners to meet higher development and design standards will create an uncertain environment and may fail to attract new investment. Thus, if implementing a specific area plan, a mandatory form-based code is an economic development imperative as opposed to an aesthetic requirement.

This is specifically relevant to the redevelopment of Padre Boulevard and the Entertainment District in South Padre Island into a walkable, mixed use corridor and regional destination. As the City continues to invest in infrastructure and maintenance, it needs to be able to better leverage private development. A carefully crafted and applied form-based code, together with the city's infrastructure program, can be the value capture vehicle by which public investment in transportation and other civic infrastructure is leveraged to increase the development potential of all properties within the FBC area, thus increasing property values and tax revenues to the community.

The Master Plan for Padre Boulevard envisions development "nodes" at key intersections along the Boulevard which can anchor higher intensity and mix of uses to better link the bay side of the island to the beach side. For the Entertainment District, the vision is to develop a vibrantly active boardwalk along the Bay with key east-west streets becoming SPI's "Main" Streets linking Padre Boulevard to the bay.

The Illustrative Master Plan is located in the Appendix.

Design Workshop and other Stakeholder Meetings

The Form-Based Code (FBC) Initiative planning process was based on facilitation and participation of a variety of stakeholders. The design workshop was a focused week long event that included many development and roadway design concepts for Padre Boulevard and the Entertainment District by the consultant team and daily meetings with stakeholders; these efforts helped inform the conceptual redesign for Padre Boulevard and the desires for the FBC. In addition to the design workshop, the project team held meetings with the City, TxDOT, residents, business owners and other stakeholders throughout the year-long process to better understand the existing constraints and to receive feedback on preliminary recommendations.

Exhibit 1: Technical working group meeting

Exhibit 2: Technical working group meeting

Market Analysis

TXP, Inc. prepared the Market Analysis for Padre Boulevard Initiative in support of the FBC Initiative. The analysis looked at short- and long-term forecasts for growth on SPI.

The market analysis study found that:

- Over the next 20 years, SPI is expected to grow by 4,413 housing units, 101,548 SF of office space, and 672,066 SF of retail/restaurant/entertainment space.
- Within the FBC study area, SPI is expected to grow by 265 housing units, 71,000 SF of office space, and 470,000 SF of retail/lodging/entertainment space.
- Only 5.2% of employees who work on SPI, live on SPI (as of 2008)
- Of the SPI residents who work, 36% work on SPI.
- Within Cameron County, SPI represents 1% of the population and 16% of the tax base.

South Padre Island Socioeconomic Context

South Padre Island Region Population & Employment Forecast
(Census Tract 123.02 – includes Long Island)

Population	2008	2015	2030	2045
Low	4,553	5,064	6,235	7,781
Medium	4,553	5,140	6,921	9,948
High	4,553	5,216	7,607	12,115
Employment	**2008**	**2015**	**2030**	**2045**
Low	4,310	4,722	5,323	5,943
Medium	4,310	4,793	5,909	7,598
High	4,310	4,864	6,494	9,252

Source: TXP

Integrated multi-modal transportation network plan

This multi-modal transportation network plan considers automobile, pedestrian, bicycle, parking, and transit uses. The transportation system must not only serve the functional purpose of moving people and goods (i.e., providing adequate capacity), but also contribute to the goal of creating a livable, walkable community by enhancing area land uses. Tying transportation improvements with the FBC development framework is fundamental to building a lasting, sustainable community. This plan includes recommendations for the multi-modal transportation network.

One of the primary transportation outcomes of the initiative is the development of a conceptual multi-modal transportation plan for Padre Boulevard, which is provided in the Appendix. This roadway functions as both the "Main Street" for the City and as a major arterial roadway (TxDOT Park Road 100), which can create competing goals of access versus mobility. Working closely with the City and TxDOT, conceptual plans were created based on agreed upon design criteria. Exhibit 3 demonstrates the project location and concepts for Padre Boulevard.

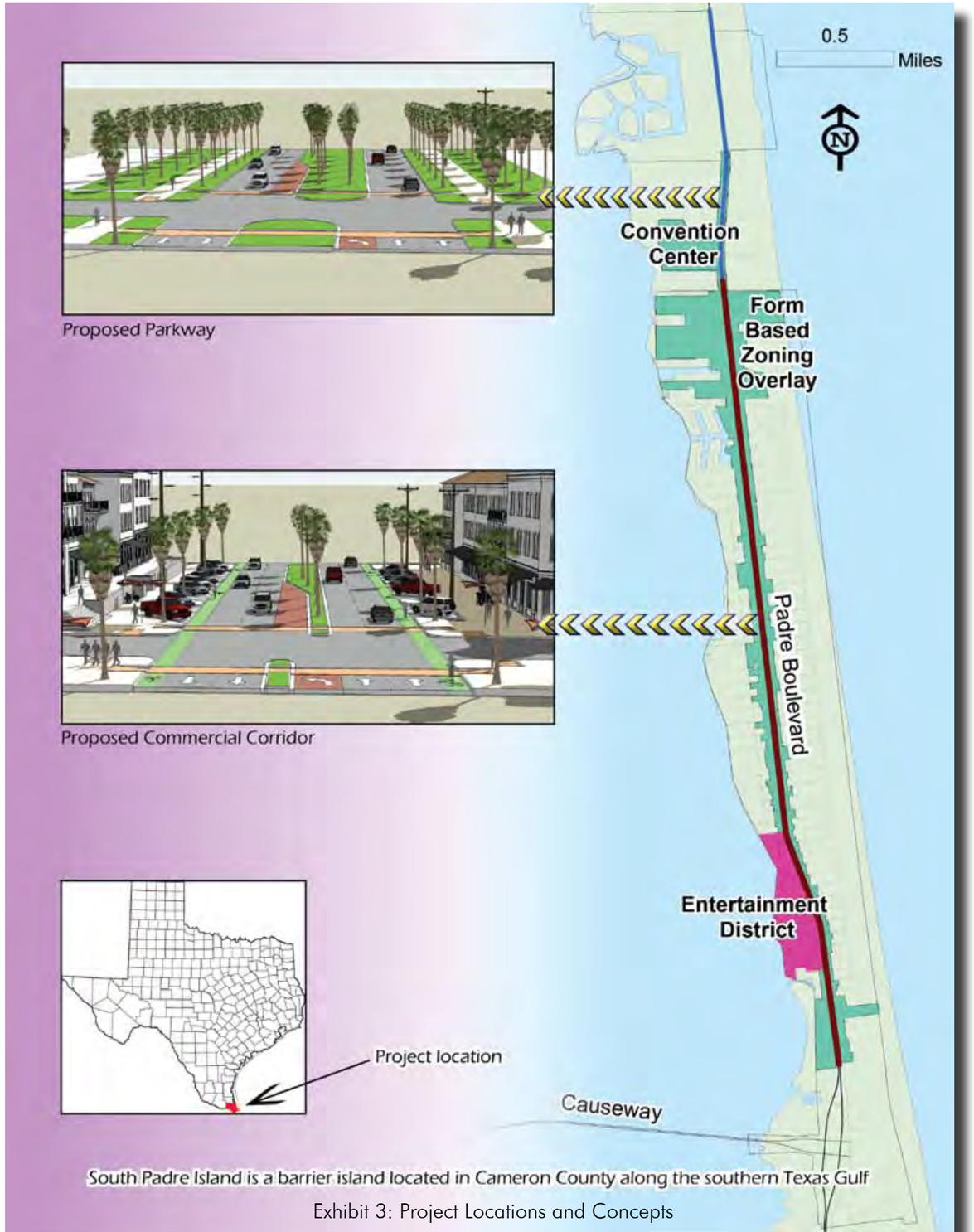


Exhibit 3: Project Locations and Concepts

Background Studies

Traffic Engineering Study (Halff Associates, Inc., 2004)

The City of SPI retained Halff Associates, Inc. to prepare a traffic study and conceptual access management plans for Padre Boulevard between Haas Street and Swordfish Street. This study was the precursor to the construction of approximately 1.1 miles of landscaped medians on Padre Boulevard from the Padre Boulevard Loop to Dolphin Street in 2007. Exhibit 4 shows an example of the existing median on Padre Boulevard.

The Traffic Engineering Study found:

- The Queen Isabella Causeway and sections of Padre Boulevard will be overcapacity by year 2030 without the construction of a second Causeway Crossing.

The study recommended the following:

- Designate specific east-west streets as collectors in a new thoroughfare plan,
- Provide parallel or angled on-street parking along Padre Boulevard,
- Provide bus stops and shelters along Padre Boulevard,
- Implement medians on Padre Boulevard, from Haas Street to Swordfish Street, including landscaping, pedestrian amenities, and drainage improvements.

Exhibit 4: Existing Median on Padre Boulevard

Traffic and Parking Study (Carl Walker, Inc., 2007)

The City of SPI retained Carl Walker, Inc. to perform a comprehensive parking analysis for the City. The study included an inventory of parking capacity and parking occupancy. Efforts included peak season aerial photographic documentation, field observations, and surveys of beach visitors.

The Traffic and Parking Study found:

- Existing local parking occupancy (Saturday peak season) is 42% for non-residential off-street.
- Certain areas, such as near Wanna Wanna Beach Bar & Grill and at the Schlitterbahn Beach Waterpark, have a shortage of nearby parking.
- Gulf Boulevard public parking was 81% occupied at the 4 PM peak hour (94% in the cul-de-sacs, 71% on street). The turnover survey showed the 70% of the people using public parking along Gulf Boulevard stayed for 2 hours or less and 82% stayed for 3 hours or less.
- Three major challenges to centralized or shared parking on the island include:
  - Lack of concentrated demand – linear corridor plus multiple activity nodes and destinations
  - Cost of land – prohibitive to build surface parking
  - Seasonality – lack of consistent revenue
- With the high cost of land on SPI, the cost of providing surface parking nearly matches the cost of providing structured parking because more cars are stacked on the same land area.

The study recommended the following:

- Implement paid parking on Gulf Boulevard for on-street spaces and the beach access lots.
- Prohibit head-in parking along Padre Boulevard for future developments. The City has since adopted this into the development code.
- Consider clearly defined pedestrian pathways on cross streets that are aligned with a designated pedestrian crossing on Padre Boulevard.
- Design adequate mid-block pedestrian crosswalks to ensure that pedestrians are not required to walk multiple blocks to reach a signalized intersection to cross Padre Boulevard.
- Locate a future parking garage, if built, in the Entertainment District. Funding for the parking garage could come from parking revenues from facility users, parking revenues from beach access parking, special assessment fees, in-lieu fees, certificates of participation, and bond issues.

2nd Causeway Preliminary Traffic and Revenue Study Level 2 (C&M Associates, Inc., 2007)

C&M Associates, Inc. prepared a study for the Texas Turnpike Authority Division and TxDOT concerning the feasibility of a second causeway as a toll facility. The study considered both cash collection and electronic toll collection only. Travel demand models were used to model volume projections for future year analyses.

The Causeway Study found:

- The long queues that occur on Queen Isabella Causeway during peak periods are more related to the bottlenecks at both ends instead of lack of actual capacity on the existing causeway.
- An accident in 2001 involving a vessel collision with the Causeway resulted in a shutdown of the causeway for several months for repair, which caused a disruption of travel activities for people living on the island, as well as to those who planned to visit the island, since all transportation needs were met by ferry.
- A preferred alternative causeway to avoid the existing bottlenecks starts in the vicinity of Laguna Vista and ends north of most existing development on SPI.
- The annual revenues of the recommended alternative were projected to be $5.7M in 2017 (assumed opening year) and $8.2M in 2025. The annual vehicular volumes crossing the second causeway were projected to be 1.0 million in 2017 and 1.5 million in 2025.

The Cameron County Regional Mobility Authority (CCRMA) 2nd Causeway Study (HNTB)

The Cameron County Regional Mobility Authority and TxDOT have continued the exploration of a 2nd Causeway. Per documentation on the CCRMA's website, five reasonable alternatives for the alignments were presented in February 2009 by HNTB, Inc. and are demonstrated in Exhibit 5. An Environmental Impact Statement will have to be completed and approved prior to construction. It is anticipated that the cost of this project will be $350 - $500 million. Per the CCRMA, funding is likely to be a combination of toll, federal, state, local, and private equity funding.

Queen Isabella Causeway

(Photo: Gem Images)

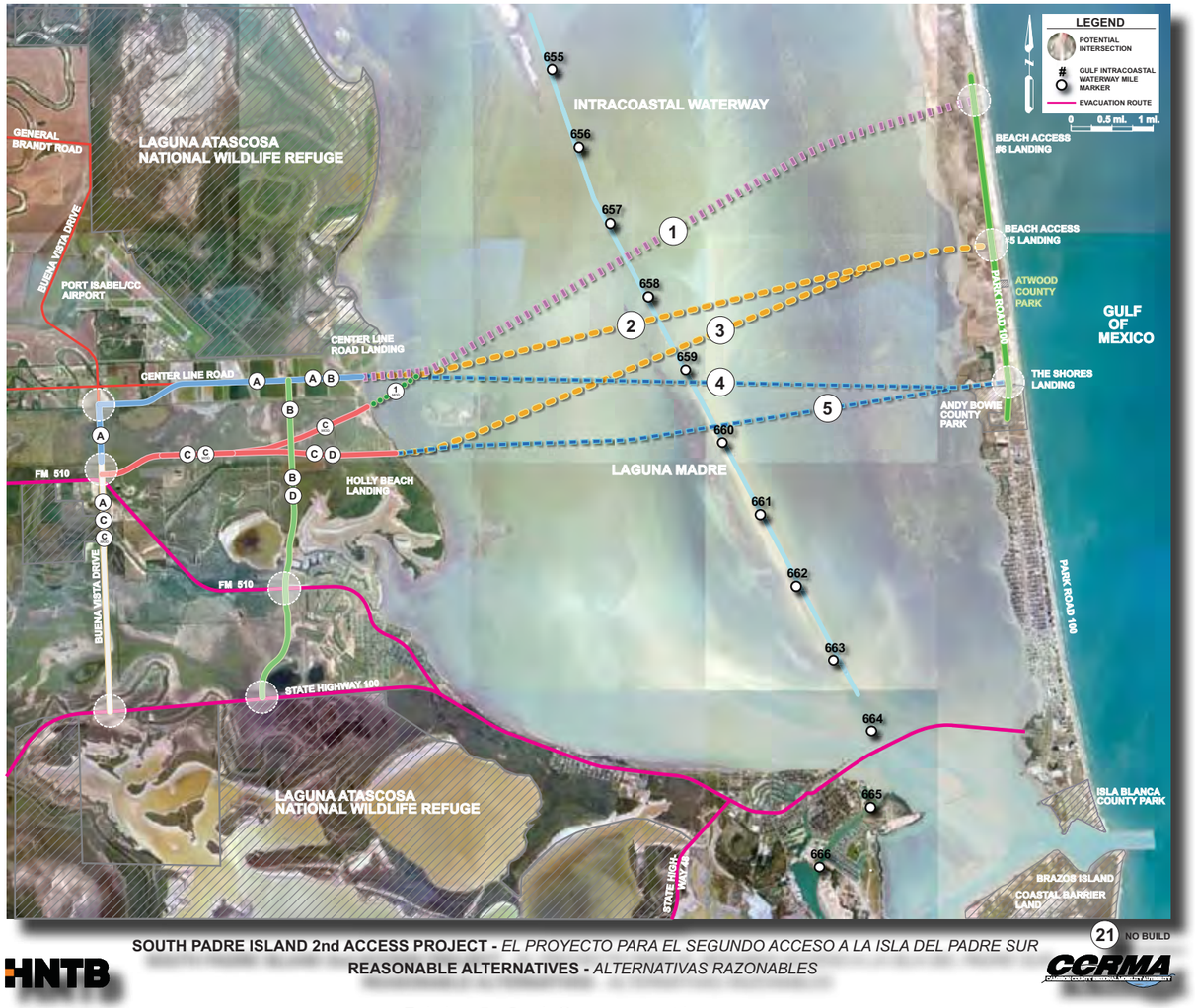


Exhibit 5: 2nd Causeway Alternatives

Context Sensitive Solutions Approach

South Padre Island has temperate weather suitable for walking or cycling almost year-round. Walking and bicycling are not just commuting alternatives - they provide health benefits to individuals. Combined with an excellent transit system, multi-modal transportation options become more attractive to users and can compete more successfully against personal automobile usage. Improving walking and biking conditions can improve the overall attractiveness of a place as a great community to live in and as a vacation destination.

What makes walkable urbanism function is not merely distance, but the experience – a pedestrian trip where one encounters a mix of sights and sounds in the context of a range of land uses and a diverse built environment. The translation is that "critical mass" occurs when visitors can find enough to do for an afternoon or an evening, residents' daily needs are largely met within easy access, and the underlying economics justify ongoing investment. When this happens (and is sustained), a dynamic system is in place that will create enhanced economic and fiscal value.

In an on-going effort to coordinate transportation engineering and planning efforts, a national dialogue has been established to identify the relationship that existing and future thoroughfares have with surrounding land uses. This new approach, called Context Sensitive Solutions (CSS), balances the needs of the surrounding land uses with the demands of the mobility network including transit, bicyclists and pedestrians.

CSS is a philosophy that guides public agencies and private entities in all phases of project development, from planning through project scoping, design and into construction and maintenance. CSS strives for outcomes that meet transportation service and safety needs, as well as environmental, scenic, aesthetic, cultural, natural resource and community needs. Context sensitive projects recognize community goals and are planned, scoped, designed, built and maintained while minimizing disruption to the community and the environment. CSS is not an aesthetic treatment; rather, it involves development of a transportation solution that fits into the project's surroundings.

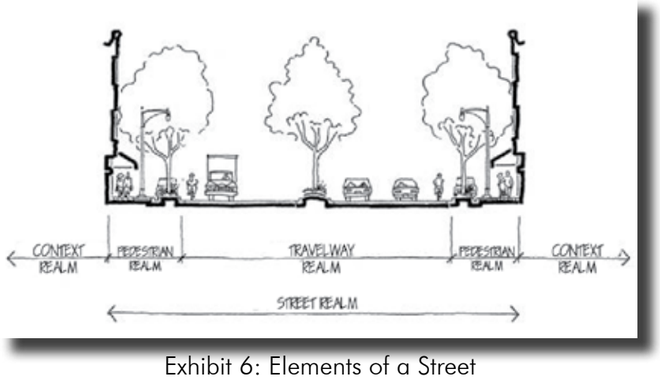


Exhibit 6: Elements of a Street

The Federal Highway Administration (FHWA) defines Context Sensitive Solutions as:

- "A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility, and
- An approach that considers the total context within which a transportation improvement project will exist."

Implementation of CSS attempts to not only address the decision-making process but the project outcomes as well. Its goal is to incorporate both land use and roadway function into the overall design of new roadways and/or the re-design of existing roadways. The implementation of CSS allows both the City and potential real estate developers an opportunity to take into account the interaction between the developable land and the roadway itself.

The purpose of the CSS approach is to identify and address both transportation and project area needs during project development. CSS requires the flexibility to consider alternative solutions that when used in conjunction with traditional roadway design can benefit a broad range of stakeholders, while recognizing the fiscal constraints and the limits of the City of SPI.

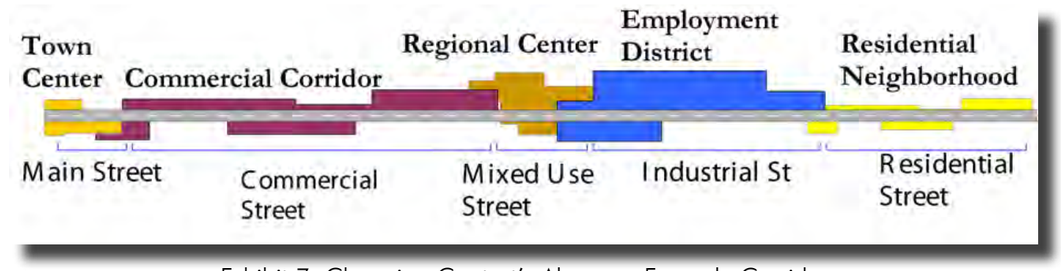


Exhibit 7: Changing Context's Along an Example Corridor

Effective transportation solutions that fit the project's context, rather than merely applying commonly used project enhancement, are the purpose of CSS. CSS maintains safety and mobility as priorities, yet recognizes that these are achieved in varying degrees with alternative solutions. Utilizing the CSS philosophy, design professionals determine which safe solution best fits, given the site's conditions and context. CSS is about making good engineering and planning decisions while balancing competing values.

This initiative responds to these conditions by incorporating the principles of the Institute of Transportation Engineers' *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* by the Institute for Transportation Engineers (ITE) and the Congress for the New Urbanism (CNU). Criteria in this manual creates a clearer definition of the pedestrian realm, specifies pavement treatments for a bicycle corridor that inform drivers of the intent of the bike lane, relocates the parking facilities for the existing businesses into the corridor, promotes access management controls through the design on medians that also provide a pedestrian refuge, and narrows the travel lanes to promote a more pedestrian friendly travel speed. Ultimately, this approach will redesign the street to support the vision of walkable urbanism for Padre Boulevard. TxDOT has adopted the ITE Manual as a accepted source of design criteria for urban conditions. The following section goes into detail on the conceptual CSS design for Padre Boulevard. This design approach is consistent with the American Association of State Highway and Transportation Officials (AASHTO) Greenbook with the modification of design controls to consider all users.

Padre Boulevard

Existing Corridor

Padre Boulevard, also designated as Park Road 100, runs north-south along South Padre Island and is maintained by the Texas Department of Transportation (TxDOT). Today much of the roadway through SPI is a five-lane undivided road that is deficient of sidewalks. The sidewalks and adjacent private parking meet to create conflicts and safety hazards for pedestrians due to current curb design which permits driving over the sidewalks and onto private parking lots.

Several sections of the facility do not currently meet the Americans with Disabilities Act standards. Localized pooling of rain water occurs during even the slightest rains causing pedestrians and bicyclists to venture close to automobiles.

A portion of Padre Boulevard was reconstructed to add a median to improve safety through access management. The reconstruction project was limited to the median and did not improve the pedestrian and bicyclist realm of the corridor.

Historically, development along the corridor occurred in stages and required different finished floor elevations due to changes in the local building requirements. Padre Boulevard sits approximately four feet above sea level and the Base Flood Elevation requirement (as established by FEMA) continues to increase. This evolving building construction requirement and its impact on standards for access ramps to buildings creates an inconsistent pedestrian environment. The requirement for the increased elevations has also created a phenomenon where the buildings are significantly higher than the adjacent roadway sidewalk, creating cross-slopes within the pedestrian realm that provide difficult transitions for individuals with reduced mobility.

The design of vehicular access along the corridor and its impact upon the bicycle lanes and the pedestrian realm limit the further development and operation of the city's transit system. Reinvention of Padre Boulevard in the context of the form-based code corridor plan will move the system beyond serving a transit-dependent population into a system that provides an option for the choice rider, whether resident, employee, or tourist.

Padre Boulevard Initiative

The Padre Boulevard initiative promotes a multi-modal transportation corridor that incorporates the principles of the Institute of Transportation Engineers' *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (ITE Manual for Walkable Urban Thoroughfares) by:

- Creating a clearer definition of the pedestrian realm,
- Providing specific pavement treatments for bicycle corridors that inform drivers of the intent of the bike lane,
- Relocating the parking facilities for existing businesses into the corridor,
- Promoting access management controls through the design of medians that also provide a pedestrian refuge, and
- Narrowing the travel lanes to promote a more pedestrian-friendly travel speed.

This approach stresses planning based on the context of the roadway across property lines, rather than just right-of-way lines, when developing a roadway schematic so the design can transition to the ultimate cross section, while accommodating existing development. This process allows for the evolution of existing parcels as the redevelopment activities within the corridor intensify. This process also creates a master developer environment across multiple ownerships that is crucial to achieving adjacency predictability when pursuing a variety of funding sources for redevelopment -- both public and private.

Exhibit 8: Depicts the existing facility within the commercial areas of Padre Boulevard

Exhibit 9: Depicts the proposed facility within the commercial areas of Padre Boulevard with overhead utilities

Exhibit 10: Depicts the proposed facility within the commercial areas of Padre Boulevard without overhead utilities

A possible future Padre Boulevard is shown in Exhibits 11 through 16, and can only be realized through the successful integration of pedestrian-friendly thoroughfare design that includes provisions for State-maintained facilities to be reconstructed using the principles set forth within the ITE Manual on Walkable Urban Thoroughfares. The Exhibits show Padre Boulevard after the application of the proposed conceptual redesign of the corridor and demonstrates how the reinvention of the 100-feet of right-of-way (ROW) with easements for sidewalks from a five-lane undivided section into a four-lane divided section with reverse-angled parking and a color-differentiated cycle track can completely change the development context of the corridor from an aging commercial corridor into a series of walkable neighborhood destinations along the Boulevard.

The benefit of this design strategy allows for the private property owners adjacent to Padre Boulevard to take advantage of parking in the TxDOT ROW instead of within the private frontage of their property. If one looks at the "before" versus "after" images (Exhibits 8-10) of this real location on Padre Boulevard, you can see that additional development can be realized in front of the Mexican Restaurant with the Texas flag to the right of the image manifested by the outdoor café rather than head-in parking.

In other words, this design strategy allows the utilization of the state highway ROW in this urban context to facilitate parking, bicycles and travel lanes more safely than the current conditions, freeing up private property for development and pedestrian uses, rather than off-street parking.

Access Management and Mobility Objective

The goal of the Padre Boulevard Transportation Plan is to provide enhanced mobility for all users: automobiles, bicycles, and pedestrians. An equally important objective for the Padre Boulevard Transportation Plan was to increase safety.

The proposed Padre Boulevard Transportation Plan incorporates several concepts to increase both safety and mobility along the corridor. The Access Management Manual indicates that these concepts have been proven to increase mobility and safety. These concepts include:

<u>Installation of a raised median</u>

- 55% reduction in total crashes
- 30% or greater decrease in delay
- 30% or greater increase in capacity

<u>Reducing the number of east-west cross streets that have full access to Padre Boulevard</u>

- Significant reduction in conflict points

<u>Installation of dedication turn lanes</u>

- 75% reduction in total crashes
- 25% increase in total capacity

Padre Boulevard currently has ninety degree head-in parking along much of the corridor. As part of the Transportation Plan the head-in parking is recommended to be replaced with angle parking. Based on the current plan every fifth angle parking spaces will be a landscaped island. As a result, the plan is not intending to maximize the number of parking spaces on Padre Boulevard, but rather replace the existing head-in parking with angled parking spaces. This replacement is anticipated to allow for easier ingress and egress from the parking spaces. It is anticipated that both safety and mobility will increase since the time and space needed to angle park is less than head-in parking.

Exhibit 11: Possible Future Padre Boulevard (Angle 1)

Exhibit 12: Possible Future Padre Boulevard (Angle 2)

Exhibit 13: Possible Future Padre Boulevard (Angle 3)

The types of enhancements to Padre Boulevard that are illustrated on the Transportation Plan vary along the length of the project. In general, there are five distinct sections of enhancements, as described below.

Section 1 – Park Road 100/Padre Boulevard Loop Intersection to Harbor Street

This section of Padre Boulevard includes the initial portion of the recently completed median project constructed by TxDOT, and includes a bike lane on the shoulder. This section of Padre Boulevard has decorative street lighting and landscaped medians. The parking is provided by straight-in parking. The posted speed limit is currently 30 miles per hour (mph) and it is recommended to retain this speed limit.

The enhancement highlights of this section include the following:

- Retain the existing medians and median openings;
- Create five-foot bike lanes;
- Phase out parking along Padre Boulevard; and
- Relocate the sidewalk between the parking and buildings.

Section 2 – Harbor Street to Kingfish Street

This section of Padre Boulevard includes the remaining portion of the recently completed median project constructed by TxDOT, and includes a wide bike lane on the shoulder. This section has decorative street lighting and landscaped medians. The posted speed limit is currently 30 mph and it is recommended to retain this speed limit.

The enhancement highlights of this section include the following:

- Retain the existing medians and median openings;
- Create five-foot bike lanes;
- Transition from straight-in parking to back-in angled parking; and
- Relocate the sidewalk between the parking and buildings.

Section 3 – Kingfish Street to Morningside Drive

This section of Padre Boulevard is a five-lane undivided section, (two travel lanes in each direction and a continuous left-turn lane), with a paved shoulder. This section has street lighting. The posted speed limit in this section is currently 30 mph between Red Snapper Street and Retama Street and 40 mph between Retama Street and Morningside Drive. It is proposed to extend the 30 mph speed limit to Morningside Drive in the future.

The enhancement highlights of this section include the following:

- Construct a 15-foot wide landscaped median with decorative street lighting;
- Reduce the travel lane width;
- Provide full median openings with turn lanes at a minimum of two block spacing;

- Create five-foot bike lanes;
- Transition from straight-in parking to back-in angled parking; and
- Create a sidewalk between the parking and buildings.

Section 4 – Morningside Drive to Convention Center

This section of Padre Boulevard is a five-lane undivided section, (two travel lanes in each direction and a continuous left-turn lane), with a paved shoulder. This section has street lighting from Morningside Drive to White Sands Drive; no street lighting is provided from White Sands Drive to the Convention Center. The posted speed limit is currently 40 mph between Morningside Drive and Kings Court and 45 mph from Kings Court to the Convention Center. It is proposed to extend the 40 mph speed limit to the Convention Center in the future.

The enhancement highlights of this section include the following:

- Construct a 15-foot wide landscaped median with decorative street lighting;
- Reduce the travel lane width;
- Provide full median openings with turn lanes;
- Create five-foot bike lanes;
- Transition away from on-street parking; and
- Construct a wide sidewalk set back from the edge of the roadway.

Section 5 – Convention Center to the North Project Limits

This section of Padre Boulevard is a two-lane undivided section with a bike lane provided on the shoulder. This section does not have street lighting. The posted speed limit in this section is currently 45 mph between Convention Center and The Shores development and 55 mph from The Shores development to the North Project Limits. It is proposed to reduce the speed limit to 40 mph speed limit within this section in the future.

The enhancement highlights of this section include the following:

- Construct two additional travel lanes;
- Construct a 28-foot wide landscaped median with decorative street lighting;
- Provide full median openings with turn lanes that at various cross-streets;
- No on-street parking; and
- Create an off-street hike and bike trail on each side of the roadway.

Padre Boulevard Recommendations

Recommendations associated with the Padre Boulevard Multi-Modal Design:

- The roadway design elements included within the Schematic Design are currently envisioned as the median, median openings, turn lanes, curb, bike lanes, parking, driveways, side streets, sidewalk, right-of-way, easements, drainage, water line, typical sections and roadway profile. Components include survey, geotechnical, subsurface utility engineering, roadway schematic design, an Environmental Assessment, and the overall coordination with the corridor planning activities. Potential schedule and cost estimates are provided in the Appendix.

Exhibit 14: Possible Future Padre Boulevard

Exhibit 15: Possible Future Padre Boulevard

Exhibit 16: Possible Future Padre Boulevard

- Based on funding availability, prepare schematic design for the entire corridor or in phases. Obtain environmental clearance from TxDOT. Prepare full design plans in phases.
- Public outreach and coordination with adjacent property owners during the schematic design to ensure the effective implementation of multi-modal transportation plan.
- Obtain 10′ easements on each side of the roadway to provide for the sidewalks along the corridor within the existing 100′ wide right-of-way.
- Widen Padre Boulevard to four-lanes divided from the Convention Center to the future connection with the 2nd Causeway.
- Bury the overhead utilities along Padre Boulevard.
- Phase-out straight-in 90-degree parking that rolls over the sidewalk as the parking moves into the right-of way and the sidewalk is relocated between the parking and building fronts.
- Retain the existing median and median openings south of Kingfish Street, but provide bicycle, parking, and sidewalk improvements similar to the remainder of the corridor.
- Extend the median north to replace the remainder of the five-lane undivided section. It will be slightly wider than the existing median to accommodate landscaping and lighting within the median noses, as well as pedestrian refuges at crosswalk locations.
- Relocate continuous, wider sidewalks between the proposed on-street parking and building fronts.
- Use back-in angled parking within the right-of-way south of Morningside Drive.
- Initially implement back-in, angled parking as a pilot project in a smaller area prior to full implementation.
- Phase out all direct access parking south of Harbor Street and north of Morningside Drive.
- For approximately every four spaces of back-in angled parking, use a space for a landscaped island with trees to shield the overhead utilities from view.
- Provide five foot bike lanes next to the on-street parking lane on both sides of Padre Boulevard.
- Locate bus pull-outs at key locations along the Boulevard.
- Build Padre Boulevard to the Shores development at the northern end of the Island to four lanes. Provide a wider median with off-street hike-and-bike trails where the 200′ wide right-of-way begins.
- Contingent on a speed study, extend the 30 mph speed limit to Morningside Drive.
- Potentially provide traffic signals at three of the plan's "Neighborhood Crossings." Vehicular and pedestrian traffic may be more intense at these locations and traffic signals could be constructed, when warranted based on pedestrian or vehicular volumes.
- Where pedestrian crosswalks are proposed, work with TxDOT during the schematic design phase to provide enhanced crossings that heighten awareness to approaching vehicles.

Roadways

Existing Conditions

The City of South Padre Island (SPI) has a tight grid system of roadways. Padre Boulevard (PR 100), a north/south TxDOT facility, runs the length of the City. It has two parallel roadways, Laguna Boulevard and Gulf Boulevard, which are generally bounded by Haas Street to the south and Morningside Drive to the north. Local east/west streets are located approximately every 250 feet between Haas Street and Morningside Drive. Besides Padre Boulevard and the Padre Boulevard Loop, all of the roadways on SPI are two-lane undivided.

Vehicular access to SPI is currently provided via the PR 100 Causeway (Queen Isabella Causeway). There are no other roadways currently connecting the Island to the mainland. Because limited regional access alternatives exist beyond the Queen Isabella Causeway (QIC) connecting the Island, the traffic congestion will only increase over time if alternative roadways and modes of travel are not identified and supported. As discussed previously, the CCRMA is studying a second causeway, which will alleviate the existing bottlenecks that occur during peak periods and provide a second emergency evacuation route for the City.

The primary arterial on SPI is Padre Boulevard, which is also TxDOT's Park Road 100. It is primarily a five-lane undivided roadway with paved shoulders that transitions to a two-lane undivided roadway north of the Convention Center. Raised medians were installed in 2007 for approximately 1.1 miles between the Padre Boulevard Loop and Dolphin Street. The shoulders are marked as bike lanes along the portion of Padre Boulevard with the medians, but are still regularly used by automobiles. Pedestrian accommodations are poor because there is a lack of continuous sidewalks and most of the ramps are not ADA compliant. In addition, straight-in (90 degree) parking is located behind the sidewalks throughout the corridor, so vehicles cross the sidewalks to enter and exit the parking spaces making it an unsafe pedestrian environment.

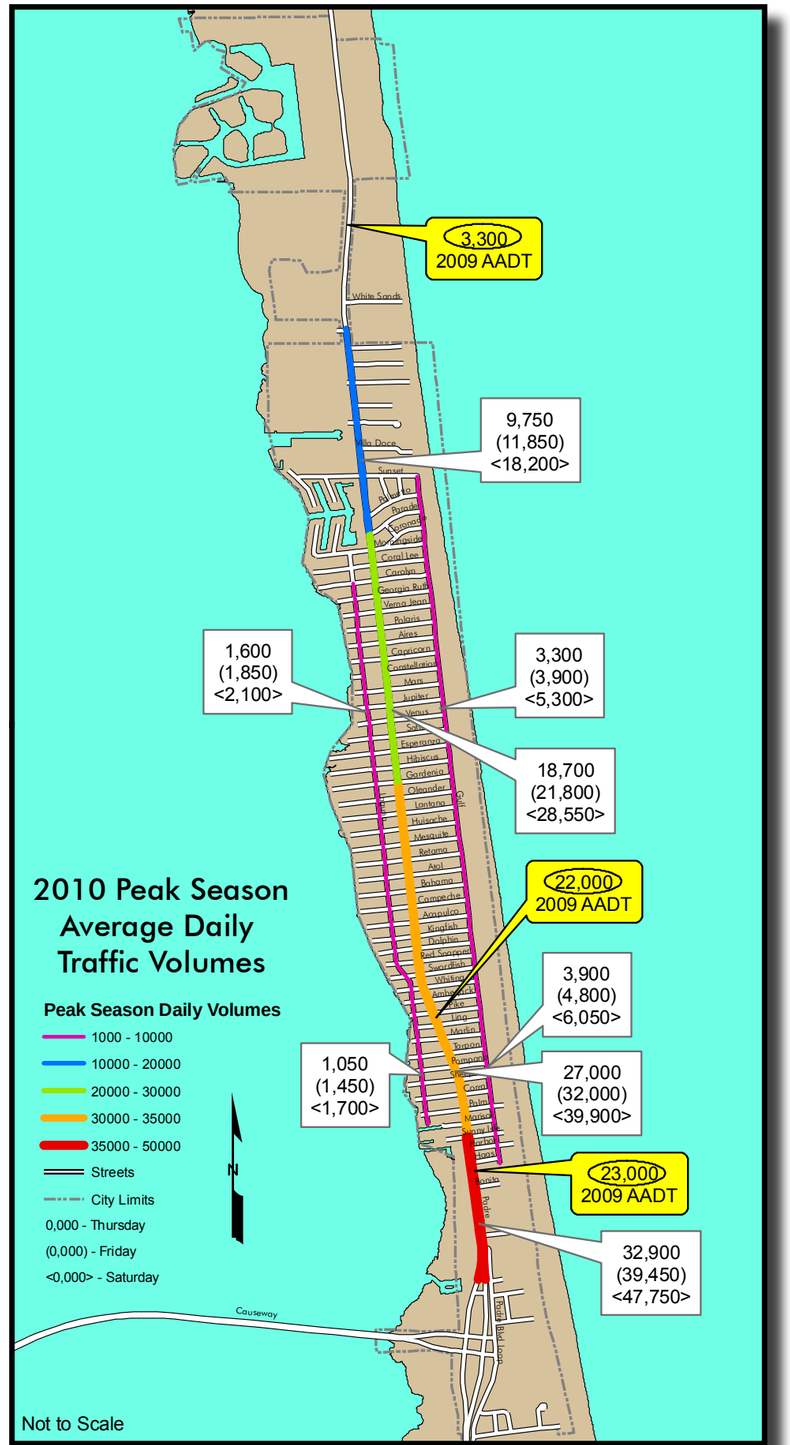


Exhibit 17: Peak Season Average Daily Traffic

Crash Data Summary

Crash data for Padre Boulevard was obtained from TxDOT and is summarized in the Appendix. The data represent only the crashes that were reported to TxDOT from 2003 through mid-2010. Twenty-eight crashes were reported between 2003 and 2006. From 2007 through mid-2010, six crashes were reported. Raised medians were installed in 2007 for a portion of Padre Boulevard, which appears to have helped reduce crashes on Padre Boulevard.

In February 2011, there was a crash between two vehicles that resulted in a fatality on Padre Boulevard. This crash was in an area that is five-lane undivided. Per the TxDOT Access Management Manual (2004), a benefit of access management is "improving roadway safety conditions (reduced crash rates)." The first portion of the median was constructed with safety funding from TxDOT; similar options should be explored as a potential funding source for the rest of the corridor.

Peak Season Traffic Analysis

In order to understand the future needs of the transportation system on South Padre Island, an analysis of the existing roadway network within the study area was accomplished. 72-hour traffic data was collected from Thursday, July 22, 2010 through Saturday, July 24, 2010, at two locations along Laguna Boulevard, four locations along Padre Boulevard, and two locations along Gulf Boulevard. Peak period turning movement traffic data was collected at the four existing signalized intersections within the study area on Thursday, July 22, 2010, and on Saturday, July 24, 2010. These intersections included Padre Boulevard & Padre Boulevard Loop, Padre Boulevard & Harbor Street, Padre Boulevard & Amberjack Street, and Padre Boulevard & Morningside Drive. The existing signal timing information for these intersections was obtained from TxDOT.

Exhibit 17 shows the peak season Average Daily Traffic for Thursday, Friday, and Saturday. As evidenced by the peak season volumes, Saturday (weekend)

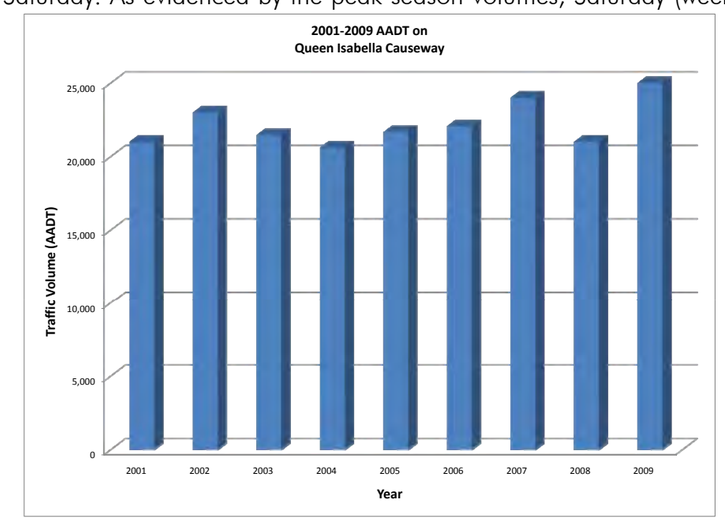


Exhibit 18: Queen Isabella Causeway Volumes by Month

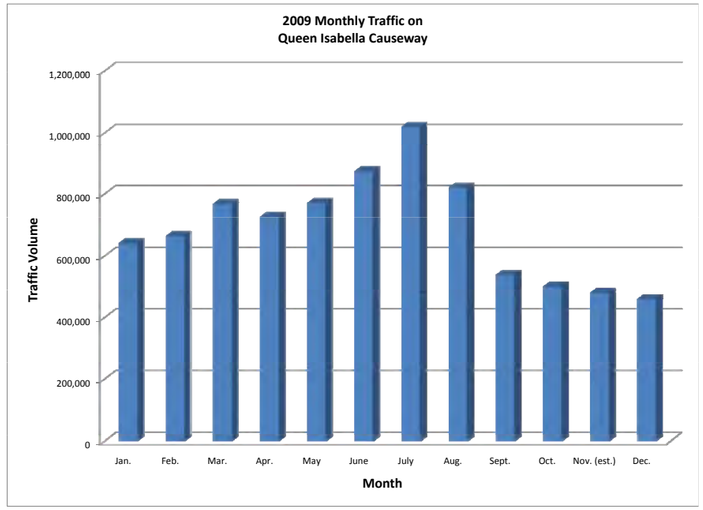


Exhibit 19: Queen Isabella Causeway Volumes by Year

volumes are approximately 50% higher than Thursday (mid-week) volumes. Exhibit 18 shows the traffic crossing the QIC by month in 2009, which demonstrates the variation of traffic throughout the year.

Exhibits demonstrating the Average Annual Daily Traffic for the last three years of available data from TxDOT are provided in the Appendix. As an average over the course of the year, the QIC and Padre Boulevard have sufficient vehicular capacity. During peak periods, traffic demand often exceeds the available capacity, primarily due to bottlenecks on either side of the QIC. Exhibit 19 shows the AADT for the QIC from 2001 to 2009, which has been relatively constant over the time period.

The existing peak season traffic conditions were evaluated for both the weekday PM peak hour and Saturday PM peak hour turning movement traffic using the existing lane geometry and signal timing information for each of the study area intersections. The results of the intersection analyses are shown in Table 1 below and indicates that each of the study intersections currently operate at an overall acceptable level of service (LOS) during both the weekday PM peak hour and the Saturday PM peak hour. The results of the intersection analyses are provided in the Appendix. Although the intersection of Padre Boulevard & Padre Boulevard Loop operates at an overall acceptable LOS during the Saturday PM peak hour, field observations indicate that their is a latent demand of vehicles that is not being serviced by the intersection. Thus, the acceptable LOS is more a function of the turning movement count data only identifying the amount of vehicles that were actually processed, not the actual amount of vehicles that wanted to use this intersection. This intersection is the main chokepoint traveling to or from South Padre Island.

Signalized Intersection	2010 Existing		2015 without 2nd Causeway		2030 without 2nd Causeway *		2030 with 2nd Causeway *	
	Intersection LOS		Intersection LOS		Intersection LOS		Intersection LOS	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
Padre Blvd & Padre Blvd Loop	B	C	B	C	C	F	C	D
Padre Blvd & Harbor Street	B	B	B	B	B	C	B	B
Padre Blvd & Amberjack Street	A	B	A	B	B	B	B	B
Padre Blvd & Morningside Blvd	A	A	A	A	A	A	A	A

* Assumes coordinated signal network between Padre Blvd Loop and Amberjack St

Table 1: Peak Season PM Peak Hour Intersection Analysis

The intersection of Padre Boulevard & Padre Boulevard Loop acts as a choke point during peak periods because the number of lanes of north/south capacity is eight lanes south of the intersection and four lanes north of the intersection for a period of approximately six blocks. Laguna Boulevard (bay side) and Gulf Boulevard (beach side) provide additional capacity for north/south traffic beginning at Haas Street for Gulf Boulevard and beginning at Palm Street for Laguna Boulevard.

The bottlenecks on Padre Boulevard between Padre Boulevard Loop and Haas Street create backups across the causeway for vehicles entering SPI. A similar situation occurs in Port Isabel, with its network of closely spaced signalized intersections, for vehicles trying to exit SPI. As development continues to grow on SPI, the transportation network will become increasingly stressed during peak periods if improvements are not implemented. Since the major roadway network within the study area is nearly built out, only minor modifications and improvements will likely be made to the existing transportation system. This study recommends a series of roadway, parking, and transit improvements that will reduce the vehicular demand on Padre Boulevard and shift to more multi-modal trips.

Based on the multi-modal goals of the City and limited right-of-way, widening Padre Boulevard beyond four-lanes is not feasible. The overcapacity conditions are limited to peak periods, such as Spring Break and peak season weekends. Besides the multi-modal improvements proposed with this study, the construction of the second causeway will alleviate the existing peak period congestion on the QIC and on Padre Boulevard.

Exhibit 20: Queen Isabella Causeway from Port Isabel. (Photo by J. Stephen Conn)

The project team estimated future traffic volume projections for the study area for the intermediate year 2015 and the future design year 2030. The team reviewed several sources to develop an appropriate growth rate to project future traffic volumes, including the TxDOT Preliminary Traffic and Revenue Study for the South Padre Island 2nd Causeway (C&M Associates, Inc., October 2007), the Market Analysis for Padre Boulevard Initiative (TXP, Inc., Spring 2010), and historical traffic data. The result of this review indicated a one and a half percent (1.5%) annual growth rate for future traffic projections. This growth rate is expected to accommodate the projected levels of growth identified in the Market Analysis for Padre Boulevard Initiative. Based upon the improvement recommendations provided within this study, not all growth on the Island will be associated with vehicular travel. Additional growth will occur in the form of other modes of travel, including walking, bicycling, and transit, which will assist in transporting locals and visitors to/from their destinations on the Island and off the Island.

Future traffic conditions were evaluated for the weekday PM peak hour and Saturday PM peak hour for intermediate year 2015 and future design year 2030. These scenarios took into consideration the amount of projected growth on SPI. As discussed earlier, a second Causeway connecting the Island to the mainland is proposed at the northern end of the City of SPI. For the year 2030 analysis scenario, the intersections were evaluated for the "Without

Second Causeway" and "With Second Causeway" conditions to provide a comparison.

The Intermediate Year 2015 Scenario was evaluated with the existing lane geometry and traffic control for each of the study area intersections. The results of the analyses are shown in Table 1 and indicate that each of the study intersections are expected to operate at an overall acceptable LOS during both the weekday PM peak hour and the Saturday PM peak hour, with several movements and approaches operating at or near capacity at the Padre Boulevard and Padre Boulevard Loop intersection. To help traffic flow more smoothly through this chokepoint and along Padre Boulevard, modification of the signal cycle lengths is recommended, along with coordination of the traffic signals at the Padre Boulevard & Padre Boulevard Loop, Padre Boulevard & Harbor Street, and Padre Boulevard & Amberjack Street intersections.

The Design Year 2030 Scenario was evaluated both with and without the construction of the second South Padre Island Causeway. For the "Without Second Causeway" scenario, the team evaluated study area intersections with the lane geometry and traffic control recommended from the Intermediate Year 2015 analysis. The results of the analyses are shown in Table 1 and indicate that each of the study intersections are expected to operate at an overall acceptable LOS during both the weekday PM peak hour and the Saturday PM peak hour, except for the intersection of Padre Boulevard & Padre Boulevard Loop during the Saturday PM peak hour. In addition, several movements are expected to operate at or near capacity at the Padre Boulevard& Harbor Street intersection during the Saturday PM peak hour. Northbound right-turn lanes are recommended improvements at each of these intersections to improve the traffic operations.

For the "With Second Causeway" scenario, the analysis considered a redistribution of traffic entering and exiting the Island to account for the additional access provided by the second Causeway. The results of the analysis indicate that each of the study intersections are expected to operate at an overall acceptable LOS during the weekday PM peak hour and the Saturday PM peak hour.

Allowing proper circulation in SPI was a primary objective in the design of Padre Boulevard. Median spacing in the Padre Boulevard Transportation Plan is approximately every two to three blocks. The frequency of median openings every six hundred feet allows SPI to take advantage of the existing gridded network. This gridded network allows for a dispersion of traffic within SPI. This dispersion prevents any one intersection from being over utilized. Due to this circulation and dispersion of traffic, it is anticipated that generally only two vehicles will be queued in a dedicated left-turn lane, which can easily be accomodated within the turn lanes. In the event a particular intersection becomes highly utilized, the left-turn could potentially be lengthened to accommodate such demand. The dedicated left-turns at signalized intersections were designed to be longer to accommodate larger queues.

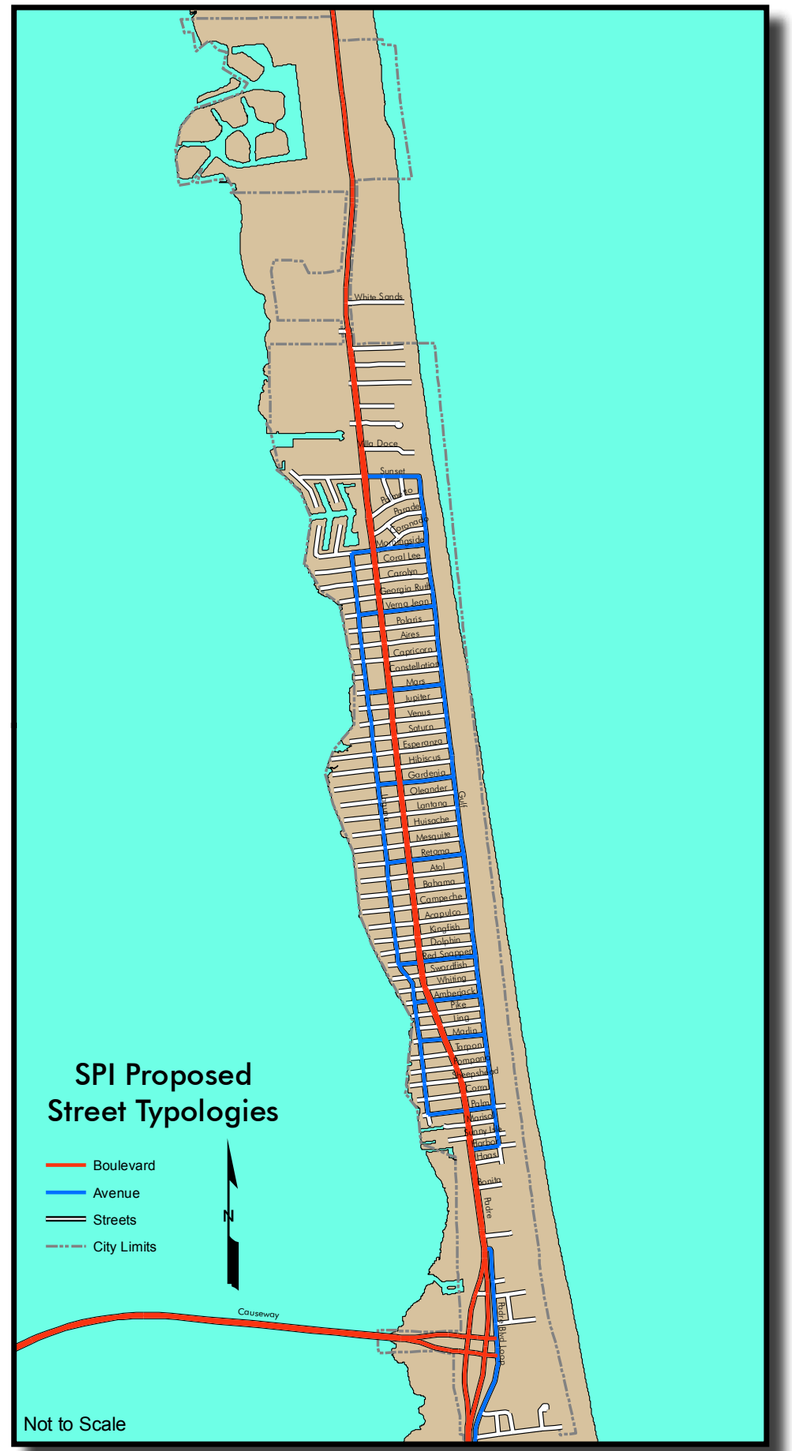


Exhibit 21: Proposed Street Typologies

The median openings are shown with crosswalks to also assist in pedestrian circulation and reduce midblock crossings. The frequency of the median openings will reduce the amount of u-turn traffic on Padre Boulevard.

Future Traffic Signals

There are several intersections along Padre Boulevard that have been studied previously for traffic signal warrants. Historically, the side street volumes at unsignalized intersections have not met volume warrants because of the large number of east-west street choices for drivers, which disperse traffic. As part of the Padre Boulevard Multi-modal Concept Plan, future traffic signals are shown at three of the plan's "Neighborhood Crossings." Vehicular and pedestrian traffic may be more intense at these locations and traffic signals could be constructed, when warranted based on pedestrian crossing priorities or vehicular volumes.

Proposed Street Typologies

Within the City limits, the roadway network is essentially built out. From the Convention Center to the north, Padre Boulevard will eventually be four-laned. Future development to the north could also result in additional roadways. Exhibit 21 shows the proposed street typologies, with boulevard, avenue, and street designations, which are the categories provided in the ITE CSS Manual. Table 2 provides the proposed design parameters for the street typologies within the City. Within the FBC area, future modifications to the roadways should be paired with the illustrative FBC, which is provided in the Appendix.

Padre Boulevard has the "Boulevard" (arterial) classification. Within the urban designation, Padre Boulevard is currently four-laned with either a median or center turn lane within 100 feet of right-of-way; to accommodate the proposed design elements discussed later in this report, 10 foot easements are proposed on each side of the roadway to accommodate pedestrian

	Boulevard		Avenue			Street
	Padre Blvd (Urban)	Padre Blvd (Suburban)	Major East/West Roads	North/ South Roads	Padre Blvd Loop	Local Roads
Minimum Sidewalk Width	6'	12' trail	5'	5'	5'	N/A
Number of Through Lanes	4	4	2	2	4	2
Target Speed (MPH)	30	40	25	30	30	25
Lane Width	10-12'	12'	10-11'	10-11'	10-11'	10-11'
Median Width	15'	28'	N/A	N/A	N/A	N/A
On-Street Parking width	8' - 15'	N/A	0-9'	0 - 9'	N/A	0-9'
Bike Lanes	(2) 5'	Use multi-use trail	Sharrow markings	Sharrow markings	N/A	N/A
Right-of-Way (ROW)	100' with (2) 10' easements	200'	50'	Varies	50'	50'

Table 2: Proposed Street Typology Design Matrix

access. North of the convention center, Padre Boulevard has 200 feet of right-of-way and is currently two-laned, although it will be widened to four lanes in the future.

Laguna Boulevard has the "Avenue" or collector classification. It is a two-lane roadway that runs parallel to Padre Boulevard between Palm Street and Morningside Drive. Within the Entertainment District, Laguna Boulevard is within the Form-Based Code limits. Exhibits 22 and 23 provide before and after renderings of Laguna Boulevard within the Entertainment District. North of the Entertainment District, Laguna Boulevard is a residential-focused avenue.

Gulf Boulevard has the "Avenue" (collector) classification. It is a two-lane roadway that runs parallel to Padre Boulevard between Haas Street and Sunset Drive. Gulf Boulevard currently provides parallel parking and a paved walkway that is part of the pavement. The redesign of Gulf Boulevard is part of another on-going initiative.

Several of the east-west roadways are classified as "Avenues" to differentiate between the local "Streets". The east-west avenues have existing or proposed full access intersections with Padre Boulevard and provide connectivity to Laguna Boulevard and Gulf Boulevard. As avenues, these roadways should provide sidewalks to provide better pedestrian accommodations within the City.

Exhibit 22: Laguna Blvd Rendering Before

Exhibit 23: Laguna Blvd Rendering After

Pedestrian and Bicycle Traffic

South Padre Island has tremendous opportunity to improve the accommodations for bicyclists and pedestrians. Currently, there is a general lack of continuous sidewalks throughout the City. Padre Boulevard sidewalks are located between the street and straight-in parking, which creates an unsafe walking experience. Most of the east-west streets, which are generally low-volume, do not have sidewalks. Gulf Boulevard has sidewalks that are part of the pavement roadway and are separated only by striping from vehicles and parking areas. During peak periods, many pedestrians walk from the beach to the Entertainment District, having to cross Padre Boulevard. Four intersections have medians with crosswalks at non-signalized intersections that provide crossing opportunities and reduce jaywalking. Some median areas have temporary barriers preventing pedestrians from crossing mid-block during peak periods. No crosswalks exist in the 27 block area between Red Snapper Street and Morningside Boulevard. To cross Padre Boulevard through this area, pedestrians are expected to jaywalk and must cross 82 feet of pavement (four travel lanes, two paved shoulders, one center turn lane) with no median refuge. With the implementation of the proposed multi-modal plan for Padre Boulevard, pedestrian crosswalks are proposed at each of the intersections with median openings. In addition, the Appendix includes typical cross-sections within the FBC area.

Accommodating pedestrians in an inviting way can lengthen the distance visitors are willing to walk from where they park. Pedestrian facilities also have a number of ancillary benefits such as improving the health of employees and visitors, expanding private development opportunities, and adding commuting options for employees that live close to work. In addition, higher pedestrian activity can also reduce the impact on the roadway capacity improving mobility and reducing delays.

Bike lanes exist on Padre Boulevard between the Queen Isabella Causeway and Red Snapper Street. They are a re-designation of the paved shoulders. Unfortunately, the shoulders are 10 feet wide from the edge of the travel lane to the face of the curb, which is wide enough to be used as a travel lane. Based on the 1999 AASHTO Guide for the Development of Bicycle Facilities (and draft 2010 Guide), bike lanes should normally be five feet wide. Once bike lanes are seven feet wide or wider, they can be mistaken for parking or travel lanes. On Laguna Boulevard and Gulf Boulevard, bicyclists can comfortably ride with automobile traffic because of the slow speeds and low traffic volumes; separate bicycle lanes are not needed on these facilities or the east-west facilities in the City, although shared-lane markings could be installed to provide more recognition to motorists of bicycle traffic.

In the State of Texas, bicycles are considered vehicles on all streets except those specifically noted, such as access controlled highways. This law means that bikes should be incorporated into transportation circulation and roadway designs. Other cities have experienced rapid increases in the use of bicycling with the provision of dedicated facilities for bikes.

Transit systems benefit from pedestrian and bicycle improvements near the stops and destinations by allowing users to comfortably complete the first or last mile or more of their trip every day by walking or riding a bike. The concept of providing safe pedestrian and bicycle accessibility should be incorporated in future roadway designs.

Roadway Recommendations

- Coordinate traffic signals on Padre Boulevard from Padre Boulevard Loop to Amberjack Street.
- Monitor major unsignalized intersections for future traffic signalization.
- Consolidate driveways along Padre Boulevard when possible and with redevelopment.
- Phase out direct access parking on Padre Boulevard between the Padre Boulevard Loop and Haas Street.
- Interim change – stripe a buffer between the travel lanes and bike lanes to create a 6 foot bike lane with 4 foot buffer within the existing four-lane portion of Padre Boulevard.
- Interim change – stripe a buffered bike lane between Red Snapper Street and end of four-laned roadway to the north, even before remainder of median construction.
- Update the bike lane sign and pavement markings – diamond is only allowed for HOV vehicles. Bike lane should not be labeled as "Right lane" on the sign.
- Place shared lane (sharrow) bike lane markings on Laguna and Gulf Boulevards.
- Provide continuous sidewalks on the thoroughfare boulevards and collectors .
- Develop schematic design for Laguna Boulevard through the Entertainment District to inform future development.
- Develop schematic design for Gulf Boulevard.

Parking

Parking is an essential piece in the overall experience of a visitor to the area and also affects business owners and residents. Throughout the Form-Based Code Initiative, parking has been a major discussion topic with stakeholders.

Exhibit 24: Gulf Blvd

The 2007 parking study indicated that while the current parking supply is adequate within the City, it is neither ample nor convenient for all users due to its location. In the short-term, parking will need to be provided for new development using the existing established trends. However, in the long-term, parking demand within the FBC area will be better managed by multi-modal measures, such as expanded transit and shuttle service, expanded pedestrian and bicycle access and circulation, and accommodation of employees in workforce housing so that they may walk or bike to work. Beach parking areas, besides Gulf Boulevard, will be utilized in conjunction with transit service to provide adequate parking for visitors and reduce the demand on Gulf Boulevard.

Exhibit 25: Padre Blvd

As businesses along Padre Boulevard were developed, the norm was for straight-in (perpendicular) parking between the right-of-way and the building face. This required driving over the sidewalk, which creates an unsafe interaction with pedestrians. In addition, vehicles must back up directly onto Padre Boulevard with limited visibility depending on the location. The City recently banned any new straight-in parking along Padre Boulevard, although it is prevalent at many of the existing businesses. As proposed with the multi-modal transportation plan, parking along Padre Boulevard should transition into the right-of-way and be constructed as back-in angled and parallel parking based on the development context. On-street parking along Padre Boulevard should generally be limited to the area between Haas Street and Morningside Drive.

When Padre Boulevard was constructed as a four-lane facility in 1987, it was constructed with parallel parking lanes within the right-of-way. At some point, the parking lanes were designated as paved shoulders, and now a portion of the shoulders are designated as bike lanes. Because it is considered a shoulder in some locations and a wide bike lane in others, it is ambiguous as to its use and creates potential conflicts between bicyclists and cars.

Beach Parking

The City of SPI has closed a portion of the beach to vehicles. Per the Texas Open Beaches Act, one public parking space should be provided for every 15 feet of closed beach within ¼ mile of a beach access point. Currently beach goers park for free within the City at a number of locations. The most common beach parking area (apart from County parks) is on-street along Gulf Boulevard and at the beach access parking areas along Gulf Boulevard. Beginning in 2010, the City restricted parking on the east-west streets between Padre Boulevard and Gulf Boulevard from March to September to permitted vehicles only. Based on discussions with the Texas General Land Office, the city should provide transit service and wayfinding signage to direct beach goers to parking areas if the City intends to locate beach parking more than a quarter-mile from areas of closed beach.

Based on an October 2010 analysis by the City, 1,620 spaces are required to meet the goals of the Open Beaches Act. The City summarized 1,782 existing available parking spaces for beach goers:

- Gulf Boulevard on-street = 256 spaces
- Beach Access cul-de-sacs = 209 spaces
- Convention Center = 469 spaces
- Post Office = 83 spaces
- Birding Center = 112 spaces
- City Hall = 105 spaces
- West 100 Block between Padre and Laguna = 448 spaces
- Contributed by County Parks for Shores Development = 100 spaces

Form-Based Code Area Parking Demand

Within the FBC study area, we assumed 1,836 KSF of retail/lodging and 274 KSF of office existing based on the property database. The future non-residential growth is 503 KSF (437 KSF of retail/lodging and 66 KSF of office) based on TXP's Market Analysis. The following summary demonstrates the existing and future non-residential parking demand within the FBC area:

- Existing parking demand (1,836 KSF of retail/lodging and 274 KSF of office) = 5,459 spaces
  - This assumes 85th percentile demand on a weekday (3.16 vehicles per 1,000 SF for retail, 3.45 vehicles per 1,000 SF for office)
- Existing parking demand using shared parking reductions = 5,054 spaces
- Existing excess supply (based on Carl Walker study) = ~42% occupied during Saturday peak season
- Future parking demand = 6,761 spaces
- Future parking demand using shared parking reductions = 6,259
- Increased parking demand = 1,205 spaces (assuming shared parking; takes credit for existing excess capacity)
  - 1,205 spaces / 503 KSF = 2.4 spaces per 1,000 SF demand

Parking District Concept

An important step in improving the overall parking experience is the formation of a unified parking and local transit product where a visitor can park once and navigate through the entire City. The formation of a parking district could improve the overall parking experience in the SPI.

A parking district manages parking operations, often across individual boundaries. It is a mechanism that can be used for funding joint mobility initiatives and creating a more walkable environment. The most effective and progressive parking programs are those that have embraced a "dual mission philosophy" relative to parking management. That is, when parking is managed by an organization whose primary objectives are area-wide development and access, decisions are made relative to the whole area and not just individual components. Typically when organizations are successful in managing parking, there is often a change in staff and program attitudes, such as "How can we manage parking to make the island more visitor-friendly?" or "Everything we do regarding parking should enhance the overall SPI experience!"

Characteristics of a Parking District:

- A defined mission and vision

- Coordination of all aspects of parking operations (multi-level structures, surface lots, enforcement, maintenance, wayfinding, pricing strategies, branding, etc.)
- Typically headed by a President or Executive Director reporting to a Board (Typically 7 – 12 members)
- The Board comprised of influential stakeholders based upon representation determined through a variety of methods (number of beds, number of parking spaces, revenue, etc.)

Parking districts are flexible in that the City can develop an approach that provides the desired amount of authority to the parking district to satisfy the needs of the individual stakeholders. The entire City could be within the parking district. The district could be City-led or operate as a business improvement district. The parking district can set a pricing strategy to meet City-wide goals, such as construction of new facilities or maintenance of existing facilities. With collection of parking fees (including the fee in-lieu), the City is obligated to use the fees for parking or parking-related uses (such as funding a park and ride bus), but has no obligation to build parking at a certain location. The parking district can be its own governing board, which can manage all funds and revenues, such as residential and commercial permits and beach parking fees.

Parking Wayfinding

The ease in which available parking is found is the first experience a visitor driving to SPI will encounter. Wayfinding systems provide guidance to parking areas, especially beach-related parking. Wayfinding signs along with parking availability guidance can alert drivers if intended visitor parking is available in time to divert to another destination if needed. Basic guidance can provide visitors with consistent parking signage throughout the City, including lot identification, entrance/exit signs, and area maps. The City has already provided wayfinding signs at each of the beach access points, as shown in Exhibit 26. If temporary park and ride locations are used during peak periods, temporary wayfinding should direct visitors to the appropriate locations.

Exhibit 26: Beach Wayfinding Sign

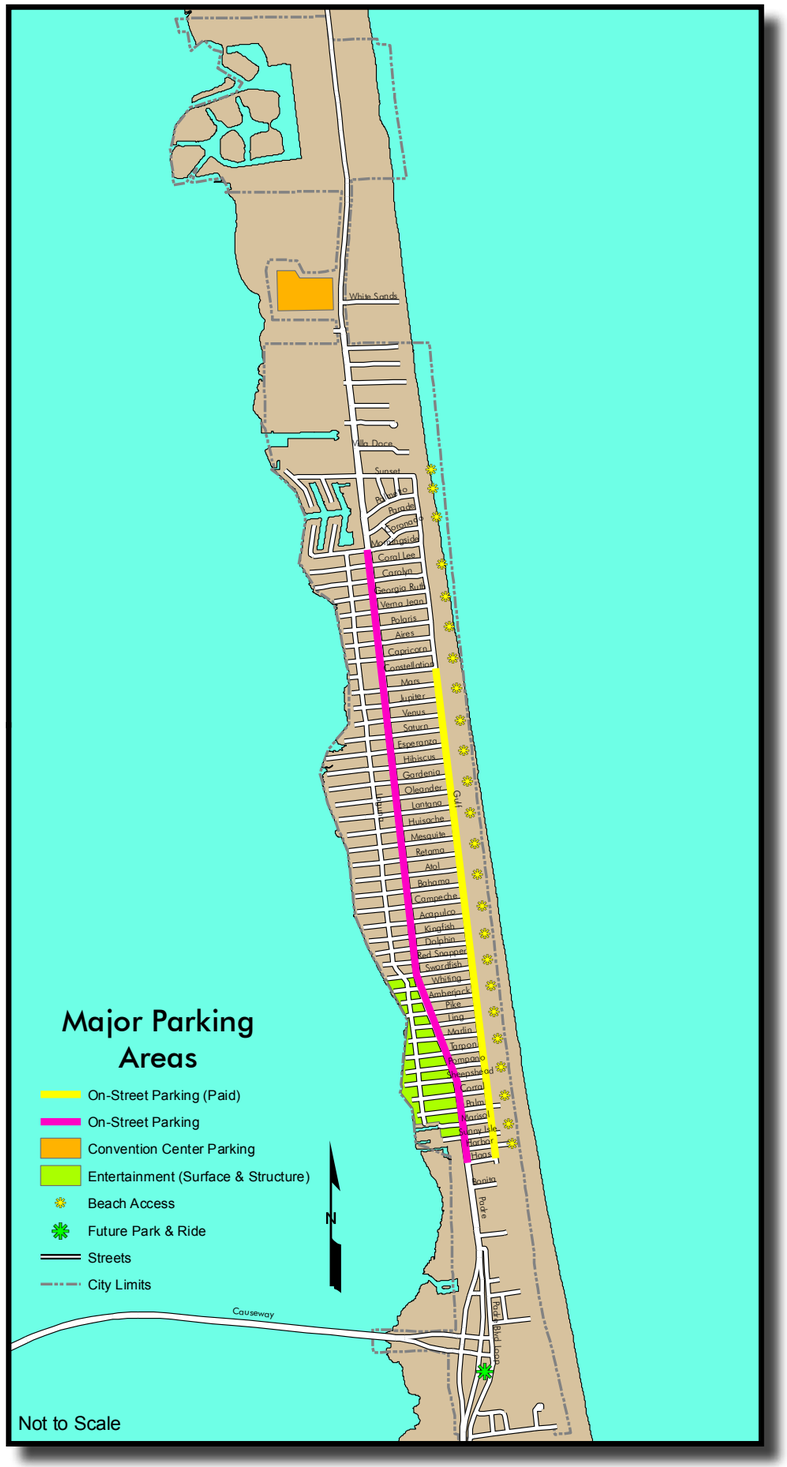


Exhibit 27: South Padre Island Major Parking Areas

Parking Recommendations

- For Gulf Boulevard on-street, no increases in number of parking spaces in the future.
- For the beach access cul-de-sacs, no parking between 2 AM – 6 AM.
- Charge for paid parking during peak season for Gulf Boulevard on-street and on the beach access cul-de-sacs. Recommend a flat $1/hr rate from 9 AM – 5 PM with no time limit.
- Determine if the paid parking will be managed by the City or by a vendor. If by a vendor, release an RFP for a parking operator, with a portion of the revenue being provided to the City.
- Explore parking district concept for operations and management.
- Transition from straight-in to back-in angled parking along Padre Boulevard between Haas Street and Morningside Drive in conjunction with multi-modal transportation plan.
- Phase out direct access parking on Padre Boulevard between the Padre Boulevard Loop and Haas Street.
- Phase out direct access parking on Padre Boulevard north of Morningside Drive.
- Focus wayfinding signage for beach parking at major locations.
- Construct future Park & Ride. The P&R will provide between 300-400 spaces once constructed. Provide wayfinding signage and transit service.
- Use free surface parking (and potentially paid future structured parking) in Entertainment District as daytime beach parking. Provide wayfinding signage and beach circulator transit service during peak season.
- Parking supply along the Padre Boulevard corridor should be supplemented by the future parking within the TxDOT ROW. Limit parking to 2 hour maximum within TxDOT ROW between 9 AM – 5 PM. This shared parking supply does not count toward required parking for businesses. If spaces are lost due to conversion from straight-in to back-in angled parking along the Padre Boulevard frontage, businesses are grandfathered in.
- A public/private partnership is encouraged to build a structured parking lot in the Entertainment District. If located within 1,000 feet, a development could pay a fee in lieu of providing parking if garage exists (City-owned) or lease spaces if garage exists (privately-owned).
- Padre Boulevard Non-Residential (not at neighborhood crossings) - Require 1.0 space per 500 SF minimum for existing development/uses (1.0 space per 400 SF minimum for new). No maximum. Can propose alternative standards if a shared parking plan between uses or parcels is approved by the City.
- Padre Boulevard Non-Residential (at neighborhood crossings) - Require minimum of 1.0 space per 500 SF. Maximum of 1.0 surface space per 300 SF, unless providing structured parking. Can reduce if a shared parking plan between uses or parcels is approved by the City.
- Entertainment District Non-Residential - Require minimum of 1.0 space per 300 SF. Can reduce if a shared parking plan between uses or parcels is approved by the City. No maximum standard established.
- All FBC Areas Residential – Require minimum of 1.5 spaces per dwelling unit. No maximum standard established.

Transit

The Wave provides free transit service between SPI and Port Isabel for residents, employees, and visitors. The existing system consists of five shuttles, has a regular commuter ridership, and is well used by visitors during peak periods. Four shuttles run at any one time, with the fifth rotating out for repairs and preventative maintenance. The shuttles are equipped with handicap ramps, bike racks on the front, and are in the process of being modified to include a storage platform for visitors' beach gear. Covered shelters are provided at several transit stops along Padre Boulevard. In front of City Hall, a transit pull-off area is also provided for the southbound direction.

Fixed transit routes are used, although the City proactively makes changes to the routes to provide the best service possible with the limited resources available. In 2010, the City provided two routes with 30 minute headways (time between buses reaching a given location). One route provided service on SPI only and the other serviced both Port Isabel and SPI. Service is provided along Queen Isabella Highway 100 through Port Isabel and connects to the Rio Transit system, which includes coverage of the Brownsville SPI International Airport.

For the last three fiscal years, ridership has been fairly steady, with 309,081 in 2008, 308,863 in 2009, and 315,989 in 2010. Approximately 1% of the passengers bring a bike and approximately 0.1% of the passengers have wheelchairs. Exhibit 28 demonstrates the monthly variation in ridership throughout fiscal year 2010.

In January 2011, SPI was selected for Federal Transit Administration fast-track funding to construct a transit facility. This facility will be located within TxDOT's Padre Boulevard right-of way, just south of the Queen Isabella Causeway and will provide a transit transfer center and approximately 400 park and ride spaces. This location will serve to alleviate some of the congestion to the north on Padre Boulevard by reducing the vehicular demand on the roadway.

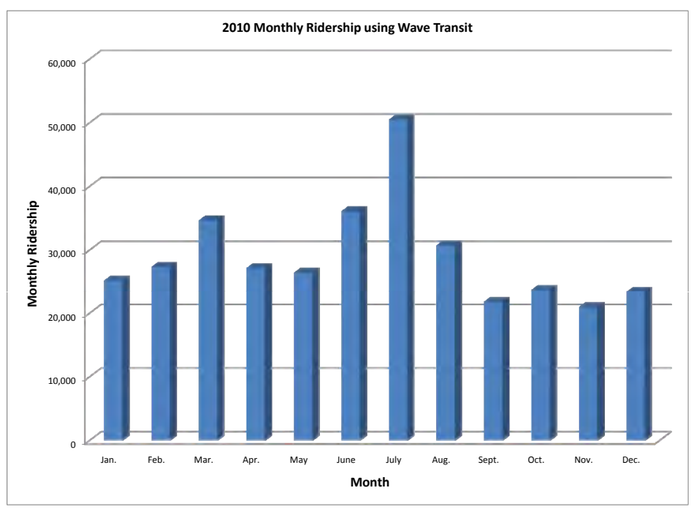


Exhibit 28: Monthly Variation in Transit Ridership

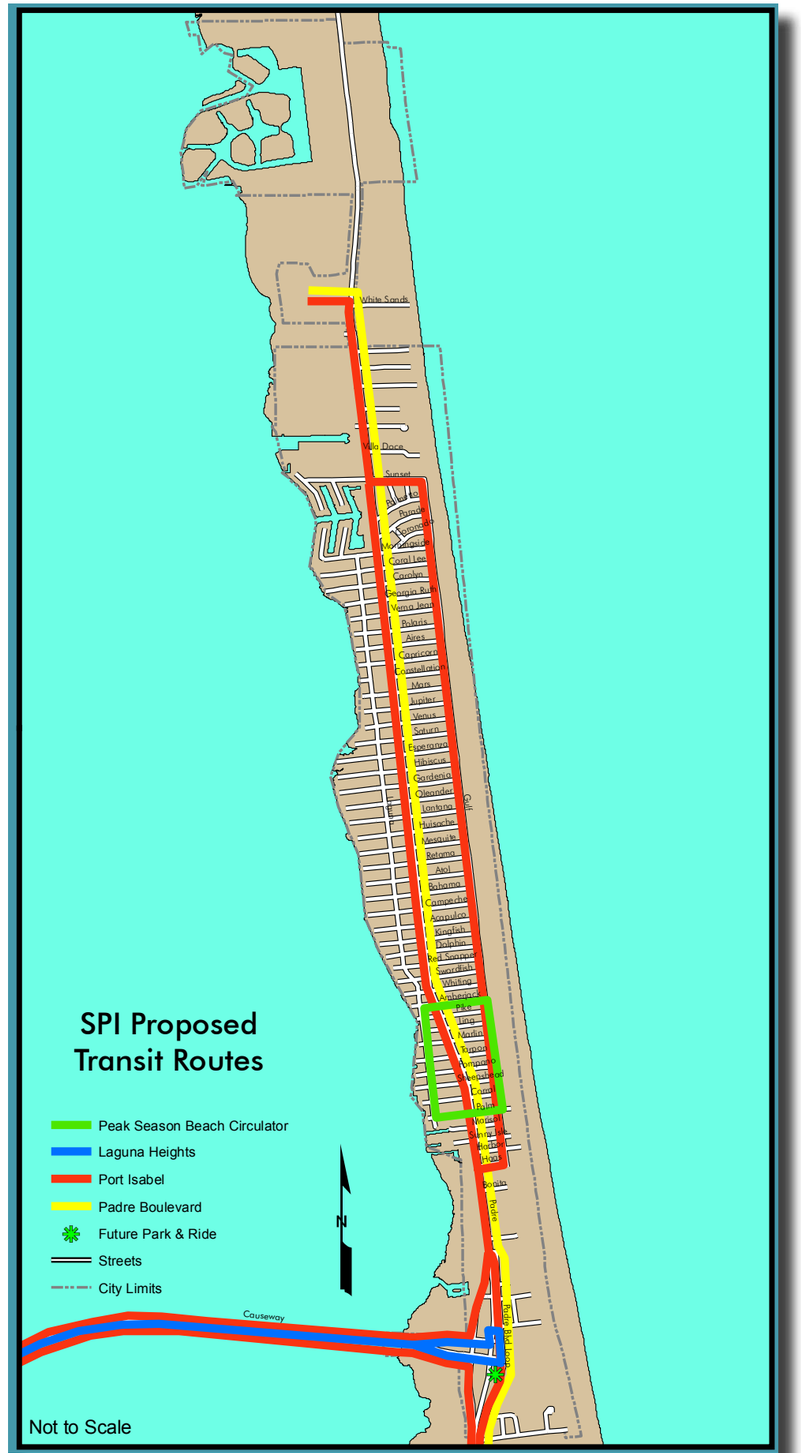


Exhibit 29: South Padre Island Proposed Transit Route

Exhibit 29 details the basic transit routes envisioned for South Padre Island to provide service for residents, employees, and visitors. Other than the Beach Circulator route, the City began implementing these routes in January 2011. The routes vary in terms of distance covered and operating headways, but each route provides a specific transportation purpose for various portions of the island.

A transit hub is proposed at the future transit park and ride station in order to provide transfer and bus hold-over locations to accommodate the route structure proposed. If a transit hub is created in the Entertainment District in the future, the routes should be modified to accommodate it. The Transit Hub concept is critical to the successfully implementation of this route structure because it allows for necessary transfers between routes to be accommodated within scheduled service parameters.

Padre Boulevard Route:

The Padre Boulevard Route provides service to Padre Boulevard from the Convention Center to Isla Blanca Park. The route links destinations such as the Entertainment District, the Convention Center, lodging locations, and commercial areas along the corridor. The 2011 route will operate on 30 minute headways using one shuttle. It will tie into the future transit hub at the Park and Ride and facilitate transfers with the Laguna Heights route.

Exhibit 30: Existing Bus on South Padre Island

Laguna Heights Route:

The Laguna Heights Route provides service from Laguna Heights Park to SPI near the Visitors Center. The 2011 route will operate on 60 minute headways using one shuttle. The route links destinations such as Laguna Heights, Port Isabel, the Port Isabel High School, connection to the Valley Metro Shuttle, and SPI. It will tie into the future transit hub at the Park and Ride and facilitate transfers with the Padre Boulevard route.

Port Isabel Route:

The Port Isabel Route provides off-island access for residents and employees. This service option is the longest route; however, a significant portion of the route operates at a higher speed along the causeway bridge. The 2011 route will operate on 30 minute headways using two shuttles. It provides coverage for all of Port Isabel and SPI without requiring transfers. It will tie into the future transit hub at the Park and Ride.

Peak Season Beach Access Circulator Route:

The Peak Season Beach Access Circulator is a proposed route that should operate on 10-15 minute headways throughout the day. The service will begin within the Entertainment District and provide access to the Beach via Marlin Street and Amberjack Street. This service will provide residents, employees, and visitors a transportation choice when travelling within the heart of the daily activity center for the Island. This will require an additional shuttle to operate and maintain the existing service frequencies for the other routes.

By operating a system of shuttles that provide services along Padre Boulevard and access to Port Isabel at higher frequencies, SPI can maximize the current transit infrastructure while planning for future growth. For some patrons, this route structure may require a transfer at the Park and Ride location and amenities for protection from the sun and any precipitation are crucial to ensuring the expanded use of the system. In general the route structure for the system will focus on two aspects of the system Padre Boulevard and Port Isabel access. Routes serving Padre Boulevard (Padre Boulevard route and Port Isabel route) should be maintained at off-set intervals to provide shorter headways, as they have similar coverage for SPI and the commercial core of the Island. Routes serving Port Isabel, Port Isabel route and Laguna Heights route, should be maintained at off-set intervals to provide shorter headways, as they have similar coverage for Port Isabel. The Concept of off-set intervals ensures regular access to transit within the majority of the focus corridor; however transfers are a necessary reality to making this structure functional. The proposed Park and Ride facility will accommodate the transfer activities for the time being, however, should and entertainment district transit hub become functional, the service parameter would likely shift based on the needs of that location.

A future option for enhanced shuttle service is the concept of dynamic service, which lets the rider know when the next shuttle will arrive; Shuttles and stations would have to be retrofitted to provide real-time information and the schedules, as shown in Exhibit 31.

Transit Recommendations

- Construct proposed Transit Center with Park & Ride. Provide shuttle service to the beach and to other routes. Include storage platform on all shuttles for visitors' beach gear if not already equipped.
- Consider revising routes to transfer at a central location.
- Reduce headways for transit service as funding allows. Set a goal of wait times of approximately 10 minutes maximum during peak periods on SPI. At significant transfer locations, consider a goal of no more than 5 minute wait times to transfer.
- Include storage areas on all shuttles for beach-related equipment.
- Provide beach circulator route during peak season to connect Entertainment District to beach.
- Update routes to accommodate actual demand.
- Provide shuttle service from major Convention Center to beach if used for beach parking areas to the beach (P&R, Entertainment District, Convention Center).
- Provide bus turn-outs at FBC development nodes with re-design of Padre Boulevard.
- In the future, provide enhanced stations and shuttle technology that is incorporated into the transit network. The schedules will transition from set schedules to dynamic service, which lets the rider know when the next shuttle will arrive.

Exhibit 31: Enhanced Shuttle Station Example

Investment Strategies

Leveraging investments between private and public partnerships both on the local and Federal level is essential to meeting the redevelopment and growth strategy envisioned by the City. Proposed investments should be weighed against the return on investment it will have for the City. This strategic investment plan provides a guide and should be revisited and modified, as appropriate. The purpose of this strategy is to set the course and describe a new financial model, one that relies upon the blurring of institutional boundaries and takes advantage of available federal and local funding options.

The federal transportation funding process is under a major transformation. The past model relied upon strict funding formulas that roadway and transit agencies had to meet. Roadways and transit had to demonstrate by means of a computer forecast model based on a 25 year population distribution trend to justify traffic counts and ridership, respectively. This funding model is unsustainable as evidenced by the sheer number of earmarks aimed at producing projects of local and regional significance. The way federal funding is being allocated is changing, as demonstrated through a number of pilot projects with the Department of Transportation, Housing and Urban Development and Environmental Protection Agency that provide funding for walkable communities and multi-modal corridors.

The 2010 livability indicators as defined by DOT, HUD and EPA:

- Provide more transportation choices. Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- Support existing communities. Target federal funding toward existing communities — through strategies like transit oriented, mixed-use development, and land recycling — to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- Coordinate and leverage federal policies and investment. Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy
- Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods — rural, urban, or suburban.

Creating a mechanism to deliver the infrastructure, develop the partnerships, and operate the improvements is critical to being awarded funding and attracting other funding sources. SPI should partner with TxDOT, Cameron County, and Port Isabel to ensure the City is a high priority for future grant opportunities. Paired with a master plan vision and implementation program that assures predictability between multiple property owners, a de facto master developer arrangement will assure that SPI develops in a unified and sustainable manner, even while using multiple streams of financing, ownership and operations.

Funding sources that can be leveraged to work towards the desired changes include:

- TxDOT funding options, such as safety grants and enhancement grants, can be used within the existing corridor for median and sidewalk improvements.
- Local bond programs typically fund major transportation improvements. In the past the City has proposed bond elections to fund infrastructure improvements.
- Tax Increment Reinvestment Zones (TIRZ). The City is currently implementing a TIRZ for the Padre Boulevard Corridor. Over time, this will provide a funding stream that can be used in conjunction with other funding tools to implement the vision for Padre Boulevard.

Conclusion

The development of a multi-modal transportation plan is a critical step towards the future of the SPI. In order to continue to position SPI as a world class community and vacation destination, steps need to be taken towards the improvement of the City's infrastructure that will both support the growth of the area, and improve the overall experience for both residents and visitors. With a clearly defined vision, the City now needs to take strategic steps to begin to implement the vision.

The first step is to begin public communication of this plan. Communication of the highest priority improvements within the City should be given to the Congressional Delegations to begin positioning SPI to obtain Federal funding. Continual coordination with TxDOT, Port Isabel, Cameron County, and other related entities should occur to communicate the clear desires of SPI and help identify funding sources.

The roadway cross sections developed during the planning process promote a blending of transportation options in a manner that is pedestrian friendly, recognize the importance of devoting right-of-way to bicyclists and clearly defining their realm within the travel shed, and accommodate a public parking concept that would allow visitors, residents, and business owners to access locations throughout the City including the beaches, entertainment district, commercial corridors and residential areas. The design concept also includes provisions for the inclusion of transit stop locations throughout the corridor and the development of pedestrian systems to create a comfortable environment for patrons boarding or alighting the transit vehicles.

Through the development of the Form-Based Code, the City will work with the development to create intrinsic value along the corridor by allowing for greater development potential, encouraging a mix of uses, promoting mixed-income housing options, and allowing the existing businesses to evolve as their consumer related demands change over the course of the corridor's redevelopment. By creating this atmosphere of predictability, with an understanding of the market forces at play, the City will work with the development community to generate an economic engine that recognizes the benefits to the current revenue streams, and seeks to promote a sustainable development pattern for businesses throughout the corridor.

Padre Boulevard is the existing "Main Street" for South Padre Island. By creating an environment for redevelopment and reinvigoration, SPI is continuing to promote the economic competitiveness of this Main Street while protecting the residential areas from development pressures that might not fit within the overall context of the neighborhood. Without the completion of the Schematic Design, the likelihood of pilot projects such as moving parking onto the public- right-of-way to increase the pedestrian amenities and developable area is severely diminished given the uncertainty of a corridor-wide program for parking transitions, access, and overall uncertainty regarding the future design and implementation of the envisioned cross section.

TxDOT Response:

We appreciate your suggestion. The PR 100 project is included in the list of projects evaluated for the TRTP. The TRTP rankings, however, do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local

TxDOT Internet Email

From:
Sent: Wednesday, October 19, 2011 3:48 AM
To: TPP_TxTranPlan@dot.state.tx.us
Subject: Killeen Hwy 201
Attachments: Picture (Device Independent Bitmap) 1.jpg

Is the highway (201) from Killeen to I-35 part of the TRTP? This was a former project, is it being revitalized?

Regards,

TxDOT Response:

We appreciate your suggestion. SH 201 is in Bell County which is within the Killeen-Temple MPO. The local MPO coordinates the development of priorities within the MPO boundaries.

City of Westworth Village
311 Burton Hill Road • Westworth Village, Texas 76114
817-738-3673 • Fax 817-546-1724

October 20, 2011

Peggy Thurin, P.E., Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, TX 77027

RE: Texas Rural Transportation Plan – City of Westworth Village

Dear Ms Thurin,

The City of Westworth Village is a small community within Tarrant County. One of our biggest assets is also a hindrance to us benefitting from transportation improvements designated to assist rural areas. We are less than 6 miles from downtown Fort Worth but our homesteads include ranchlands. Part of the Naval Air Station Joint Reserve Base, Fort Worth, lies within our boundaries, but we do not have rail or adequate bus transportation. It is unquestionable that our proximity to Fort Worth affords us advantages to residential, professional, and commercial development. However, we often get lost in the shuffle when it comes to transportation needs.

I request that the Rural Transportation Committee consider the needs of our community as part of the TRTP. For your reference, I have attached a copy of our vicinity map.

If I can be of any assistance, please feel free to contact me at 817-710-2501 or cborges@cityofwestworth.com.

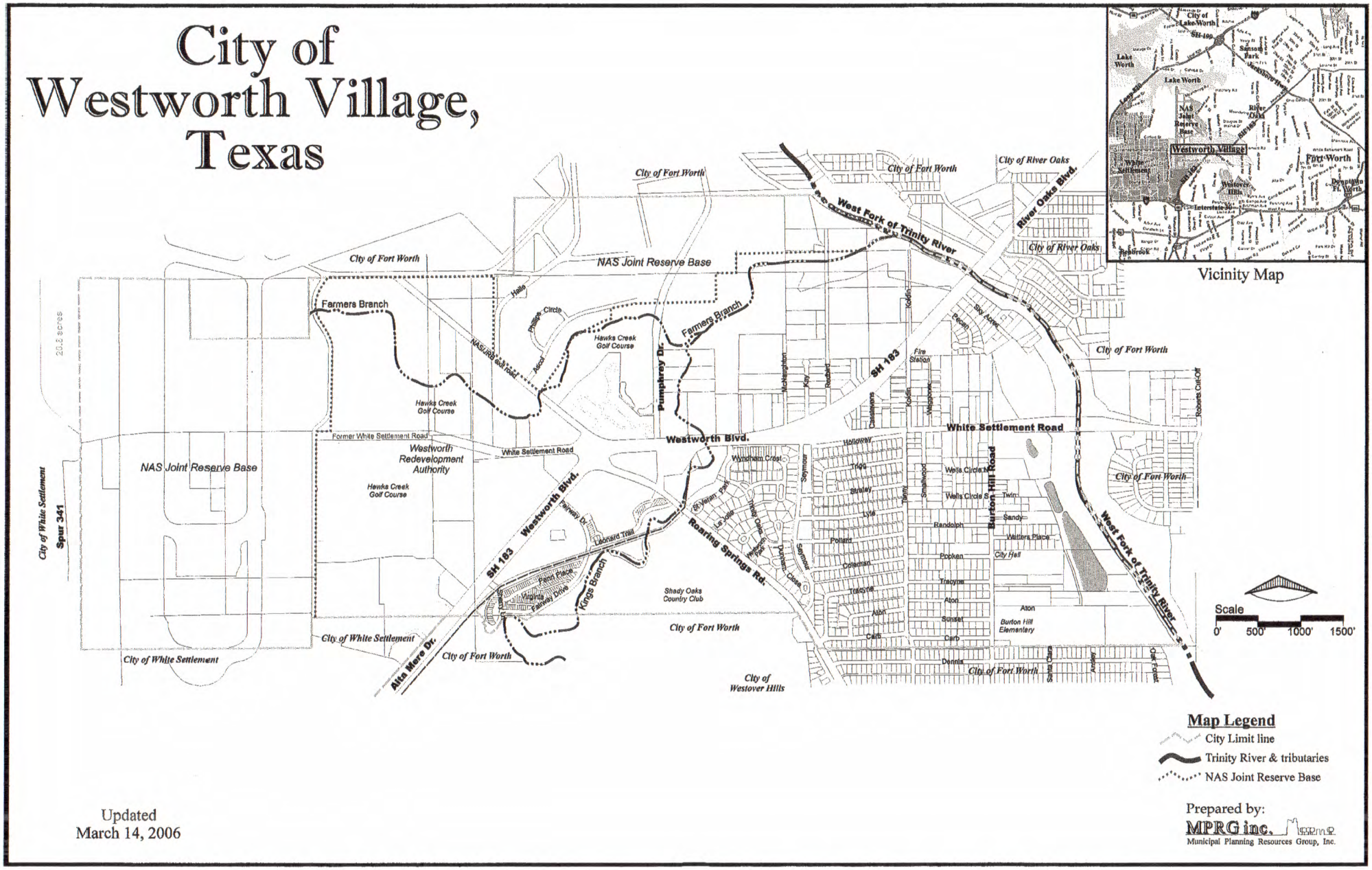
Sincerely,

Carol Ann Borges

Carol Ann Borges, City Secretary

encl
cc: Anthony Yeager, Mayor
Roger Unger, City Administrator
Rachel Wiggins, NAS JRB Community Liaison Officer

City of Westworth Village, Texas



Updated
March 14, 2006

TxDOT Response:

We appreciate your interest in this rural planning effort. Tarrant Co. is within the North Texas MPO which is responsible for prioritizing regionally significant transportation projects in the MPO boundaries. We will forward a copy of your letter to the Ft. Worth Distict and NCTCOG

From:
Sent: Thursday, October 20, 2011 12:16 PM
To: TPP_TxTranPlan@dot.state.tx.us
Subject: TRTP Comments

Dear Mr. Saenz, Jr., P.E.

I would love to be involved where possible in this process. As I understand it, I am currently asked to comment as a citizen and from the perspective that affordable, uncongested transportation is the goal while supporting transit to and from areas that are much more congested, but typically offer the best opportunities for work, shopping or recreation.

I live just outside of Big Sandy Texas. The rail transit there offers several opportunities and challenges. For me, one challenge is that both paths to two highways is often blocked by the same train or sometimes two different trains. I have had the occasion to be waiting at the cross along with emergency responders (ambulance and law enforcement) that were unable to get to the people needing their assistance and I do not know their outcome. So whether or not an area is congested, it is of utmost importance to consider the impact to health and safety of others as these systems are expanded or built. (A third location that sometimes offered a route around has this year been shut down and is no longer accessible.)

Big Sandy currently is what I refer to as a "minor switch" for the Union Pacific Railroad. So there are often trains staged at various areas of the track. It would be beneficial if the rail were expanded and a work-around for traffic created at the same time to allow more transit, better flow and safety for citizens.

Being in an under-developed economic environment, I drive approximately 45 minutes each way on a chain of two lane highways to get to Kilgore for work. In reality, I would love the opportunity to work in Shreveport or Dallas where my skills could bring the most value for my family. I also enjoy visiting these cities as well as Houston on occasion (where I have family). So rail expansion to me is the most logical to support those efforts in our community and area overall.

Big Sandy is at a conjunction of SH 155 and SH 80, essentially providing a 4-way between Interstate 30 (with multiple cities along its path north), Tyler to the South along with Interstate 20, Shreveport to the East, again with moderate to small cities in its path, and DFW to the West (also with moderate to small cities in its path). The rail goes in all of these directions, but so do the highways. So for me, developing the switch area to include high speed rail alongside the existing system, and providing corridor transport from the location by bus to the various smaller communities near the stop makes sense.

This type of system would support growth of East Texas while improving economics in the regional area, and in the end reducing the congestion of cars that has become more common in our area. It would even reduce the need to have a car on the roads at all, depending on how extensive the build out becomes.

So much focus has been made on the large metropolitan areas that it has created more difficulties for areas as rural as ours. But trust me, if this came about, we would not be so "rural" for long. This is a tremendous opportunity for Texas to build jobs and better support local commerce.

Thank you for the opportunity to convey my comments on this worthy planning initiative that addresses such a needed service in Texas.

Have a wonderful week.

TxDOT Response:

We appreciate your suggestion. TxDOT and Amtrak executed an agreement this spring to study passenger rail opportunities along IH 20 east of Dallas. TxDOT received a federal grant of $265,000 to help finance the study. We encourage you to follow the progress of this project on TxDOT's website at www.txdot.gov

From:
Sent: Saturday, October 22, 2011 8:12 AM
To: TPP_TxTranPlan@dot.state.tx.us
Subject: Comments, Tx Rural Transportation Plan

TxDOT:

Thank you for mentioning bicycling as a transportation mode in your 3-page flyer concerning the Texas Rural Transportation Plan.

Bicycles are a mode which can be accommodated at no significant cost out in the country. Why? Because the shoulders already exist along roads. No one would build a roadway of any capacity without a shoulder.

The challenges for bicycles are to:

1. not put rumble strips & "road toad" (cateye) reflectors on the shoulders in a manner that interferes with bicycles
2. not use so-called "chip seal" composite surfaces on the shoulders which make bicycling extremely uncomfortable and slow
3. ensure that bicycle connectivity is 100%, that it is not lost at bridges, underpasses, and other potential barriers
4. make sure that bike routes are adequately signed

Thanks for continuing to think about the bicycle mode in rural Texas.

--

Sincerely,

Houston, TX 77095

TxDOT Response:

We appreciate your suggestions. Per the TxDOT guidelines issued March 23, 2011, the inclusion of bicycle and pedestrian facilities shall be considered with the project is scoped. Public input, when applicable, as well as local city and metropolitan planning

TxDOT Internet Email

From:
Sent: Monday, October 24, 2011 9:35 AM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:

Round Rock, TX 78664

Comment: I represent several small cities along US 281 that have an interest in the ports to plains corridor plans.

TxDOT Response:

While US 281 is not on the designated Ports-to-Plains corridor, we appreciate your interest in this rural planning effort. The Transportation Commission provided $230M in Proposition 12 funds for improvements along the Ports-to-Plains Corridor in September 2011. Additional projects along the corridor and on US 281 are included in this planning effort. We suggest that your clients coordinate with their respective district planning staff to obtain information on specific projects.

TxDOT Internet Email

From:
Sent: Thursday, October 27, 2011 11:01 AM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:

Brenham, TX 77833

Comment: Brenham is a rural community, having a population of slightly more than 16,000 people. The intersection of US Hwy 290 and SH 36 is within its city limits. At the present time there is $50mil project under way to improve safety and mobility on the portion of US Hwy 290 bwtween FM
577 and the BNSF Railroad. This TxDot project is greatly appreciated by all those who live and work in this area.

However, I believe there are two other projects that would improve safety and mobility along US Hwy 290 and SH 36 that should be considered by TxDot. First, improvements should be made at the cloverleaf located at the combined intersections of US Hwy 290, SH 36, and Business 290. This cloverleaf restricts traffic exiting off of SH 36/US Hwy 290 onto US Hwy 290 W to one lane. It is the only one section of US Hwy 290 between Houston and Austin. This cloverleaf was designated as a pinch point after the evacuatin of Houston and Galveston in advance of Hurricane Rita. It was reported that several motorists died from heat exhaustion in the long lines of stalled traffic. The cloverleaf was a contributing factor in the traffic backup. The project should include additional lanes that bypass or eliminate the one lane cloverleaf.

The other project would improve safety and mobility on SH 36 between US Hwy 290 and Business 36. This two lane section of SH 36 should be widened to four lanes and an overpass should be constructed at the SH 36/Business
36 intersection such that northbound traffic on Business 36 intending to enter onto SH 36 and go south would not have to make a U-turn in the middle of SH 36 in order to do so. This is a very dangerous situation. The numerous skid marks on the pavement are an indication of what is happening there.

Neither of these two projects affect the economic growth of Brenham - they afect the safety and mobility of motorists passing through Brenham.

I realize that there is a lot of uncertainty in the ability of TxDot to fund projects like this. However, since the goal at this point is simply to have a rural transportation plan, I believe these two projects have merit and should be included in the plan.

TxDOT Response:

We appreciate your suggestions. Both projects are included in the TRTP analysis. The TRTP rankings, however, do not establish priorities for the districts. Prioritization will be determined by each district in consultation with the local stakeholders.

TEXAS TRAILS NETWORK
P.O. Box 2858
Grapevine, Texas 76099

October 27, 2011

Ms. Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
Texas Department of Transportation (TxDOT)
4544 Post Oak Place, Suite 224
Houston, TX 77027

Dear Ms. Thurin:

Texas Trails Network is a state wide non-profit organization whose members are passionate about the recognition, construction/development, funding, maintenance, programming and sustainable use of trails. Created in the 1990's, our mission has been to support expansion of trails via education and advocacy. In February, 2012, our statewide Texas Trails and Active Transportation Conference will highlight the value of pedestrian, paddling, equestrian, and tourism trails in both rural and urban settings. For several years we have had presentations discussing the value of partnerships and strategic planning in creating a statewide trail system. The El Camino Real de los Tejas National Historic Trail represents a good example of the type of regional trail that TTN supports.

An important part of a safe and effective statewide trail system inevitably will involve TxDOT expertise and on-system right-of-ways for some segments. **Texas Trails Network respectfully requests TxDOT's inclusion of language in the Texas Rural Transportation Plan that recognizes and supports these points.** A statewide trail system is a value added, cost effective method of increasing cultural and historical education, citizen involvement, ecotourism and healthy lifestyles. It would enhance the mission of our Texas Historical Commission, Texas Parks and Wildlife Department and Texas Department of Health. A project of this magnitude, when completed, has the potential to rival other national treasures such as the Appalachian Trail in quality and scope.

Thank you for the opportunity to make our support known for including pedestrian/trail right-of-ways and other TxDOT accommodations in your Rural Transportation Plan 2035. Your leadership in addressing rural connectivity needs is greatly appreciated.

Sincerely,

Tracey Protzro

Tracey Protzro
President, Texas Trails Network

Cc: John Rath, TTN Executive Director

TxDOT Response:

We appreciate your suggestion. Your suggestion regarding a safe and effective statewide trail system will be included in the public involvement section of the TRTP.

From:
Sent: Wednesday, November 09, 2011 10:06 AM
To: TPP_TxTranPlan@dot.state.tx.us
Subject: TRTP Montague County

We are glad to see that plans are underway to address our rural roads and we look forward to participating in the local meetings next year. I wanted to express our concern for the huge toll that the oil and gas industry operations are putting on our state and county roads. We are in the Barnett Shale play and the last 6 years has been disastrous for our roads. I have been in frequent touch with both county officials and TXDOT regarding various road repair issues. I have been very pleased with the response and have had several good discussions regarding repairs. I appreciate the seemingly endless job of keeping up with repairs much less road improvements. Obviously budgets are a problem everywhere.

It is extremely frustrating that the oil and gas industry takes no responsibility for road damage or improvement when it is their operations that are degrading the roads. The standard answer is that they pay their taxes and it is up to the state and county to maintain the roads. This system is not working and I realize that TXDOT cannot fix this problem. My neighbors and myself in our community have spent considerable time and money to try to defend our environment and infrastructure as our rural area becomes industrialized. There is a disconnect between the various Texas agencies regarding responsibility and jurisdiction and rural residents suffer as a result with no apparent solution.

Thank you for considering my input.

Regards,

Saint Jo, Texas 76265

TxDOT Response:

We appreciate your suggestions. In March 2012, TxDOT formed a working group with representatives from DPS, DMV, Railroad Commission, Counties and the energy sector to address impacts of oil and gas activities on the highway system. Please look for additional information on the progress of this working group on TxDOT's websites, www.txdot.gov.

ST. LAWRENCE COTTON GROWERS

ASSOCIATION

December 22,2011

Peggy Thurin, P.E., Project Manager,

The St. Lawrence Cotton Growers Association would like to take the opportunity to comment on Texas Rural Transportation Plan 2035. SLCGA is comprised of members from Glasscock, Reagan, and Upton Counties in West Texas. Our members produce cotton and some grain seeds that go out in all directions to different markets.

Our area is currently overwhelmed with traffic resulting from the oil boom occurring in West Texas. This being said, our main objective concerning Plan 2035 is safety. We have comprised a list of suggestions that we think are important to our area.

- Highway 158 to 4 lane from Highway 87 to Midland County
- Expanded shoulders for FM 2401
- New 90 degree approaches on Highway 137 @ intersection of Highway 158
- Turning lane at Highway 349 and FM 2401
- Shoulders for FM 1357 from Highway 137 to Highway 33

We appreciate your consideration on these suggestions and would be glad to visit with you at any time if you have questions.

Sincerely,

Allan Fuchs

SLCGA
Allan Fuchs, President
13850 Tx Hwy 137
Garden City, Tx 79739
432-466-1676

TxDOT Response:

Thank you for your suggested projects. SH 158 is included in the TRTP analysis. The other projects that your association requested are projects that would be selected by the districts for rehabilitation funds. The project suggestions have been provided to the Odessa and San Angelo Districts for consideration.

LUBBOCK
CHAMBER OF COMMERCE
WORKING FOR BUSINESS. BELIEVING IN LUBBOCK.

1500 BROADWAY, SUITE 101
LUBBOCK, TX 79401
P 806.761.7000
F 806.761.7013
www.lubbockchamber.com

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Carlos Morales, Chairman-Elect
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Cathy Allen
Larry Allen
Steve Beasley
Ron Betenbough
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Gary Gregory
Grace Hernandez
Sidney Hopper
Clayton Isom
Robert Lacy
Gabe Martinez
Stephanie Massengale
Brandon Mulkey
Richard Parks
Keith Patrick
Bill Patton
Joe Phea
Norval Pollard
Shirley Schleuse
David Seim
Frank Silvas
Gabe Vitela
Mitch Watson
Gary Zheng

January 23, 2012

Texas Transportation Commission
125 E. 11th St.
Austin, TX 78701

To Whom It May Concern:

The Lubbock Chamber of Commerce is comprised of more than 2,100 businesses representing over 72,000 employees. As the largest business federation on the South Plains of Texas, we write in support of the proposed "Super 2 Corridor Plan" as a component of the Texas Rural Transportation Plan (TRTP).

As traffic volumes increase along rural and urban highways, the demand on the highway network also increases. This is especially true of the pressure on the state's network of two-lane highways. High proportions of vehicles carrying freight at heavier weights compound the problem, contributing to a decrease in safety as drivers attempt to pass slower vehicles in no-passing zones or to pass trucks. We believe the "Super 2 Corridor Plan" can increase safety as well as the efficiency with which freight and tourist traffic moves through areas of rural Texas.

Previous research in Texas demonstrated that periodic passing lanes can improve operations on two-lane highways with low to moderate volumes; these Super 2 highways can provide many benefits of a four-lane alignment at lower cost. Additionally, results indicate that passing lanes do provide added benefit at higher traffic volumes by reducing delay and percent time spent following.

We commend TXDOT Staff for the manner in which this "Super 2" plan has been designed, and we are fortunate to have a successful working partnership with our local TXDOT District Office. We are happy to further discuss any questions you may have.

Sincerely,

Eddie McBride
President and CEO

UNITED STATES CHAMBER OF COMMERCE
ACCREDITED

TxDOT Response:

Thank you for your comments in support of the Super 2 design concept.

On 2/6/2012 at 1:19 PM, in message <
BRAD NEWTON <bradnewton@cityofpresidio.com> wrote:

Peggy,
Thank you fo the invitation to the rural webinars. I will not be available to participate on Tuesday and Wednesday. I will be with Senator Jose Rodriguez showing him Presidio County. Redistricting has us a new Senator from El Paso rather than San Antonio. I hope this will be a good thing, since like El Paso, we too are on the border. Since I will not be available to set through the webinar, I was hoping any material generated from the webinar could be emailed to me. I would appreciate it.

Our big issues is the bottleneck on truck traffic on Hi-way 90 in Alpine and south of Van Horn at the low rail 13' underpasses. The only way out of here is thru Marfa on US 67 and on to Toyha /Balmorhea on FM 17 to I-10. Why can't those rail road crossings underpasses be deepened? FM 17 is a poor route for Big Trucks to navigate. US 90 and US 67 are designed for heavier traffic where the FM system is not.

The expansion of the International Bridge in Presidio. Currently Presidio County is working on the Presidential Permit for this much needed expansion. Another related issue is the lack of signage to point out the roads to the International Bridge Crossing or Port here in Presidio on Interstate 10 From Fort Stockton to Van Horn. Existing Signs in Van Horn direct traffic to Del Rio but not Presidio. We need to be recognized as the only International Bridge Crossing between El Paso and Del Rio.

The issue of Rail road improvements to San Angelo are desperately needed to reduce the need for truck traffic and the International Rail Road Bridge issues for construction in Presidio need to be resolved and implemented.

Please forward those comments to the appropriate party(s) as Presidio Rural Transportation issues. I would like to discuss those issues with them.

I can be contacted at City of Presidio City Hall, phone 432 229 3517.
Thanks,
Brad Newton
DCOP Executive Director
Development Corporation of Presidio
bradnewton@cityofpresidio.com
Box 1899
Presidio, Texas 79845
432 238 8400 cell

TxDOT Response:

We appreciate your comments. The TRTP highway ranking only considered state-maintained highways. The replacement of the international railroad bridge has been noted. The other project suggestions on replacement of the railroad underpasses and guide signs on Interstate 10 have been forwarded to the El Paso District.

From:
Sent: Tuesday, February 07, 2012 8:13 AM
To: TPP_TxTranPlan@txdot.gov
Attachments: TRTP_Stakeholder#2CommentForm_DRAFT_20120201.doc

TRTP Stakeholder's Comment form from City of Del Rio Transportation, Del Rio,Texas.

Transportation Director
City of Del Rio

Ever Moving Del Rio Citizens Forward
Through Community Transportation

Texas Rural Transportation Plan 2035

Texas Department of Transportation

STAKEHOLDER MEETING 2

Texas Rural Transportation Plan 2035

COMMENT FORM

This form is provided to receive your comments regarding the Texas Rural Transportation Plan 2035. Please use the space provided below, attaching additional pages if necessary. You may submit comments by email to TPP_TxTranPlan@dot.state.tx.us, or through the TxDOT website, www.txdot.gov/public_involvement/rural_2035. We appreciate your interest and value your input.

Did you attend a Stakeholder Webinar Meeting? (circle one) Yes

Webinar Meeting Date? 01/13/2012 Webinar Meeting Time? 1400 Hours

Comments: I believe having a vision that reaches out to 2035 is important but all Rural Transportation providers are in need of help now. We have seen our client lists grow and the needs of our clients expand. The cost of fuel is ever in our minds and it seems destined to be one of the major factors in providing Safe, Time Efficient and meaningful transport for our clients. The Webinar was informative and very helpful. We need to not only complete the 2035 vision but need to bring in the vision into the next 5 to 10 years. If we do nothing many of the Rural Transit operations may be out of business or unable to fulfill their intended purposes

Email your comments to:
TPP_TxTranPlan@dot.state.tx.us

Or visit the TxDOT website:
www.txdot.gov/public_involvement/rural_2035

Please Print:
Your Name _____

Organization City of Del Rio Transportation

Address _____

Del Rio, Texas 78840-5578

TxDOT Response:

We appreciate your comments on the need for rural public transportation. Appendices C and D of the TRTP report provide a detailed assessment of future transit needs in rural Texas prepared by the Public Transportation Division,Texas Transportation Institute, and the rural transit providers.

From:
Sent: Thursday, February 23, 2012 7:49 PM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:

Houston, TX 77095

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: Rural roads need to support the Texas Historic Bicycle Tourism Trails* project. Rural roads need wide, clear shoulders for bikes. Width has to increase with the speed of the road. No "chip seal" on the shoulders, and rumble strips and cateye reflectors placed so as not to impede or be hazardous for bicycles. Thank you.

* http://www.biketexas.org/en/infrastructure/texas-tourism-trails

TxDOT Response:

We appreciate your suggesions. Per the TxDOT guidelines issued March 23, 2011, the inclusion of bicycle and pedestrian facilities shall be considered with the project is scoped. Public input, when applicable, as well as local city and metropolitan planning organization bicycle and pedestrian plans shall be considered. Plans, specifications, and estimates shall also ensure that proposed designs include these accommodations, if applicable, and are constructed according to Texas Accessibility Standards and Americans with Disabilities Act Accessibility Guidelines, AASHTO Guide for the Development of Bicycle Facilities and TxDOT's Roadway Design Manual.

South Plains Association of Governments

James St. Clair, Judge, Cochran County
PRESIDENT

Tim C. Pierce
EXECUTIVE DIRECTOR

March 5, 2012

Ms. Peggy Thurin
TXDOT Project Manager
Texas Department of Transportation

Dear Ms. Thurin:

On behalf of the South Plains Rural Transportation Planning Organization and South Plains Association of Governments, there are concerns in the South Plains regarding the scoring criteria utilized to determine funding in the Texas Rural Transportation Plan 2035 presented by the Texas Department of Transportation at a Stakeholder Meeting held in Lubbock, Texas on August 24, 2011 and also at a South Plains Rural Planning Organization Meeting held in Lubbock on February 10, 2012. After reviewing the criteria for scoring projects funded with TXDOT funds, the elected officials in our Region have a concern that the majority of the funds are dedicated for corridors located East of I-35. Only three projects located in West Texas are considered for funding in the transportation plan. Rural transportation funding is critical to the area, particularly since the rural routes are just as vital to the transportation system for connectivity to the metropolitan areas. Our major transportation corridors in West Texas encompass I-40, I-27, and I-20 which are major international corridors that are frequently traveled. There are seven interstate highways that cross the South Plains Region.

One of our concerns addresses the calculation for the scoring of truck freight traffic and the vehicle miles traveled. It appears that this calculation lacks in its accuracy as a result of the truck movement and how this calculation was derived, particularly since it appears that there is more consideration for where these trucks begin their journey and where they end it, versus the road miles traveled between the origination point to the destination point. For example, a freight truck can begin its journey in Dallas, Texas,

1323 5th St. • P.O. Box 3730 Freedom Station • Lubbock, Texas 79452-3730 • 806/762-8721 • Fax 806/765-9544 • 1/800-858-1809

and end its journey in Clovis, New Mexico. Other rural communities that are impacted by this freight traffic include communities such as Vernon, Childress, Turkey, Quitaque, Tulia, etc., yet these roads are not considered in the plan for renovations. When you observe the amount of traffic on Interstates 40 and 20, they average 50% of truck traffic a day which can have a significant impact on the amount of deterioration to these corridors. This demonstrates the need for better roads in rural Texas because there is a great economic impact from the connectivity of rural Texas to the urban centers.

Because the transportation needs of West Texas are significantly different from rural areas near population centers, it is important to take into consideration that West Texas has a considerable need for more two lane highways in order to enhance the safety of travelers in the area by upgrading from 2 lane highways to Super 2 highways. Unfortunately, many roads are not paved and there are not many passing lanes for traffic when a bottleneck occurs in rural areas. Truly, a rural transportation plan should place some weighted scoring criteria on these needs versus the scoring criteria which heavily weighs upon whether a project is near a heavy population center. It appears that this criterion is skewed to heavier population transportation needs versus rural. According to your definition, rural is defined as suburban because the scoring criteria weighs heavily on relieving traffic congestion from the more populated areas of the State of Texas. This definition does not include the populations of West Texas, which are not always located near a population center. Furthermore, the criterion which considers Evacuation Routes is a factor that positively affects the areas of the coast, while it negatively impacts West Texas which also experiences hazards such as fires. In the past year, these fires also required some evacuation routes which could have been enhanced with financial resources from TXDOT.

Our needs are very similar to our counterparts, which include the Rolling Plains Rural Organization for Rural Transportation and Panhandle Rural Transportation Planning Organization, in addition to the rural transportation organization in the Wichita Falls area. Therefore, we ask that you consider making changes to your scoring criteria in order to address the needs of rural West Texas.

Sincerely,

James St. Clair, Pres.

Jim C Perez, Exec. Dir

Lee Norman, South Plains Rural Transportation Chair
Garza Cty Judge

Supporters of the Transportation Comments

SPAG Board of Directors Meeting
April 10th, 2012

Sign-In Sheet

Signature	Name (Please Print Legibly)	Agency
	John P Cervantez	Lubbock
	Kenneth Jackson	Floyd
	Jim Barron	Yoakum County Judge
	T. J. Patterson	Lubbock
	Bob Simpson	Brownfield-Mayor
	Robert Guajardo	Hockley & Terry Co.
	Lesa Arnold	Dickens County
	Jim Meador	Motley County Judge
	Duane Daniel	King County Judge
	Tom Clevenger	Hockley County
	Mary Beth Sims	Hockley County
	J.D. Wagnier	Terry County Judge
	Sheri Harrison	Bailey County Judge

Supporters of the Transportation Comments

SPAG Board of Directors Meeting
April 10th, 2012

Sign-In Sheet

Signature	Name (Please Print Legibly)	Agency
L.C. Childers	L.C. Childers	Mayor of Wolfforth
Penny Golightly	Penny Golightly	Floyd Co. Judge
Lee Norman	Lee Norman	Gaza. County Judge
Wendell Dunlap	Wendell Dunlap	Plainview City
Clinton Sawyer	Clinton Sawyer	Mayor Pro Tem City of Amherst
Bill A. Coleman	Bill A. Coleman	Hale County Judge
David Wigley	David Wigley	Crosby County Judge
[illegible]	James M. DeLoach	Lamb Co. Judge
Belinda Solis	Belinda Solis	S.P.A.G.
Elena Quintanilla	Elena Quintanilla	SPAG Director
Christian Sloths	Christian Sloths	SPAG

TxDOT Response:

Thank you for your comments on the criteria. The value of truck freight originating from and destined for a county is a proxy measure for economic activity. Through truck impacts are measured in the criteria measures Truck Volume and Truck Percentage. The Hurricane Evacuation Route measure is only one of 17 factors in the ranking tool. Based on the stakeholder comments received in August, HER and Population Buffer measures, has been demised by a weighting factor. The TRTP ranking process was only used for added capacity projects. Maintenance and rehabilitation needs are selected by the districts with input from local stakeholders. The TRTP rankings do not establish priorities for the districts. Prioritization for planning efforts will be determined by each district in consultation with the local stakeholders.

CITY OF IVANHOE

880 CHARMAINE DRIVE EAST, SUITE A
WOODVILLE, TEXAS 75979
(409) 283-3299

Jack Brockhouse -Mayor
Cathy Bennett -Mayor Pro Tem
Tommy Morris -Council Member

Mark Elliott -Council Member
Joe McIntyre -Council Member
Bill Preston -Council Member

March 14, 2012

Mr. Phillip Lujan, Director
Transportation Planning & Development
Texas Department of Transportation-Beaumont, TX
8350 Eastex Frwy
Beaumont, TX 77708

Greetings Mr. Lujan,

Please enter this letter into the public hearing for the Rural State Highway Plans:

For the Section of US287/HWY 69 beginning at the North city limits of the City of Lumberton and extending southward to the South city limits of the City of Lumberton, recently widened to four lanes and the speed limit was reduced to 45 miles per hour, causes driver confusion coming from a two lane roadway in a populated area on either end of the 45 mile per hour zone which has a higher speed limit.

If the City of Lumberton has requested the lower speed limit for the entire section of highway through the city for local traffic, then an alternate route that allows higher speeds should be considered by the Texas Dept. of Transportation (i.e. the use of the old railroad corridor, which had been the subject of numerous studies and hearings in the late 1990's and early 2000's). The alternate route would alleviate the bottleneck that occurs in Lumberton during the time when school traffic occurs, and the traffic congestion during rush hour. Additionally, the higher speed route would serve the populace from North of Lumberton attempting to get to and from the business/retail/industrial/higher education complexes in the Beaumont/Nederland/Pt.Arthur area. The case now is US287/HWY 69 is having to serve both local traffic, and regional/distance traffic.

As an interim measure the Texas Dept. of Transportation should consider utilizing technology available in larger cities to sequence the numerous traffic signals on US287/HWY 69 through Lumberton. Based on the 45 mile per hour speed limit, the traffic signals now delay traffic by switching to red just as the traffic on US287/HWY 69 gets to the signal from the preceding traffic light. The result is that some drivers travel 55 miles per hour to "beat the red light".

Your consideration is appreciated,

C. D. Woodrome, City Secretary, City of Ivanhoe

TEXAS DEPARTMENT OF TRANSPORTATION
MAR 16 2012
MAILROOM
BEAUMONT DISTRICT

TxDOT Response:

Thank you for you comment. Lumberton is located within the planning boundaries of the Jefferson-Orange-Hardin Regional Transportation Study, the metropolitan planning organization. The TRTP considered rural projects as defined by locations outside of MPO boundaries.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

This form is provided to receive your comments regarding the Texas Rural Transportation Plan 2035. Please use the space provided below, attaching additional pages if necessary. Either leave this form at the meeting, or mail it to the address provided. You may also submit comments on the TxDOT website, www.txdot.gov using keywords: rural 2035, or by email to TPP_TxTranPlan@dot.state.tx.us. We appreciate your interest and value your input.

Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Paris

Comments:

Highway 37 from Quitman, North has widened shoulders except for the portion from Winnsboro to Mount Vernon. The condition of the roadway between Winnsboro and Mount Vernon with its narrow lanes and shoulder drop-offs creates a hazardous condition for vehicles. The road carries too much truck traffic to and from I-30 to continue in its present condition.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address 1
Winnsboro Tx 75494

TxDOT Response:

We appreciate your suggestions. The suggested project on SH 37 has been added to the TRTP analysis as a potential Super 2 project to provide safe passing opportunities. The TRTP rankings, however, do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Paris

Comments:

I would like to request you to consider 31 in Waco connecting to Hwy 19 that crosses I-20 and I-30 as an alternate route around Dallas.

This could help divert some of the traffic off I-35 and take burden off the Dallas emissions output.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

Sulphur Springs TX 75482

TxDOT Response:

We appreciate your suggestion. Two projects to widen SH 19 between IH 30 and IH 20 have been added to the TRTP analysis in the Paris and Tyler Districts. The TRTP rankings do not establish priorities for the districts. Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Paris

Comments:

Attached are comments from the North East Texas Rural Planning Organization.

We are an organization formed from the Ark-Tex Council of Governments & I am submitting this letter on behalf of the RPO and as County Judge of Hopkins County.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

Sulphur Springs TX 75482

ARK-TEX
COUNCIL OF
GOVERNMENTS

March 1, 2012

Texas Department of Transportation
Attn: Ricky Mackey
Paris District Office
1365 N. Main Street
Paris, TX 75460-2697

Dear Mr. Mackey:

I am writing on behalf of the North East Texas Rural Planning Organization (RPO) Committee to bring a primary concern to your attention in the 2035 Plan as presented. Our Committee feels Interstate 30 has not been given proper consideration for improvement in the plan, and we would like to present the following information to support our position:

- I-30 is one of the few Major Trade Corridors labeled by the U.S. DOT and is the primary route for shipping from the Texas coast to the Mid and North Eastern United States. With the widening of the Panama Canal, I-30 will take on an even heavier freight role, requiring needed planning for the future.
- I-30 has the highest AADT of Interstates running into/out of Dallas in close proximity to I-635 and is the second highest AADT about 35 miles out (excluding after the merge of I-35 E and W in Hill County).
- I-30 has the second highest Texas Truck Flowband count of all Interstate Highways outside of one of our major cities.

Currently I-30 is one of the most traveled routes in the state. The counties and cities along the I-30 corridor have developed aggressive economic development strategies, and are producing significant results from those plans. We do not feel you have adequately reflected the projected growth of this area, and we are asking you to reconsider inclusion of I-30 improvements in the 2035 Plan. Specifically I-30 needs to be a six-lane interstate with a dedicated "no truck traffic" lane between Texarkana and Dallas.

As an organization, our RPO was surprised not to see any planning consideration for I-30. We do take responsibility for this oversight, as we are just beginning to work together as a consolidated organization and have not previously expressed any concerns for our area. However, we are committed to becoming an organized, united and valuable resource for TxDOT's use in assessing future transportation needs, and we look forward to working with you for the betterment of Texas as a whole.

The RPO Committee is asking that you include improvements to I-30 in the long-range plan due to its importance not only to rural Texans, but also urban.

Sincerely,

Laura Mabey

Laura Mabey, Chair
North East Texas Rural Planning Organization

POST OFFICE BOX 5307 • TEXARKANA, U.S.A. 75505-5307 • TELEPHONE (903) 832-8636 • FAX (903) 832-3441 • TTY/TDD (903) 832-5351
Equal Opportunity Employer/Program • Auxiliary Aids and Services are available upon request to individuals with disabilities.

TxDOT Response:

We appreciate your suggestions. The Paris and Atlanta Districts reviewed the IH 30 corridor after the public meetings and have added eight projects -- 4 for Atlanta and 4 for Paris -- in to the TRTP. The TRTP rankings do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

This form is provided to receive your comments regarding the Texas Rural Transportation Plan 2035. Please use the space provided below, attaching additional pages if necessary. Either leave this form at the meeting, or mail it to the address provided. You may also submit comments on the TxDOT website, www.txdot.gov using keywords: rural 2035, or by email to TPP_TxTranPlan@dot.state.tx.us. We appreciate your interest and value your input.

Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? Paris TX

Comments: Hwy 37 from Hwy 21 to Winnsboro is hilly, curvy & has no shoulders. Franklin Cty population has grown in this part of the county. There have been fatalities on this road, because of unsafe passing areas & mainly no shoulders. There is no margin for error. There is not any place to change a flat tire.

Highway Patrolmen do not even work this area, because there is no place for traffic to pull over.

This is the main route for 18 wheelers from Tyler to I-30. There is also many log trucks on this unsafe roadway, cattle trucks, farm equipment, etc.

We would really appreciate you considering Hwy 37 from Mt Vernon to Winnsboro.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name Saundra Dunn

Address 704 Miller
Mt. Vernon TX 75457

TxDOT Response:

We appreciate your suggestions. The suggested project on SH 37 has been added to the TRTP analysis as a potential Super 2 project to provide safe passing opportunities. Your suggestion on pavement condition on SH 37 has been provided to the Paris District for consideration for a future rehabilitation program.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Paris

Comments: My Concern is Interstate 30. It Appears that I-30 has not Been included in the Plan. Driving I-30 will show you that some issues with the Surface. The ~~Patches~~ Patches are in Places touching each other. Resurfacing needs to be considered. from Greenville to the west it has been Resurfaced. from Greenville to the East is in need of Resurfacing.

The Second issue is the need for at Least Planning for widening of the Road. I-30 is increasing in Truck Traffic. As a NAFTA Highway goods are Coming from Mexico through I-35 North to Dallas. The population Centers in the US and Canada are in the Northeast so the Trucks go from Dallas to the Northeast Down I-30.

An issue is that population follows Infrastructure. So for the Northeast portion of the State to grow infrastructure must be improved.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name_

Address_

Sulphur Spring Tx 75482

TxDOT Response:

We appreciate your suggestions. The Paris and Atlanta Districts reviewed the IH 30 corridor after the public meetings and have added eight projects -- 4 for Atlanta and 4 for Paris -- in to the TRTP. The TRTP rankings do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Paris, Tx

Comments: Very unstructured meeting. Don't know if the format is really conducive to an exchange of information

I-30 from Texarkana to Dallas carries an increasing flow of truck traffic from Mexico + the Houston Port area. It should be expanded to six lanes, one a dedicated no truck lane. It is an extremely strong corridor from Texas to St. Louis + Chicago –

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name_

Address_

Dangerfield, Tx 75638

TxDOT Response:

We appreciate your suggestions. The Paris and Atlanta Districts reviewed the IH 30 corridor after the public meetings and have added eight projects -- 4 for Atlanta and 4 for Paris -- in to the TRTP. The TRTP rankings do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Paris

Comments:

My clients need fixed route transportation
They are also concerned about
mobility access problems - ada ramps
architectural barriers etc

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address
164 SE 6th Paris TX
75460

TxDOT Response:

Your suggestion regarding a fixed route bus service in Paris has been forwarded to the Public Transportation Division. Please also review the section on Rural Public Transportation Needs Assessment in Appendix C of the TRTP.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? Paris

Comments: attached request

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

Mt Vernon TX 75457

Mount Vernon, TX

U.S. HIGHWAY 37 FROM HWY 21 TO Winnsboro

U. S. Highway 37 is hilly, curvy, and has no shoulders.

Population growth of Franklin County has occurred in the south part of the county.

There are few or no places to pass a slow moving vehicle. There has been one fatality when a car tried to pass a truck and had a head-on collision with an oncoming car.

There are few or no places to pull over to change a flat tire. Drivers travel slowly with a flat until a place is found to stop—resulting in ruined tires and rims.

Winnsboro ISD runs one bus route on part of U. S. Hwy 37 and makes 5 stops each morning and each afternoon.
Mount Vernon ISD runs two bus routes on part of U. S. Hwy 37 and makes 10 stops each morning and each afternoon.
This is a total of 30 stops each day and 5,700 stops in the current school year on U. S. Highway 37 with no shoulders.
School children are in danger when boarding and departing the bus because there are no shoulders. There has been one accident with a bus as the bus dropped over a hill and could not stop before hitting horses at the bottom of the hill.

Highway Patrolmen avoid patrolling this area of highway because there is no place for traffic to pull over.

This is the main route for 18 wheelers traveling from Tyler to I-30.

This is the main route for log trucks leaving Franklin and Wood County traveling north to I-30 and Clarksville to paper mills in Arkansas.

Farm equipment from the area travels this route.

This is a route traveled by cattle trucks and trailers moving cattle to and from the Winnsboro sale barn. The County Agent states that a Sale Barn must have a minimum of 1,000 head of cattle weekly to be able to stay in business. There are four roads into Winnsboro. Theatrically there would be a minimum of 250 head of cattle traveling U. S. Hwy 37 on Thursday and Friday and 250 head of cattle traveling out of the sale barn on U. S. Hwy 37 on Saturday. In the past many of these calves are headed to I-30 to travel

to West Texas to fatten on the wheat fields. Currently the calves and many of the mother cows are headed north to winter.

Lowe's distribution center: In one year, there are 10,083 trucks traveling to and from Lowe's on Highway 37. They also have is a number of employees who travel that road to get to work. Many of these employees work the night shift. Their danger is in the dark early morning hours after a 12 hour work shift.

Joe Tex Trucking: "Hwy 37 from Mt. Vernon to Winnsboro greatly effects our routing of trucks. Routing 18 wheel trucks is our business and routing to avoid Highway 37 effects the truckers and our profits."

Eastex Crude Oil

All advertising for the route from Tyler to Paris to the Indian Nation Turnpike is routing traffic through Mt. Pleasant because of the stretch of road between Mt. Vernon and Winnsboro (No shoulders on road and danger). It increases the mileage for travelers by 35- 45 miles. It is a disadvantage to Mineola, Quitman, Winnsboro, and Mount Vernon—they are economically by-passed.

Highway 37 from Mt. Vernon to Winnsboro is the only one in the area with no shoulders.

We ask that you indorse our request for shoulders on U. S. Highway 37.

TxDOT Response:

We appreciate your suggestions. The suggested project on SH 37 has been added to the TRTP analysis as a potential Super 2 project to provide safe passing opportunities. The TRTP rankings, however, do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local stakeholders.

5555. North Lamar Blvd. Austin, Texas 78704

Bringing Independence to Texas

To Whom It May Concern:

A public transportation system does not exist in the Lamar County leaving the City of Paris with a stagnating economy and the rural residents, especially those with a disability, without adequate mobility options.

Public transportation is key in promoting economic viability. Through increased access to commodity and labor markets, transportation feeds local expansion and the development of multidimensional commercial activities. According to the 2010 U.S. Census, 49,793 residents live in Lamar County, 1,846 of which, according to 2009 Lamar County Labor Market Statistics, are unemployed. The main industry sectors, Manufacturing, Retail and Accommodation, and Health Care and Social Services, employ 21.7%, 19.9%, and 15.6% of the work force respectively. To increase economic development, Lamar County must create an industry based in public transportation. The institution of this sector will generate job opportunities, develop public transport systems that best serve the county, and establish positive ripple effects throughout the community. Citizens will enjoy increased community interaction, elevated neighborhood values, and the ability to efficiently travel to and from work.

The Texas State Independent Living Council supports the institution of a public transportation system not only because we value economic growth but also because public transportation enables individuals with disabilities to live independently. Independent Living (IL) means the empowerment of persons with disabilities to make their own decisions and life choices to the greatest extent possible. It also means ability to live in the least restrictive environment with the same fights and privileges as other people. An established transportation system will allow the disability community to embrace this lifestyle.

The Texas State Independent Living Council supports the establishment of a public transportation system in County of Lamar. We are happy to assist Lamar County and their partners in any way we can.

Sincerely,

Kaethe Selkirk

Kaethe Selkirk
Development Coordinator
Texas State Independent Living Council
512-371-7353
kaethe@txsilc.org
www.txsilc.org

TxDOT Response:

Your suggestion regarding a fixed route bus service in Paris has been forwarded to the Rural Public Transportation Division. Please also review the section on Public Transportation Needs Assessment in Appendix E of the TRTP.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

This form is provided to receive your comments regarding the Texas Rural Transportation Plan 2035. Please use the space provided below, attaching additional pages if necessary. Either leave this form at the meeting, or mail it to the address provided. You may also submit comments on the TxDOT website, www.txdot.gov using keywords: rural 2035, or by email to TPP_TxTranPlan@dot.state.tx.us. We appreciate your interest and value your input.

Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? PARIS

Comments: Hwy 37 from Farm Rd 21 to Winnsboro is Very dangerous It is A Safety Issue for Travlers + Citizens that live on or near the Hwy. Would be greatful for any Assistance to make the Road Safer. State Troopers seldom work the Hwy because in many Instances there is No place to pull a vehicle off the Road. When School Buse Run It is Extremely Hazendous

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

MT. VERNON, TX 75457

TxDOT Response:

We appreciate your suggestions. The suggested project on SH 37 has been added to the TRTP analysis as a potential Super 2 project to provide safe passing opportunities. The TRTP rankings, however, do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? PARIS

Comments: HWY 82 NEEDS TO BE FOUR LANES FROM I 30 TO SHERMAN. RELIEVE TRUCK TRAFFIC IN AND AROUND DALLAS

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

CLARKSVILLE TX 75426

TxDOT Response:

The TRTP included 13 added capacity projects on US 82 between Sherman and IH 30. Based on your comment, an additional 5 projects were added to the analysis.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? Tomkum

Comments: Highway 90A through Eagle Lake is currently a 2-lane with a center turn lane highway, which serves us well. Now the highway outside of the City needs help by providing a lane to allow for passing, due to the high volume of truck traffic. Heavy truck traffic is the result of many gravel mining companies in the area.

I would like to encourage TxDOT-Aviation Division to approve letter of interest submitted for the Eagle Lake Airport Hangar Project.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name__

Address__

Eagle Lake, Tx 77434

TxDOT Response:

Two projects to widen US 90A for a two-way left-turn lane have been added to the TRTP. From SH 71 to Eagle Lake on the west side of town and from Eagle Lake to FM 2764 to the east. The TRTP rankings, however, do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Paris

Comments: I have for hosting the Transportation Plan 2035 meeting in Paris. It was good to discuss the possibility of getting highway 37 North of Winnsboro to Mt. Vernon.

As you are aware this portion of highway 37 is well travelled and a link between I-20 & I-30. Our concern is from a safety standpoint

I hope this can be included in your Plan 2035 and that the work can be done in the near future or so.

Again Thanks Ronny Knott Councilmember City of Winnsboro

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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

WINNSBORO, TX 75494

wade@winnsbortexas.com
Mayor Pro Tem

TxDOT Response:

We appreciate your suggestions. The suggested project on SH 37 has been added to the TRTP analysis as a potential Super 2 project to provide safe passing opportunities. Your suggestion on pavement condition on SH 37 has been provided to the Paris District for consideration for a future rehabilitation program.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? WICHITA FALLS

Comments: SEE ATTACHMENT

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

SAINT JO, TX 76265

COMMENTS TO TEXAS RURAL TRANSPORTATION PLAN 2035
WICHITA FALLS, MARCH 6, 2012

It is good to see this planning being done for our rural roads. The information presented was fairly easy to understand but would require further study to better grasp what is being proposed. I would be interested in attending some of the Cross Timbers Rural Transportation meetings held in Wichita Falls, please advise how I might be informed of when and where they are held.

Here in Montague County our roads have been severely impacted by the heavy truck traffic imposed by the oil and gas industry. I was disappointed that HW 677 between HW 82 in Saint Jo and Forestburg was not even on the map. For the past several years this highway has had very significant heavy truck traffic, which has stressed the road beyond its design limits. I suggest that truck traffic data be gathered on rural roads such as HW 677 so that this can be considered in the plans.

My concern is that our legislators in Austin either don't know or don't care about the heavy toll that the oil and gas industry operations are taking on our roads. It is irresponsible of our State Government to give the authority to the Texas Railroad Commission to approve installation of industrial facilities with no regard or funding to upgrade and repair the roads. This needs to be fixed NOW and perhaps taxes on the oil and gas industry are the answer.

Thank you for undertaking this much needed planning. Perhaps much of what I have said should be a separate discussion but this is what impacts us the most now.

Saint Jo, TX 76265
940-995-7237

3/7/2012

TxDOT Response:

We appreciate your concern. In March 2012, TxDOT formed a working group with representatives from DPS, DMV, Railroad Commission, Counties and the energy sector to address impacts of oil and gas activities on the highway system. Please look for additional information on the progress of this working group on TxDOT's website, www.txdot.gov.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) (No) Yes Meeting Location? _____

Comments: I am very suprised that roads which I have voiced concerns the last year or not addressed on the list which I received from Bee County officials are not addressed. Highway 72 from Kenedy to Three Rivers has become so ~~bad~~ "beaten to death" by the same traffic spoken of on Hwy 181. As far as a hurricane relief route - you should try it when Corpus Christi is evacuated It is used as well! The other road is where Farm Road 882 attaches to Hwy 72 at the Sulfur Creek bridge 1 mile north of Pawnee. This is a dangerous intersection because of the poorly planned width of the bridge. You speak of safety issue in the non-inclusive list but I guess that is not important for TXDOT for the Pawnee area. This has been addressed with TXDOT officials and County officials.

Doug Arnold
Tax payer and citizen

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name _____

Address P.O. Box 557
PAWNEE, TX 78145

TxDOT Response:

Thank you for your suggestions to improve our highways. Safety was not used as a criteria measure for the TRTP as the projects ranked in the TRTP were added capacity that are not yet funded for construction within the next 10 years. Safety concerns are reviewed by the districts as the issues are raised by the public or elected officials. Similarly, potential rehabilitation projects are programmed annually by the districts. Your suggestions have been forwarded to the Corpus Christi District.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? Paris

Comments: Monday March 5, 2012 a group from Winnsboro attended the meeting at Paris Junior College.
I find the information to be helpful with regards to future TxDot projects.
I was disappointed to find there were no considerations for widening Hwy. 37 between Mt. Vernon and Winnsboro.
There is heavy 18-wheeler traffic plus many wide loads that travel this highway.
Because of the narrow width of the road which handles large loads, safety is quite a concern for all of us.
Would it be possible for TxDot to take the necessary steps to place this project on their list for considerations?

Thank you.

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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

Winnsboro, Tx. 75494

TxDOT Response:

We appreciate your suggestions. The suggested project on SH 37 has been added to the TRTP analysis as a potential Super 2 project to provide safe passing opportunities. The TRTP rankings, however, do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local stakeholders.

TITUS COUNTY

Titus County Courthouse

Brian P. Lee
County Judge

March 8, 2012

Texas Department of Transportation
P. O. Box 14921
Austin, TX 78714-9217

On behalf of our Regional Planning Organization and Titus County, I appreciate the opportunity to attend the Long Range Planning meeting in Atlanta today.

My Commissioner's Court has sent me to express a significant concern regarding the 2035 Plan. Interstate 30 has not been given the appropriate consideration for improvement in the Plan.

Interstate 30 is one of the busiest routes in Texas. We are fortunate in that I-30 runs right through Titus County. We, and our neighboring counties have economic development efforts in effect that greatly depend on I-30. We don't feel that you have adequately reflected the projected growth of this area, and are asking you to revisit the plan as it relates to I-30.

Interstate 30 is one of the few Major Trade Corridors labeled by the U.S. Department of Transportation, and the primary route for shipping from the Texas coast to Mid and Northeastern United States. The widening of the Panama Canal is scheduled for completion in 2014, and I-30 will take on an even heavier freight load which demands planning for the future.

I-30 has the highest Average Annual Daily Traffic running into and out of Dallas in close proximity to I-635, and is the second highest AADT about 35 miles out of Dallas.

I-30 has the second highest Texas Truck flowband count of all Interstate Highways outside of one of our major cities.

We are just beginning to work together as a consolidated group, and have not expressed any concerns for our area. We are committed to becoming an organized, united and valuable resourse for TxDot, and look forward to working with you for the betterment of Texas as a whole.

Very truly yours,

Brian P. Lee

100 W. First Street, Suite 200 Mt. Pleasant, Texas 75455 Telephone 903-577-6791 Fax 903-577-6793

TxDOT Response:

The Paris and Atlanta Districts reviewed the IH 30 corridor after the public meetings and have added eight projects -- 4 for Atlanta and 4 for Paris -- in to the TRTP. The TRTP rankings, however, do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local

ARK-TEX
COUNCIL OF
GOVERNMENTS

March 1, 2012

Texas Department of Transportation
Attn: Deanne Simmons
Atlanta District Office
701 East Main St.
Atlanta, TX 75551

Dear Ms. Simmons:

I am writing on behalf of the North East Texas Rural Planning Organization (RPO) Committee to bring a primary concern to your attention in the 2035 Plan as presented. Our Committee feels Interstate 30 has not been given proper consideration for improvement in the plan, and we would like to present the following information to support our position:

- I-30 is one of the few Major Trade Corridors labeled by the U.S. DOT and is the primary route for shipping from the Texas coast to the Mid and North Eastern United States. With the widening of the Panama Canal, I-30 will take on an even heavier freight role, requiring needed planning for the future.
- I-30 has the highest AADT of Interstates running into/out of Dallas in close proximity to I-635 and is the second highest AADT about 35 miles out (excluding after the merge of I-35 E and W in Hill County).
- I-30 has the second highest Texas Truck Flowband count of all Interstate Highways outside of one of our major cities.

Currently I-30 is one of the most traveled routes in the state. The counties and cities along the I-30 corridor have developed aggressive economic development strategies, and are producing significant results from those plans. We do not feel you have adequately reflected the projected growth of this area, and we are asking you to reconsider inclusion of I-30 improvements in the 2035 Plan. Specifically I-30 needs to be a six-lane interstate with a dedicated "no truck traffic" lane between Texarkana and Dallas.

As an organization, our RPO was surprised not to see any planning consideration for I-30. We do take responsibility for this oversight, as we are just beginning to work together as a consolidated organization and have not previously expressed any concerns for our area. However, we are committed to becoming an organized, united and valuable resource for TxDOT's use in assessing future transportation needs, and we look forward to working with you for the betterment of Texas as a whole.

The RPO Committee is asking that you include improvements to I-30 in the long-range plan due to its importance not only to rural Texans, but also urban.

Sincerely,

Laura Mabey

Laura Mabey, Chair
North East Texas Rural Planning Organization

POST OFFICE BOX 5307 • TEXARKANA, U.S.A. 75505-5307 • TELEPHONE (903) 832-8636 • FAX (903) 832-3441 • TTY/TDD (903) 832-5351
Equal Opportunity Employer/Program • Auxiliary Aids and Services are available upon request to individuals with disabilities.

TxDOT Response:

We appreciate your suggestions. The Paris and Atlanta Districts reviewed the IH 30 corridor after the public meetings and have added eight projects -- 4 for Atlanta and 4 for Paris -- in to the TRTP. The TRTP rankings do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Atlanta

Comments: I-30 has not been considered for funding needed for improvements. Since I-30 is a heavily travel highway we need at least six lanes to handle the traffic after the Panama Canal locks are completed in 2014.

The traffic growth from the Dallas-Ft. Worth area to the northeastern states will demand more lanes. We feel as a region, I-30 will increase growth in our cities and counties, so whatever we can do to help in the project would be beneficial to our area. (between Dallas and Texarkana)

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address: Daingerfield, Tx. 75638

TxDOT Response:

We appreciate your suggestions. The Paris and Atlanta Districts reviewed the IH 30 corridor after the public meetings and have added eight projects -- 4 for Atlanta and 4 for Paris -- in to the TRTP. The TRTP rankings do not establish priorities for the districts.Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? Lufkin

Comments: I think its great to begin to focus on the smaller cities, towns and rural areas as their needs are constantly evolving also. One concern is safety. With increase in sidewalk and bicycle infrastructure, will there be required setbacks or division between roadways and pedestrian ways? How will the methods evolve as the city grows? Will there be a transition between the rural and urban projects?

How is pedestrian access over large roadways and interstates going to be addressed. Are there plans for pedestrian sky bridges, etc...

I think this is a promising start. Excited to see the transformations.

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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

Lufkin, Tx 75902

TxDOT Response:

We appreciate your suggestions. Per the TxDOT guidelines issued March 23, 2011, the inclusion of bicycle and pedestrian facilities shall be considered with the project is scoped. Public input, when applicable, as well as local city and metropolitan planning organization bicycle and pedestrian plans shall be considered. Plans, specifications, and estimates shall also ensure that proposed designs include these accommodations, if applicable, and are constructed according to Texas Accessibility Standards and Americans with Disabilities Act Accessibility Guidelines, AASHTO Guide for the Development of Bicycle Facilities and TxDOT's Roadway Design Manual. These documents can be located online.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? Lufkin

Comments: As the population increases in Lufkin & Angelina County, I feel that it is going to be very important to plan ahead to establish complete streets. This meaning that as roads & communities are constructed then aspects such as sidewalks, bike lanes, and trails that connect infrastructure should be considered. These characteristics will lend the public the opportunity to participate in safe walks to schools/work and recreational opportunities that will lead to a quality of life that will be increasing in importance as obescity, heart disease, and other health related issues are increasing.

Trails are another aspect I feel will be important, ones that are not just for transportation but for recreation. Again I feel that instead of increasing population and a then trying to catch up w/ recreation opportunities, we need to go ahead and plan for these opportunities. This will increase suitability, property values, and health of the community.

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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name__ _____

Address_____

Zavalla, Tx 75980

TxDOT Response:

We appreciate your suggestions. Per the TxDOT guidelines issued March 23, 2011, the inclusion of bicycle and pedestrian facilities shall be considered with the project is scoped. Public input, when applicable, as well as local city and metropolitan planning organization bicycle and pedestrian plans shall be considered. Plans, specifications, and estimates shall also ensure that proposed designs include these accommodations, if applicable, and are constructed according to Texas Accessibility Standards and Americans with Disabilities Act Accessibility Guidelines, AASHTO Guide for the Development of Bicycle Facilities and TxDOT's Roadway Design Manual.

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? LUFKIN TX

Comments: Thank you for providing information to the public regarding state highway projects in our area. It's great to stay informed of changes & improvements in our roads - especially rural highways.

Please continue to keep us abreast of any projects coming to our area - and please keep the "TRANS-TEXAS CORRIDOR" info. in the news & newspapers - we don't need to take away any more land away from landowners!

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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

LUFKIN, TX. 75901

TxDOT Response:

We appreciate your comment. To stay informed on projects in the Lufkin area, go to TxDOT's website and find the link for Local Information. You can then click on the map of the Lufkin District to get information on local public meetings and project studies.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? Lufkin

Comments:

Don't waste any more money on Trains in this Rural State. There are not the Taxis nor subways to move people from the train step to their place of work. ie like NY or Chicago

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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

TxDOT Response:

We appreciate your comment. TxDOT is evaluating several rail corridor for potential intercity passenger service. The study process will consider regional as well as national goals for passenger travel.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? TXDOT Lufkin

Comments: Although projects are more of a commercial nature, the City of Grapeland would greatly benefit from some consideration of resurfacing rural FM roads leading into and out of Grapeland. Overall there is a great working relationship with TXDOT especially the drainage project that's being undertaken 2012-2013.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☑ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

Grapeland, Texas 75844

TxDOT Response:

We appreciate your suggestions.The TRTP considers added capacity projectsin the analysis of long term needs. Pavement needs are evaluated annually by the district offices. Your suggestion has been forwarded to the Lufkin District.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Lufkin

Comments:

Move as quickly as funding allows on 819, as well as 59 N. to 103.)

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

Lufkin, TX.

TxDOT Response:

We appreciate your suggestions. Both projects are included in the TRTP analysis. The TRTP rankings do not establish priorities for the districts. Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? LUFKIN

Comments: THE SUPPORTS ALL OF THE PROJECTS FOR ANGELINA. COUNTY. THEY HAVE BEEN PROPOSED PROJECTS FOR MANY YEARS AND ARE A NEED THAT SHOULD BE ADDRESS AS SOON AS POSSIBLE. THE PARTICULARLY NEEDS THE US 59 & FM 819 PROJECT DUE TO THE AMOUNT OF ACCIDENTS & DEATHS AT THAT LOCATION.

THANKS

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address CITY OF LUFKIN
300 E SHEPHERD
LUFKIN TX 75901

TxDOT Response:

Thank you for your comments. The TRTP rankings do not establish priorities for the districts. Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Buna

Comments: Recommend expansion of FM 1103 from IH35 (2-7 lanes), further recommend that ~~the~~ 1103 be extended to IH10. Currently IH35 & 10 are congested with significant traffic on 78. With the improvements on IH35, 2009 additional traffic will be placed on 78 looking for access to IH35 & 10. With the additional SH130, additional traffic will be funneled onto IH10 & 78 attempting to get back to 35. The entire area between San Antonio, New Braunfels and Seguin will be populated within the next 20/30 yrs, yet there is not a through connection between the two interstates in the middle of this area.

By enhancing the 3009 connection, additional congestion will occur. Currently 1103 has the most accidents of any road in Cibolo.

Thanks for your time!

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

Cibolo Tx 78108

TxDOT Response:

We appreciate your suggestions. The focus of the TRTP is the rural areas of Texas outside of MPOs. This area of west Guadalupe County is included in the San Antonio - Bexar County MPO. Your suggestion has been forwarded to the San Antonion District for consideration in future discussions with the MPO.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? SAN ANTONIO

Comments: TOM HORNSETH, COMAL COUNTY ENGINEER PRESENTS THE ATTACHED RESOLUTION # 2012-02 FROM THE COMAL COUNTY COMMISSIONERS COURT ENDORSING PROJECTS FOR THE TXDOT "TEXAS RURAL TRANSPORTATION PLAN" FOR COMAL COUNTY, TEXAS.

WE APPRECIATE YOUR FAVORABLE REVIEW OF OUR RECOMMENDATIONS.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

NEW BRAUNFELS TX 78132

STATE OF TEXAS §

COUNTY OF COMAL §

RESOLUTION NO. 2012-02

IN THE MATTER OF ENDORSING PROJECTS FOR THE TEXAS DEPARTMENT OF TRANSPORTATION'S "TEXAS RURAL TRANSPORTATION PLAN" FOR COMAL COUNTY;

WHEREAS, the Texas Department of Transportation (TxDOT) is holding a public meeting for the purpose of providing information and receiving comments on the selection of projects to be included in their planning; and

WHEREAS, the TxDOT, at said public meeting, will provide and receive comments on their planning; and

WHEREAS, the Texas Department of Transportation has requested the Comal County Commissioners Court input for proposed roadway improvement projects within Comal County;

NOW, THEREFORE, BE IT RESOLVED by the Commissioners Court of Comal County, Texas, in regular session assembled in the City of New Braunfels, on the 8th of March, 2012, hereby recommends the roadway improvement projects as indicated on Exhibit "A" which is attached hereto;

AND FURTHER, the Comal County Commissioners Court hereby submits this recommendation to the Texas Department of Transportation for their consideration.

PASSED and APPROVED this the 8th day of March, 2012.

Sherman Krause, County Judge

Donna Eccleston, Commissioner Precinct No. 1

Scott Haag, Commissioner Precinct No. 2

Gregory Parker, Commissioner Precinct No. 3

Jan Kennady, Commissioner Precinct No. 4

ATTEST:

COUNTY CLERK, COMAL COUNTY, TEXAS

Exhibit "A"

Roadway Improvement Projects for the Texas Department of Transportation as Recommended by the Comal County Commissioners Court March 8, 2012

Projects Recommended:

1. **SH 46**

   a) Improve between Sun Valley Road and Old Boerne Road to 4 lanes with left/right turn lanes and signalization at all roadway intersections.
   b) Expand 2 lanes to 4 lanes from Kerlick Lane to Landa Street
   c) Replace RR Underpass at Union Pacific Rail Road
   d) Improve between Old Boerne Road to the Comal County line to super-two highway section left and right turn lanes at all roadway intersections.

2. **FM 306**

   a) Improve between MKT Railroad crossing to River Chase Way to 4 lanes with left/right turn lanes and signalization at all major roadway intersections.
   b) Improve between River Chase Way and the US281 to super-two highway section with left and right turn lanes at all roadway intersections.
   c) Improve between IH35 and MKT Railroad to divided 4 lane with grade separations over the UP and MKT railroads.

3. **US 281**

   a) Complete the 4 lane divided roadway from Guadalupe River to Blanco County

4. **FM 1863**

   a) Improve from Mission Valley Road to US281 to super-two highway section with left and right turn lanes at all major roadway intersections.

5. **LOOP 337**

   a) Improve the remaining portions to a divided 4 lanes with left/right turn lanes and signalization at all major roadway intersections.

6. **FM 3009**

   a) Improve between Garden Ridge and SH46 to add improved shoulders.

7. **IH35**

   a) Complete one way service roads throughout Comal County.

TxDOT Response:

We appreciate your suggestions. Most of the projects submitted in the resolution are included in the TRTP analysis. The FM 1863 project from Mission Valley Road to US 281 and the FM 306 project from FM 2673 to US 281 have been added to the analysis. The TRTP rankings do not establish priorities for the districts. Prioritization will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? TXDoT Bexar Metro

Comments: Curious as to projects considered that would alleviate traffic flow from South Bexar County's I-35 and 1604 intersection. Heavy concentration of 18 wheel traffic going north toward Downtown San Antonio and South toward Laredo.

Area is hazardous to traffic in narrow highway space merging between 18 wheelers. Improvement in conditions will help boost economic development of area as highway service is focal point for City of Von Ormy as well as City of Somerset and Southwest Bexar County as whole.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name _____

Address _____

San Antonio, TX 78227

TxDOT Response:

We appreciate your comments on congestion in south Bexasr County. The San Antonio - Bexar County MPO coordinates development of long-range planning projects with TxDOT. Projects inside the MPO boundaries are not included in the TRTP analysis. Your request for information has been forwarded to the San Antonio District.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? San Angelo Tx

Comments: I wish to take this opportunity to express my concern should plan be advanced to improve highway access to and from Mexico and Canada particularly Mexico. I was told the meeting was not concerned with such a matter, but I'm certain there is a master plan with the goal being to put such a thing in place should funding be eventually secured. Although I can understand the probability of positive economic impact, but at what cost? The larger more pressing issue to be resolved first is our border security. An endeavor such as Ports to Plains being implemented without first acknowledging and resolving the problems we are experiencing because of not enforcing our borders would just be opening the gate even wider.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ **I am employed by TxDOT** ☐ **I do business with TxDOT** ☐ **I could benefit monetarily from the project or other item about which I am commenting**

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

San Angelo Tx 76903

TxDOT Response:

We appreciate your suggestions. TxDOT does not have any purview over border security. Proposed improvements to the Ports-to-Plains corridor include providing Super 2 design, which provides safe passing opportunity at regular intervals along those segments of the corridor with low traffic volumes. Super 2 is considered an interim improvement to the goal of providing a four-lane facility.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? San Angelo

Comments: Fantastic funding Super 2 San Angelo to Sonora! Thank you times 3!

Next on wish list: ① Super 2 Sonora to Del Rio. ② Reconstruct RR bridge at Presidio

③ Improve railroad from San Angelo west to Fort Stockton and through Ft. Stockton.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name [illegible]

Address [illegible]
San Angelo, TX 76903

TxDOT Response:

We appreciate your suggestions. Four Super 2 projects on US 277 have been added to the analysis. The TRTP rankings, however, do not establish priorities for the districts. Prioritization will be determined by each district in consultation with the local stakeholders. The railroad projects have been submitted to the Rail Division for consideration.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? San Angelo

Comments: With the development of Super-frac drilling technology the oil field in West Texas is exploding - especially the Permian Basin area Southwest of San Angelo the truck traffic resembles an ant bed! Highway 163 from Barnhart South 30 miles to Ozona has been taking the brunt of water truck and frac truck traffic recently and is rapidly becoming a washboard. This stretch of 15 miles from Barnhart to Midway Lane, the intersection of Hwy 190, and then 15 miles from this intersection on South to Ozona needs to be rebuilt to handle primarily truck traffic. Patching the existing road won't hold up. Rebuilding it now - doing it right the first time - will be a wise investment promoting oil and gas, and wind development in West Texas. Thanks for your consideration.

Mark [illegible]

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name [illegible]

Address

San Angelo, Tx. 76904

TxDOT Response:

We appreciate your suggestions. Pavement rehabilitation projects are not included in the TRTP analysis as those needs are considered by the districts on an annual basis. Your concerns regarding specific highways have been forwarded to the district office. In March 2012, TxDOT formed a working group with representatives from DPS, DMV, Railroad Commission, Counties and the energy sector to address impacts of oil and gas activities on the highway system. Please look for additional information on the progress of this working group on TxDOT's websites, www.txdot.gov.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? Sweetwater

Comments:

Importance (Not in order)

* I-20
* 2way access Rds by I-20
* Lamar St. improvements
* location of on/off ramps – to develop Econ. Dev.
* locating Wind Blade in TxDOT Easement
* lighting on Business 20 (west side of Sweetwater) @ FM 1544

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

Sweetwater tx 79556

TxDOT Response:

Thank you for your perspective on priorities for West Texas. IH 20 is a critical transportation artery and the provision of new frontage roads will be coordinated with local stakeholders. Improvements to Lamar Street (SH 70) were not specified, however, all of your comments were provided to the Abilene District.

The Next 5 Documents were submitted at Public Meeting.

10-2-09

Mr Mario Jorge
Texas Transportation Dept.
600 W Exp 83
Pharr TX 78577

I was in your office today and met with Jerry Vallejo in regard to the attached letter and I appreciate his courtesy.

The misplacement of the signs outlined in my note cause many last second lane changes that could easily cause an accident.

Please drive south on 281 from Trenton Rd., placing yourself as a first time driver on this good road.

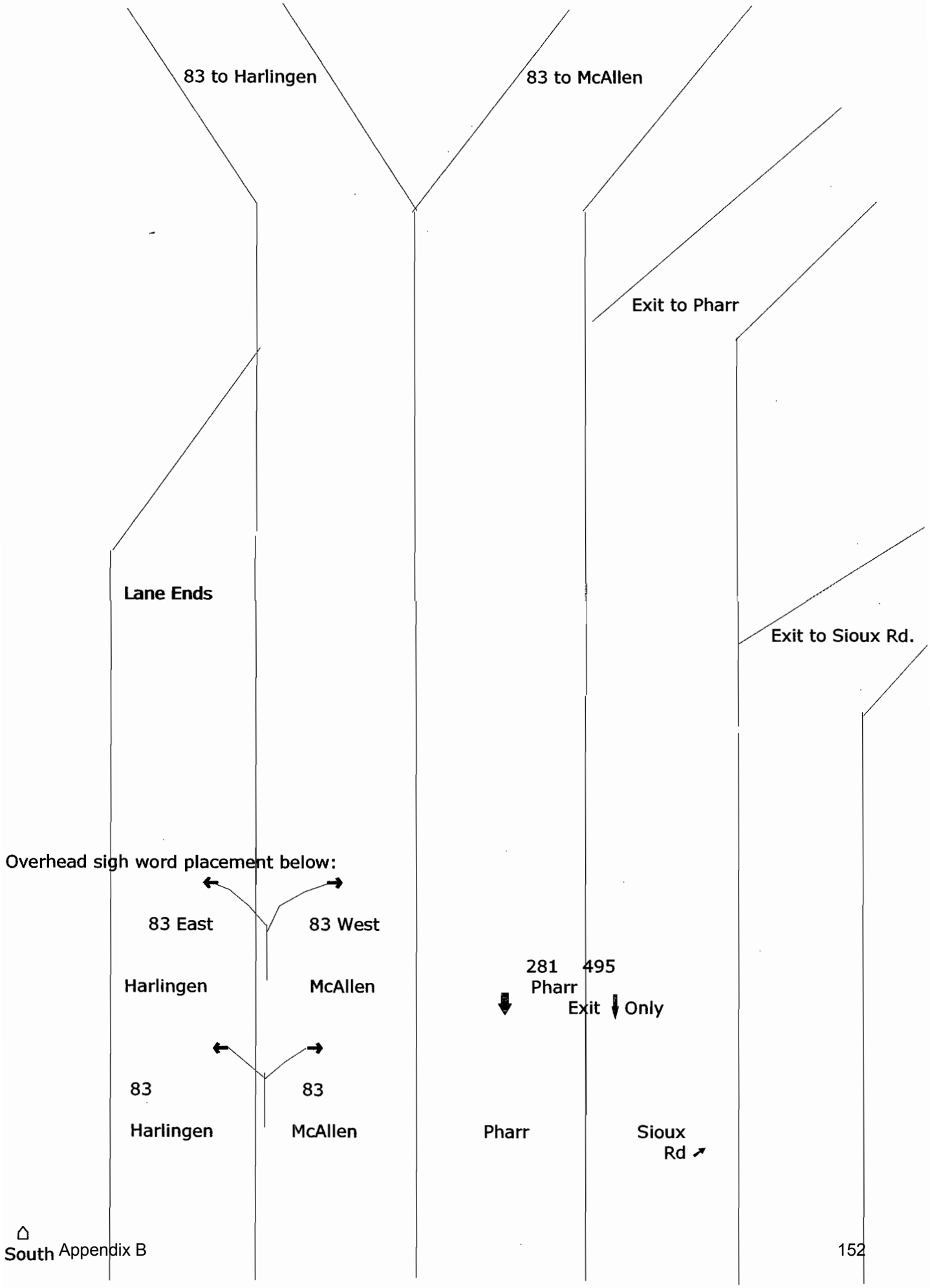
If you follow the instructions and get in the second from left lane on your way to McAllen, the short time you have to change lanes will let you see how this could be quite a trauma to a person with a trailer or large load. A prompt lane change could cause a serious situation, accident or death.

Moving the signs to the proper lane could save a life or two in the future.

Thanks for your review of this situation.

Ray Moore

301 Kerria McAllen TX 78501 682-8669


83 to Harlingen
83 to McAllen
Exit to Pharr
Lane Ends
Exit to Sioux Rd.
Overhead sigh word placement below:
83 East
83 West
Harlingen
McAllen
281
495
Pharr
Exit
Only
83
83
Harlingen
McAllen
Pharr
Sioux
Rd
South

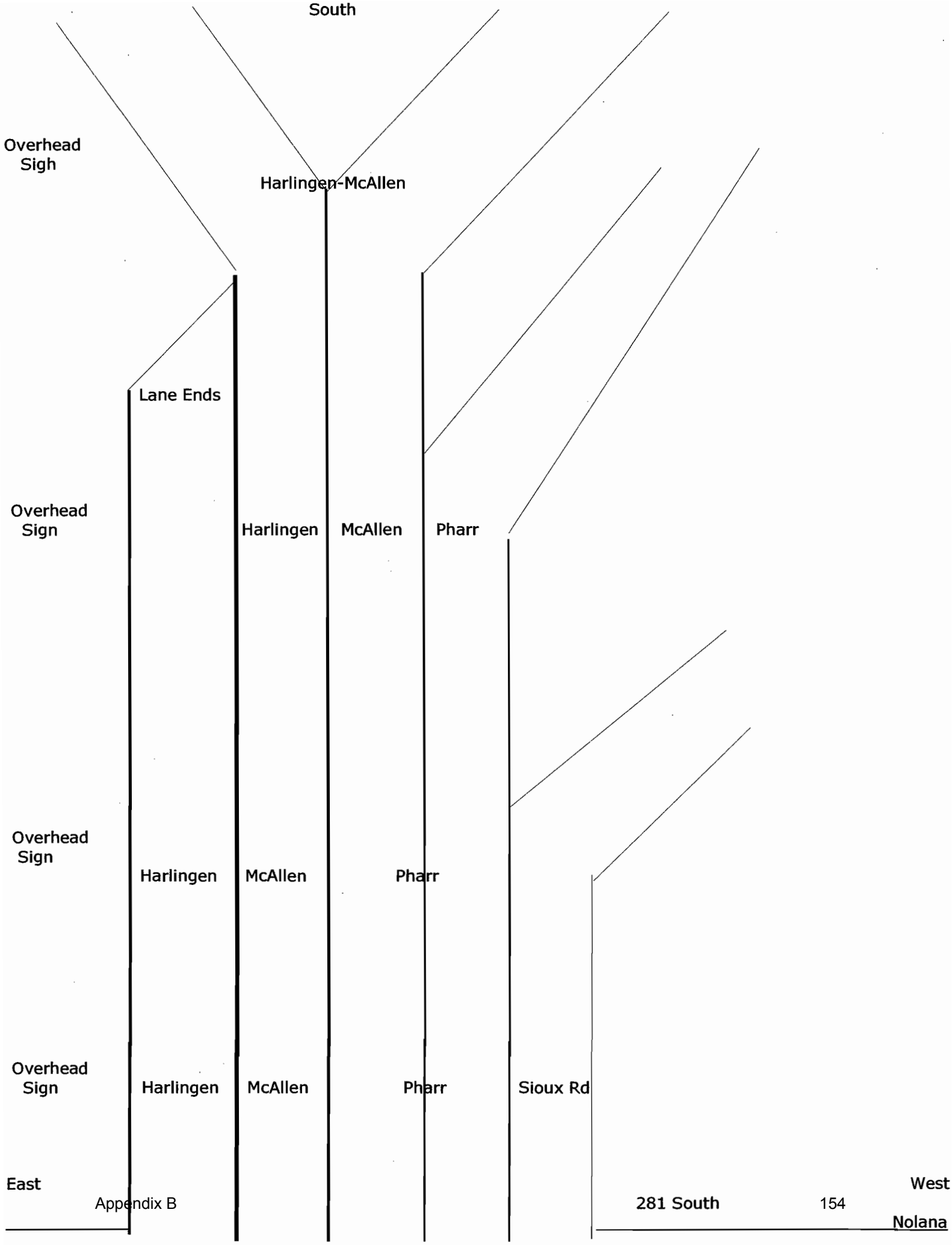
Mr Juan Sustaita,

Subject: Sign Misinformation

On Highway 281 headed south in Pharr, you pass Nolana and see the next two signs over the highway that indicate which lanes to use.
The left lane sign arrow indicates it is to be used to Harlingen; the second lane arrow indicates it is to be used to McAllen; the third lane arrow indicates it is to be used to Pharr; the fourth lane arrow indicates it is to be used for Sioux Rd. The fifth lane is not shown on the board.
Since the left lane is terminated, the third and fourth signs before the Y indicate that all traffic must move one lane to the right.
Because these signs for lane change are in place, most drivers make a quick change to the correct lane.
I have noticed several near accidents because drivers realized at the last second that the change of lane was necessary.
Had the first two signs south of Nolana been placed one lane to the west, the near accident situations could have been averted.
First time drivers on this road and vehicles with trailers are really put to the test because of the first two signs' misinformation.
A review of an accident at the Y would not show that the cause of the accident was a misdirection from a sign up the road.
Please review this situation and contact me to arrange a ride over this part of 281 to see the situation. I would hope that you could make plans to move the signs to proper positions and make this part of the road safer.
I am always proud of our highway system in Texas and hope a sign move will be made quickly.

Your Friend on the road,

Ray Moore
956-682-8669


South
Overhead Sigh
Harlingen-McAllen
Lane Ends
Overhead Sign
Harlingen
McAllen
Pharr
Overhead Sign
Harlingen
McAllen
Pharr
Overhead Sign
Harlingen
McAllen
Pharr
Sioux Rd
East
West
281 South
Nolana

4-22-11

Texas Highway Transportation Dept.
600 W Expressway
Pharr TX 78577

Jesse Leal,

South Expressway 281 "Warning Strips"

Jesse, it might be a good idea to place 10 or more warning strips all along on inside lane that is being terminated starting below first sign south of Nolana. This would encourage those last "second lane changers" to move to proper lane earlier.

Thank you for staying on this "what could be a life saving move".

Your effort is appreciated.

Sincerely,

Ray Moore

682-8669

301 Kerria
McAllen TX 78501-1722

TxDOT Response:

We appreciate your suggestions. Operational projects, such as improving signage along US 281, are not included in the TRTP. Your comments have been forwarded to the Pharr District.

South Padre
ISLAND, TEXAS

Office of the Mayor

March 7, 2012

Mr. Mario Jorge, PE
600 West US 83 Expressway
P. O. Box 1717
Pharr, TX 78577

Dear Mario:

I'd like to first take a moment and thank TxDOT for our partnership in delivering safe and reliable transportation solutions to Texas over the years. I would also be remiss if I didn't mention how much we appreciate the Pharr District Office, and your leadership.

Like TxDOT, the City of South Padre Island is focused on maintaining a safe, congestion free, connected transportation network. We recognize the funding challenges facing Texas transportation and will continue to work with the TxDOT to generate the public support necessary to create a predictable and reliable funding framework. The City of South Padre Island supports utilizing innovative transportation funding strategies like Transportation Reinvestment Zones, RMA's or TIRZ, to generate local revenue for on-system projects.

Under current federal legislation, "the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)", state DOT's are required to consult with non-metropolitan local officials in transportation planning and programming. Although consultation is required, the consultation process is not prescribed in federal law or TxDOT rules. Our goal is to work with the TxDOT to create a rural, transparent, inclusive and comprehensive rural transportation planning and programming consultation process.

As Mayor and a local official of one of the State's rural communities, I believe the Governor, the Legislature, and the Commission recognize the contributions of the State's rural communities to the economic prosperity and heritage of Texas.

The City of South Padre Island has a long and historical relationship with TXDOT. Our rural community, a barrier island, is linked by TxDOT's second longest bridge in the state and the Gulf Intercoastal Water Way. Our main street, Padre Boulevard, is TxDOT's Park Road 100. Both the Queen Isabella Causeway and Park Road 100 are part of the State's highway system. The development of these three transportation assets facilitated the development

"A Certified Retirement Community"

4601 Padre Boulevard • South Padre Island, Texas 78597 • 956.761.6456 • Fax 956.761.3892

of billions of dollars of real-estate; and, generated hundreds of millions of dollars of taxes to the State's public education system, State General Fund, Cameron County, College District and Port District. The transportation assets have enabled the development of dozens of successful small businesses and thousands of jobs for our rural community.

Further, in the area of ad valorem taxes, the City of South Padre Island makes up 18 percent of the Cameron County tax base and over 75 percent of the tax base of the Point Isabel School District and Laguna Madre Water District. Tourism is a vital part of the economy in our City as well as the Rio Grande Valley. If safety and congestion are not addressed soon in our City, our tourists are going to find somewhere else to go and ultimately damage our economy as well as that of the Valley's.

Our City Council was excited to learn that the Transportation Commission directed TxDOT to launch the development of the Texas Rural Transportation Plan 2035 and Rural Transportation Improvement Plan (RTIP). As you know, we coordinated our transportation planning efforts with your Pharr District office. The City Council elected to submit our project, Padre Boulevard reconstruction, to the district office for inclusion in the TRTP 2035 and RTIP. After several months of review, we were informed our project was not selected for inclusion in the TRTP 2035 or RTIP.

Before I offer comments regarding the process to develop the RTIP and project selection, I would like to provide some information regarding our project and State Park Road 100, which we refer to as Padre Boulevard. Padre Boulevard is our Main Street. The street is a north/south thoroughfare that extends 10.1 miles from the south city limits to the city's north ETJ. Today, much of the roadway is a rural five-lane undivided roadway deficient of sidewalks. The thoroughfare is not ADA compliant and does not have pedestrian facilities. A portion of the thoroughfare was reconstructed to add a median to improve safety through access management. Also, a portion of the thoroughfare was striped and signed to include bike lanes. The thoroughfare is an anomaly of transportation planning and facility design and does not fit the mold of cities our size because of our large fluctuations of population. We can fluctuate in population from 5000 people to 100,000 depending on the time of the year.

Padre Boulevard was designed and constructed for rural transportation conditions. It was assumed the thoroughfare would carry low traffic volumes at high speeds. Transportation engineers and designers assumed that vehicle traffic would be the only mode of travel. After a couple of decades of growth and urban development, the rural thoroughfare struggles to meet the demands of existing urban traffic conditions.

From March to September, with the arrival of spring breakers and summer tourists, traffic patterns shift from rural to urban conditions. On peak holidays like Fourth of July, Texas Week Spring Break, Easter, Memorial Day, Labor Day, and most summer weekends, the rural thoroughfare's peak capacity is stretched to its limits. As the thoroughfare's users compete for inadequately designed space, the safety of the motorist, pedestrians, bicyclist, and transit riders is compromised.

We experience gridlock throughout this period. During this time it is not unusual to have to sit through several cycles of a light just to move down Padre Boulevard. This can cause traffic to back up on the Causeway several miles west on Highway 100 to as far as Laguna Vista.

Pedestrians often find it almost impossible to cross Padre Boulevard at these times, and it becomes very dangerous for our visitors. Since there are no sidewalks on this highway, pedestrians overflow into the street exacerbating the existing grid lock.

Winter Texans (retirees) who make the City of South Padre Island their winter home from October to March also modify traffic volume and demand. Winter Texans begin arriving in October and again increase traffic volume and place a greater demand on thoroughfare for pedestrian and bicycle capacity.

Our City Council understands that redesigning Padre Boulevard will create a transportation network for vehicles, pedestrians, bicyclist and transit riders and improve safety and mobility. Specifically, our local leaders understand that improvements related to safety, access, comfort, mobility and convenience are needed. We also understand our Padre Boulevard project, as conceptualized, meets funding criteria as set out in SAFETEA-LU. Our plan, if fully implemented, could reduce accidents by as much as 56 percent.

I would like to communicate our appreciation to the Transportation Commission for initiating the TRTP 2035 and RTIP. However somewhere along the way; as general strategic transportation goals or principals were adopted, criteria were set, ranking systems were developed, evaluation tools were designed and implemented; and, as measures were created and scored, the consultation process with rural communities lost effectiveness. For the City of South Padre Island, what was a federally eligible transportation project, in essence, became ineligible. We are truly a square peg in a round hole. While we have the census population of 5000, we are often a city of 100,000 existing with infrastructure built for a city of 5000.

From the information available regarding the development of the TRTP 2035 and RTIP, the TxDOT's Strategic Plan Goals of "enhance connectivity and congestion relief" guided the Study Committee's process to create evaluation criteria for evaluating proposed TRTP 2035 and RTIP projects.

A study team was empanelled to examine projects which:

- Added capacity
- Projects not in Unified Transportation Plan (UTP)
- Add travel lanes
- Convert four lane undivided to four lane divided
- Projects that would add two-way left turn lane for at least a mile.

The study team used mobility and connectivity measures including:

- Existing and projected total traffic
- Existing and projected total truck traffic
- Freight movement
- Proximity to populations centers
- Population in the specific project area
- Cost effectiveness utilizing latest cost estimates
- Safe passing needs along 2-lane highways

First, we noticed several things in the teams evaluations. It appears TxDOT's Strategic Goal Number 2: "*Enhancing Safety for all Texas Transportation Users,*" was not included in guiding the process to create evaluation criteria and to select projects for TRTP 2035 and the RTIP. .

Next, the Study Team identified criteria and measures based on TxDOT's Strategic Goal Number4: *"Promoting Congestion Relief Strategies."* According to Goal Number4, "TxDOT recognizes that adding capacity cannot be our only solution to the State's growing congestion problem. Instead, our mission included improving and expanding the multimodal infrastructure, including passenger and freight rail, public transportation, and intercity bus connectivity to offer Texans more Transportation Choice" The Study Team's project selection criteria appears limited and inconsistent with Goal Number 4--solely including capacity. The project selection criteria fails to incorporate consideration for multimodal infrastructure, bus connectivity, pedestrian or bike systems, as incorporated into Strategic Goal Number 4. We are very proud our Transportation Plan, which was submitted, includes all these aspects.

Then, the Study Team identified project criteria and measures based on TxDOT's Strategic Goal Number 5: *"Enhance System Connectivity."* According to TxDOT's Strategic Goal, "in order to account for the differences between urban and rural areas, TxDOT recognizes that specific projects must emerge from working with local and regional partners." Specifically, the department's goal states, "A one size fits all approach will not meet the connectivity needs of our great state." The Study Team's adopted connectivity criteria and measures include truck traffic, freight movement, proximity to population centers, and population. These measures appear one size

fits all and they fail to evaluate projects that have emerged from working with local and regional partners. Again, we have experienced an excellent collaboration with our TxDOT District office in developing a plan to fit the different and unique needs of the City of south Padre Island.

Understanding this is the inception for the development of the Texas Rural Transportation Plan 2035, we hope to continue to work with the department to refine the project planning and selection process. We are available to offer suggestions on how to make the process more transparent, inclusive and tailored to local transportation conditions. .

As residents of a rural community in Texas, we understand the funding challenges facing the state's transportation system. As rural residents, we participate in generating state and federal gas tax, vehicle registration fees and other taxes, such as hotel/motel and ad valorem taxes. We consider ourselves transportation partners. As we work with TxDOT to find statewide transportation funding solutions, we would like TxDOT to work with us to solve our unique transportation issues.

We feel our transportation plan goes a long way in solving many of the transportation challenges we face in our City. We would hope our plan could be re-evaluated for inclusion in the statewide plan.

Another big problem we have with this process is, if we are not included in the statewide plan we will be unable to pursue federal money which might become available to deal with some of the traffic issues our City faces which are unique here in Texas. It is very important that we are able to implement our plan, and we can see no solution to our problems unless we are included in the statewide plan.

I do not think anybody in the Valley would want to see any cessation of the growth of the City of South Padre Island and its economic engine caused by a failure to deal with these significant transportation issues. We need the full buy-in of your office in helping us to communicate these needs.

I am enclosing a new copy of the transportation plan we have developed together. As you know, a lot of time and money has gone into it. I would ask you to forward this letter and the plan to Austin for consideration to be reconsidered for inclusion in the TRTP 2035 and RTIP.

I have asked our governmental consultants to work with you and the appropriate offices in Austin to ask our plan be reconsidered for inclusion. They will be contacting you in the next week.

Thank you for your consideration in these matters.

Sincerely,

Robert N. Pinkerton, Jr.
Mayor, City of South Padre Island

RB/ll_SPI

Enclosure

cc: Senator Eddie Lucio
Representative J. M. Lozano
Representative Rene Oliveira
Representative Eddie Lucio, III

TxDOT Response:

We appreciate your suggestions. The project is included in the list of projects evaluated for the TRTP. The TRTP rankings, however, do not establish priorities for the districts.Prioritization will be determined by each district in consultation wit the local stakeholders. Additionally, the TRTP ranking process does not preclude any project from future oppurtunities for federal funding.

Hi Peggy: McCulloch County Judge Danny Neal attended the Austin District Open House, and provided a verbal comment about the need for passing lanes on SH 71 near Brady to increase safety from all the large sand trucks using that route. He reported that there have already been accidents in the area.

I spoke with Elias Rmeili in the Brownwood District and he asked that we include the Judge's comment in our report to you. We will add it to the report we (re)send to you next week on the thumb drive mentioned below.
Regards,

TxDOT
Austin District
512-832-7252

TxDOT Response:

Thank you for your suggestion for projects on SH71 in Mason, McColloch and San Saba counties. They have been added to the TRTP analysis.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

This form is provided to receive your comments regarding the Texas Rural Transportation Plan 2035. Please use the space provided below, attaching additional pages if necessary. Either leave this form at the meeting, or mail it to the address provided. You may also submit comments on the TxDOT website, www.txdot.gov using keywords: rural 2035, or by email to TPP_TxTranPlan@dot.state.tx.us. We appreciate your interest and value your input.

Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Alice, Tx

Comments:

- Disagree with relief routes around certain cities
- Cost shifting in the relief routes makes the local economies bear the burden for the costs of projects that do not benefit them economically. The State of Texas will pay less but the local community will pay more. Riviera is a prime example
- Would suggest 281 be the primary evacuation route.

- the TxDOT personnel were friendly & professional.
- the ability to see the plans were a welcome opportunity.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address 722 E. CR 2300
Riviera, Tx 78379

TxDOT Response:

US 281 is designated by TxDOT as a major hurricane evacuation route from South Texas. We appreciate you comments on the impact of relief routes on smaller town and will forward your concerns to the Executive Director.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? _____

Comments: #1. DATA ON BOARDS FOR TRAFFIC COUNTS IS OUT OF DATE -

2. EAGLE FORD NEEDS SPECIAL ATTENTION (Chesapeak has 1400,000 acres leased - plans a long stay - this is not the Austin shale. (Skip) up & down.)

3. Commission could meet with Railroad Commission & be briefed on well permits -

3. No real funding for Tier 4 projects - Eagle Ford area all in Tier 4.

4. I disagree that the trunk system connects rural Texas. SH 181 in So. Texas connects rural So. Texas. The trunk designation

(over)

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

GREGORY, TEXAS 78359

was moved to I37. If an interstate is a trunk road? Must have been a finding decision under the previous funding catagories.

5. To address the special situation of hurricane evacuation, TXDOT created a separate funding Catagory as traffic count was not going to get those road enough attention. Eagle Ford is a similar situation. Look at the deaths on 72.

Stamp Here

Peggy Thurin, P.E.
Project Manager
Texas RuralTransportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

----------Fold Here----------Fold Here----------

Immediate traffic data in those areas is needed - Oil Companies could contribute to the upkeep of the road they have destroyed. Do not leave this unusual situation on just the area engineers to solve. All Texas benefits from this economic activity —

TxDOT Response:

We appreciate your suggestions. In March 2012, TxDOT formed a working group with representatives from DPS, DMV, Railroad Commission, Counties and the energy sector to address impacts of oil and gas activities on the highway system. Please look for additional information on the progress of this working group on TxDOT's websites, www.txdot.gov. The TxDOT traffic data used in the analysis was for 2009 which was the most current data available for this planning effort. The plan is scheduled to be updated in two years, at which time all factors will be updated. While there is essentially no funding set aside for Category 4 - Statewide Connectivity - for construction, this effort is to assess projects for the limited planning funds available to get projects ready for detailed design.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Beeville

Comments: Relief on 181 North of Beeville City Limits
Relief on + SH 72, 673, 623 —
Need Divided Hwy. Between Beeville North to Karnes County Line —

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

Beeville, TX 78102

TxDOT Response:

We appreciate your suggestions. Projects to widen US 181 in Bee and Karnes Counties are included in the TRTP analysis. The other suggestions on the other highways have been forwarded to the Corpus Christi District for consideration.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? Corsicana

Comments: Rural Roads Need improvement. This Could happen with TxDOT & county working together with one engineer. I am the director of the Rural Public Transportation & due to conditions of Roads we have to have ALL vehicle frontend Realigned.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☒ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name

Address

Corsicana, Tx 75151

TxDOT Response:

State law prohibits TxDOT from working on county roads. However, we appreciate the suggestion and it will be forwarded to the Executive Director.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

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Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? CORSICANA, TX

Comments: SINCE BICYLES WANT TO USE PUBLIC ROADS, WHY SHOULDN'T THEY BE LICENSED. THEY PAY NO FUEL OR USE TAXES, BUT AUTOS DO.

MAPS AND CHARTS ARE NOT VERY SELF-EXPLANATORY TO THE REGULAR PEOPLE.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name _____

Address _____

BLOOMING GROVE, TX 76626

TxDOT Response:

We appreciate your suggestion which will be forwarded to the Executive Director. Creation of a licensing procedure or other user fee for bicyclists on a statewide basis would require state legislation.

Far West Texas/El Paso
Regional Transportation Coordination Committee
Ivan Garza, Chair

March 26, 2012

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, No.224
Houston, Texas 77027

Dear Ms. Thurin:

Please accept this letter and the attached resolution as Far West Texas/El Paso Regional Transportation Coordination Committee comments on the Texas Rural Transportation Plan 2035. On Thursday, March 15, 2012, at its regular and publically announced meeting, the Far West Texas/El Paso Regional Transportation Coordination Committee considered a Texas Rural Transportation Plan 2035 item on its business agenda to encourage full consideration of the need for and allocation of more resources to support growing demand for public transportation in rural Far West Texas. The resolution was adopted by unanimous vote and followed a presentation on the plan by Bob Schwab, staff to the Far West Texas/El Paso Regional Transportation Coordination Committee Lead Agency, who attended the Texas Rural Transportation Plan 2035 meeting in Sierra Blanca on March 14, 2012.

We appreciate TxDOT's recognition of non-highway modes as part of the plan and the unique role of Regional Planning Organizations to identify gaps and other mobility needs in rural transit service. The Regional Coordination Plan we submitted to TxDOT September 1, 2011 contains a comprehensive needs assessment, inventory of transportation resources, gap analysis and extensive list of implementing objectives needed to address regional transportation and mobility goals. We strongly encourage that these and relevant future objectives be considered and incorporated into the Texas Rural Transportation Plan 2035.

As noted in the resolution, we look to the Texas Department of Transportation to demonstrate leadership in recognizing the limits of the sustainability of automobile based transportation into the distant future and to ensure mobility for all Texans by shifting a greater percentage of state and federal Surface Transportation Funds to building a more robust public transportation system for rural Texas.

Sincerely,

M. Ivan Garza,
Chair, Far West Texas/El Paso Regional Transportation Coordination Committee
General Manager, Sun City Cab

cc: Eric Gleason, Public Transportation Division
Kelly Kirkland, Public Transportation Division
Steve Wright, Public Transportation Division

P.O. Box 1081, Marfa, Texas 79843 915-474-5116 (v), 432-729-4170 (f) www.gobusgo.org

Far West Texas/El Paso
Regional Transportation Coordination Committee

Resolution Related to the Texas Rural Transportation Plan 2035
March 15, 2012

Whereas, the Texas Department of Transportation is developing a Rural Transportation Plan (TRTP) as a component of the Statewide Long-Range Transportation Plan 2035 (SLRTP), and is to include the identification of rural transportation needs for non-automobile/non-highway modes, and

Whereas, the goal of TRTP for non-highway modes is to investigate and plan for non-highway mode opportunities in rural Texas including public transportation, and

Whereas, coordinated regional planning is key to identifying needs, filling service gaps and enhancing efficiency and The Far West Texas/El Paso Regional Transportation Coordination Committee submitted Transportation Coordination Plans to TxDOT in 2006 and 2012 that include these components, and

Whereas, the rate of growth of the population of persons with disabilities, the elderly and persons living in households with incomes below poverty in Far West Texas is, and historically has been, much greater than other rural areas and the Texas average, and

Whereas, persons with disabilities, the elderly and the poor are much more dependent on public transportation, and

Whereas, the rural area of Far West Texas is characterized by small, extremely remote communities located at great distance from one another and larger urban areas that are the nearest site of many basic health and other amenities, and

Whereas, the size and remoteness of these communities inhibits their growth preventing them from sustaining these basic health services and therefore will require area residents to continue to have to travel long distances to access these important, sometimes life-sustaining services, and

Whereas, the likely continued increase in the cost of motor fuels creates economic hardship for rural residents and communities,

Therefore be it Resolved,that the Texas Department of Transportation carefully review and fully incorporates relevant rural Implementing Objectives of the *Far West Texas/El Paso Regional Transportation Coordination Plan – September 2011-August 2016* into the TRTP, and

Be it Further Resolved, that the Texas Department of Transportation recognize the rapid growth of transit dependent populations in Far West Texas that exceed the growth in other rural areas and the state as a whole and therefore include this growth as an additional need for public transportation that may not be factored into transit funding formulas, and

Be it Further Resolved, that the Texas Department of Transportation demonstrate leadership in recognizing the limits of the sustainability of automobile based transportation into the distant future and work to ensure mobility for all Texans by shifting a greater percentage of state and federal Surface Transportation Funds to building a more robust public transportation system for rural Texas.

TxDOT Response:

We appreciate your comment on the need for rural public transportation. Appendices C and D of the TRTP report provide a detailed assessment of future transit needs in rural Texas prepared by the Public Transportation Division,Texas Transportation Institute, and the rural transit providers.

From:
Sent: Thursday, March 15, 2012 4:52 PM
To: TPP_txtranplan@dot.state.tx.us
Subject: Hywy. 1295

I would like to call to your attention to Hywy. 1295 in southern Fayette County. At the northern end of 1295 near Hywy 90, there is a RR crossing and a bridge that crosses Mulberry Creek. The bridge (if you could call it that) is FAR TOO NARROW, has only about an 8" lip to prevent cars going off into Mulberry Creek. On top of that, the bridge is in a low-lying area and floods frequently after heavy rains. Mulberry Creek backs up on both sides of the bridge and the road must be closed.

The bridge needs to be raised and totally redone. We have milk tankers, and oil field trucks now using this road. It is almost too narrow for an SUV to pass the milk tankers and large trucks.

I noticed today that there appears to be a traffic counter near the bridge. I hope this means TXDOT may be considering some changes to the bridge.

I don't know if it is possible, but a street light at this intersection would not be amiss. It's terribly dark and I have almost missed the turnoff.

Next, I think traffic signals are needed at IH-10 and Hywy 77 in Schulenburg and and IH-10 and Hywy 71 in Columbus. It is becoming more difficult to come off IH-10 onto the feeder roads and to get across 71 and 77 safely. The increase in traffic over the last 10 years is monumental.

Thank you for this opportunity to submit my input on the Texas Transportation Plan.

Flatonia, TX 78941

Physical address:

Schulenburg, TX 78956

TxDOT Response:

We appreciate your suggestions. The only projects ranked in the TRTP were added capacity that are not yet funded for construction. Traffic signals and safety lighting projects are programmed by the districts. Bridge replacement projects are prioritized statewide based on the results of bridge inspections every two years. We will forward your suggestions to the Yoakum District.

TxDOT Internet Email

From:
Sent: Wednesday, March 21, 2012 3:03 PM
To: 'TPP_TxTranPlan@dot.state.tx.us'
Subject: Public Comment
Attachments: image0220120321150143653.pdf

Administrative Assistant
to the County Judge

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

This form is provided to receive your comments regarding the Texas Rural Transportation Plan 2035. Please use the space provided below, attaching additional pages if necessary. Either leave this form at the meeting, or mail it to the address provided. You may also submit comments through the TxDOT website, www.txdot.gov using keywords: rural 2035, or by email to TPP_TxTranPlan@dot.state.tx.us. We appreciate your interest and value your input.

Did you attend a Public Meeting? (circle one) (No) Yes Meeting Location? _____

Comments: The addition of one south bound and one north bound lane on IH45 is a tremendous help but please consider the following:

1) lane reduction several hundred yards before Caney Creek Bridge

2) lane reduction within the exit area of the weight station

3) lane reduction within 500 yards of a 22° to 25° curve in IH45

4) lane reduction within 1500 yards of IH45 exit to FM1375

Please consider extending the additional lanes to FM1375 if not State Highway 30. This will save lives.

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name _____

Address 1100 University Ave. Room 204

Huntsville, TX 77340

TxDOT Response:

We appreciate your suggestions for addressing needs at specific locations locations on IH 45. The information has been sent to the Bryan District.

From:
Sent: Monday, March 26, 2012 2:49 PM
To:
Subject: TXDOT hearings

Paul,
Please present this letter at the TXDOT hearings regarding the addition of 2 lanes to HWY 239W from the Goliad city limits to the Bee County Line.

In the city of Goliad the city limits are at different locations depending upon which side of the highway You are on.
Please make sure the project extends all the way to the NE corner of Michael Street.
The gutter at this location needs to remain at its current elevation or lower to permit proper drainage of Michael Street.
Also the center of the Highway is to high currently. Trucks with trailers bottom out and damage the roadways.

Thank You,
God Bless,

TxDOT Response:

We appreciate your suggestion. The suggested project has been added to the TRTP analysis. The TRTP rankings do not establish priorities for the districts. Prioritization will be determined by each district in consultation with the local stakeholders.

From:
Sent: Friday, March 30, 2012 7:16 AM
To: TPP_txtranplan@txdot.gov
Subject: Peggy Thurin, Project Manager, Texas Rural Transportation Plan 2035

Greetings,

The purpose of my e-mail is to comment on the proposed project in Premont, Texas. I am a local business owner and have been for many years. As the oil & gas industry has withered away in the area over the past several years, so have job opportunities and the population. Highway 281 is the livelihood of this small community. It is what feeds the local economy and does so very well. If the highway were to go around Premont, many of the businesses would loose large portions of revenue, thus leading to staff reductions, etc... It would be many years before businesses could be built on a by-pass and even then it would probably not be the small businesses owners that would have the ability or funds to rebuild and start all over again. I strongly urge TxDot to consider our small town and its' survival. This should not just be another project that makes a small town that is doing well and transform its' heart into a ghost town. I support the Street Relief Route through Premont. Careful planning can benefit both the community of Premont and the progress of major highway projects.

Sincerely,

TxDOT Response:

We appreciate your comment on the US 281 project in Premont. The project is curently undergoing environmental studies to assess the potential impacts to the reasonable and feasible alternatives. Your comments have been provided to the Corpus Christi District.

From:
Sent: Friday, March 30, 2012 10:58 AM
To:
Subject: TxDOT Internet E-Mail

Name:
Address:

Goliad, TX 77963

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: Please consider funding for Hwy 239 W in Goliad County. This highway needs shoulders, passing lanes, and resurfacing due to increased traffic from Eagleford Shale activity. Hwy 59 and 183 through town need to be resurfaced for the same reason. Please consider adding passing lanes on
183 from Refugio to Cuero. These recommendations would greatly increase safety and facilitate traffic flow throughout the county.

TxDOT Response:

We appreciate your suggestions for additional projects. The suggested project on SH 239 has been added to the TRTP analysis. The TRTP rankings do not establish priorities for the districts. Prioritization will be determined by each district in consultation with the local stakeholders. The other projects have been forwarded to the Corpus Christi District for consideration.

From:
Sent: Friday, March 30, 2012 9:56 AM
To: TPP_txtranplan@txdot.gov
Subject: Peggy Thurin, P.E. Project Manager, Texas Rural Transportation Plan 2035

I would like to comment on the proposed project. I am a life long resident of Premont, Texas. My family came here around 1911 and continue to make their living in agriculture. I would like to comment that I support the Street Level Relief Route through Premont. I would like to see a map of the proposed construction of 4 lanes 3.0 miles North of HWY 716 and 1.0 mile South of FM 1538. The county roads that would be affected are ones that rural business owners frequent. Access to these county roads needs to be taken into consideration. The location of the 4 lanes needs to support the Street Level Relief Route through Premont.

Survival of the Premont community is dependent upon the highway remaining through town. The community is facing economic distress and the proposed school closure would be detrimental. A project such as the Street Level Relief Route could inject funds to help rejuvenate the economy and keep the town alive. Careful consideration must be taken in your decision. The layout of South Texas, the small town atmosphere has a direct correlation to your decisions. Major highway projects are needed, but careful planning must benefit the small rural community survival.

Sincerely,

TxDOT Response:

We appreciate your comment on the US 281 project in Premont. The project is curently undergoing environmental studies to assess the potential impacts to the reasonable and feasible alternatives. Your comments have been provided to the Corpus Christi District. Please look for additional information on the progress of this project on TxDOT's website, www.txdot.gov.

TxDOT Internet Email

From:
Sent: Friday, March 30, 2012 5:06 PM
To: TPP_txtranplan@txdot.gov
Subject: Peggy Thurin, P.E. Project Manager, Texas Rural Transportation Plan 2035

As a resident of Premont, I would like to add my comment on the proposed upgrade to HWY 281. I would like to stress the need for easy access for rural residents utilizing the county roads. I would also like to add that the proposed upgrade should compliment the Street Level Relief Route through the town of Premont.

Sincerely,

TxDOT Response:

We appreciate your comment on the US 281 project in Premont. The project is curently undergoing environmental studies to assess the potential impacts to the reasonable and feasible alternatives. Your comments have been provided to the Corpus Christi District. Please look for additional information on the progress of this project on TxDOT's website, www.txdot.gov.

TxDOT Internet Email

From:
Sent: Friday, April 13, 2012 11:58 AM
To: tpp_txtranplan@txdot.gov
Attachments: 290 Resolution.pdf

To Whom it May Concern;

Attached hereto is a resolution adopted by the City Council of the City of Brenham on March 22nd, 2012. The resolution is the City's formal request that the project ranked #176 and described as the "Cloverleaf" on US Hwy 290 in Brenham, Washington County, be given a higher priority (lower ranking number). We appreciate the work that has been done with respect to the rural component of the TPP, and it is our hope that you will seriously consider our request.

Director of Public Works
City of Brenham

RESOLUTION NO. R-12-007

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRENHAM, TEXAS, REQUESTING THE TEXAS DEPARTMENT OF TRANSPORTATION'S CONSIDERATION OF A HIGHER RANKING FOR THE PROJECT DESCRIBED AS "RECONSTRUCTION OF THE CLOVERLEAF AT SH36/US290 W/BU290" ON THE TEXAS RURAL TRANSPORTATION PLAN

WHEREAS, in November, 2011 the Texas Transportation Commission adopted the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, the Texas Rural Transportation Plan is a component of the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, the projects included in the Texas Rural Transportation Plan have been ranked according to their ability to provide congestion relief and system connectivity; and

WHEREAS, the reconstruction of the cloverleaf at the intersection of SH 36 and US Hwy. 290 has been included on the list with a rank of 176; and

WHEREAS, the City of Brenham respects the efforts of TxDOT in preparing and ranking the list of projects; and

WHEREAS, the US Hwy. 290 is a vital commercial link between Houston and Austin, and as the population of the State of Texas increases, so also does the volume of traffic on this section of US Hwy. 290; and

WHEREAS, the cloverleaf is a single lane bottleneck, separating a two-lane roadway approaching from the south and a two-lane roadway existing from the west; and

WHEREAS, as a single lane bottleneck, the cloverleaf is an impediment to system mobility and creates traffic congestion, and the cloverleaf was also described as a "pinch point" following the evacuation that occurred in advance of Hurricane Rita.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BRENHAM, TEXAS, that in an effort to further promote congestion relief and enhance system connectivity, greater importance should be given by the Texas Department of Transportation to the reconstruction of the cloverleaf by increasing its priority (lowering its rank number) on the Texas Rural Transportation Plan – Preliminary Project Ranking list.

RESOLVED this 22nd day of March, 2012.

Milton Y. Tate Jr.
Milton Y. Tate, Jr., Mayor

CITY OF BRENHAM TEXAS

ATTEST:

Jeana Bellinger
Jeana Bellinger, TRMC, City Secretary

PANHANDLE RURAL TRANSPORTATION PLANNING ORGANIZATION (PRPO)

April 13, 2012

To Whom it May Concern:

re: Texas Rural Transportation Plan 2035

The members of the Panhandle Rural Transportation Planning Organization (PRPO) would like to thank you for your time and consideration of our input regarding the Texas Rural Transportation Plan 2035 (TRTP). As we represent 17 counties and 37 cities with a population of approximately 377,567 in the Texas Panhandle we are increasingly concerned about the aging transportation infrastructure in our area. Closer to at least 4 other state capitals than Austin, the citizens we represent are well aware of the unique challenges facing the area due to its rural nature. With a population density of approximately 21 people per square mile, we are much less concerned with enhancing system connectivity and promoting congestion relief strategies and much more concerned with maintaining the existing connectivity we have. In regards to the scoring criteria put forth in relation to scoring rural transportation projects, we have serious concerns that the needs of rural Texas to the west of I-35 have been grossly underestimated. In this letter, we will seek to explain our most pressing concerns in relation to these criteria. Our concerns will be addressed in the same order in which the scoring criteria were presented and are not to be construed as a prioritized list.

1. Truck Freight Movement
   If truck freight movement is to be scored based upon the economic and weight impact generating from and ending in a particular county as it has been presented, it seems to be inequitably figured. U.S. Highway 287 passes through a portion of our District and is the major thoroughfare connecting our region as well as the Amarillo TxDOT region to the Dallas/Fort Worth area in the state. Along 287 and through our District pass countless large trucks and trailers. Those large vehicles are constantly creating stress and damaging our roads. However, rarely does the truck freight begin or end in our counties. Economic output may be indirectly measured, but this criterion does not take into consideration the damage done to the roads in transit. Pass-through traffic should be taken into consideration, but appears to be unaccounted for in this criterion.

2. Accessibility
   If the criteria are intended to be utilized for scoring infrastructure improvements in rural Texas, it appears as though this is skewed to the larger population centers of the State. Because rural Texas West of the I-35 Corridor has a very low population density, it has been discussed that perhaps the accessibility criterion should be evaluated based on an inverted scale. Meaning, corridors which connect areas of lower population density should be given higher priority as to ensure that accessibility is maintained. Rural residents are not being equitably counted in the Panhandle in regards to accessibility.

3. Hurricane Evacuation Routes
   Obviously, the large majority of rural Texas will receive very few points under this scoring criterion. We consider this to be the most obvious example of a criterion which takes into account a phenomenon only affecting a small portion of the state. This criterion not only negatively impacts the Panhandle, but most of the State lying to the West of the I-35 corridor will be almost penalized simply because it is not affected by Hurricanes. While we understand the importance of ensuring that traffic routing in an emergency situation is efficient, it is unclear why such a point disparity exists between those counties who are impacted by Hurricane Evacuation Routes and those that are not. Hurricanes impact the State for only 1-2 days at a time, yet those routes are receiving a considerable point implication. Our contention is that the points could be awarded when appropriate, with some sort of mitigating point criterion established to balance that opportunity for routes not connected to a Hurricane Evacuation Route. It is difficult to reconcile how scoring in relation to Hurricane Evacuation Routes can possibly produce equitable results.

4. Population Buffers
   If population buffer points are to be awarded based upon the number of people living within close proximity to the project, is this not a criteria best left to determining the need for suburban and urban infrastructure improvement scoring? There has been an overarching belief that areas outside of an MPO must be rural. We conclude there is a distinct difference between suburban and rural. Much of the State is truly rural, not merely suburban. Transportation infrastructure should be considered much more specifically than simply counting an area as "rural" because it lies outside of the MPO boundaries. Further, it is counterintuitive to think that the higher the population is close to a project, the more important it must be to maintaining connectivity to rural areas in the state. The higher a population is in an area, the more opportunities exist for that area to raise funding for transportation infrastructure. However, this scoring criterion seems focused on giving more money to areas which are more densely populated.

In our estimation, it appears as though this scoring criteria, as it has been presented, is focused not on rural Texas transportation infrastructure, but conversely on relieving congestion in the more densely populated areas. It seems to have been assumed that just because an area falls outside of Metropolitan Planning Organization boundaries, it must be rural which is hardly the case. There seems to be no scoring criteria focused on maintaining accessibility. If we continue to build new roads in relation to enhancing accessibility and eliminating congestion, the focus of transportation infrastructure will continue to be on urban and suburban population centers and not on truly rural Texas, a category into which a large portion of the State would fall. In truly rural areas of the State, congestion and enhancing accessibility are generally not an issue. We would implore you to consider our requests and look into creating project criteria which more equitably involve issues directly impacting Rural Texas citizens.

Thank you for your time and please do not hesitate to get into contact with this group should you desire further clarification of our concerns.

Sincerely,

The Members of the Panhandle Rural Transportation Planning Organization
Signature Pages to Follow

I, Judge Arthur Ware, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge Arthur Ware, Potter County

I, Greg Duggan, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Greg Duggan, City of Dalhart

I, Jim Powell, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Jim Powell

Jim Powell, City of Perryton

I, Ted B. Dodd, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Ted B. Dodd, City of Borger

I, Judge Faye Blanks, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Faye Blanks

Judge Faye Blanks, Hutchinson County

PRPC
MAR 2 3 2012

I, Judge Rowdy Rhoades, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Rowdy Rhoades

Judge Rowdy Rhoades, Moore County

I, Judge George Briant, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge George Briant, Hemphill County

I, Kelly Garrison, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Kelly Garrison, City of Channing

I, Judge Earl McKinley, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Earl McKinley

Judge Earl McKinley, Ochiltree County

MAR 28 2012

I, Dan Reese, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Dan Reese, City of Canyon

I, Judge Don Allred, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge Don Allred, Oldham County

I, Judge Ronnie Gordon, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Ronnie Gordon

Judge Ronnie Gordon, Hartley County

I, Judge Terri Carter, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge Terri Carter, Sherman County

I, Judge Benny Wilson, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Benny D Wilson

Judge Benny Wilson, Hansford County

I, Judge David Field, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge David Field, Dallam County

PRPC
MAR 29 2012

I, Judge Tom Simons, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Tom Simons

Judge Tom Simons, Deaf Smith County

PRPC
MAR 29 2012

I, Judge Vernon Cook, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Vernon H. Cook

Judge Vernon Cook, Roberts County

I, Judge Lewis Powers, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Lewis Powers

Judge Lewis Powers, Carson County

I, Judge Willis Smith, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Willis V Smith

Judge Willis Smith, Lipscomb County

PRPC
APR 09 2012

I, Judge Hugh Reed, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Hugh Reed

Judge Hugh Reed, Armstrong County

PRPC

APR 1 3 2012

I, Judge Ernie Houdashell, member of the Panhandle Rural Transportation Planning Organization, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Ernie Houdashell

Judge Ernie Houdashell, Randall County

TxDOT Response:

Thank you for your comments on four of the evaluation criteria. The value of truck freight originating from and destined for a county is a proxy measure for economic activity. Through truck impacts are measured in the criteria measures Truck Volume and Truck Percentage. The Hurricane Evacuation Route measure is only one of 17 factors in the ranking tool. Based on the stakeholder comments received in August, HER and Population Buffer measures has been dimished by a weighting factor. TRTP ranking process was only used for added capacity projects. Maintenance and rehabilitation needs are selected by the districts with input from local stakeholders. The comment on the Accessibility measure may be applicable to selecting rehabilitation projects. The TRTP rankings do not establish priorities for the districts. Prioritization for planning efforts will be determined by each district in consultation with the local stakeholders.

Rolling Plains Organization for Rural Transportation

7599 US Highway 287
Childress, Texas 79201

(940) 937-2571

April 13, 2012

To Whom it May Concern:

re: Texas Rural Transportation Plan 2035

The members of the Rolling Plains Organization for Rural Transportation (RPORT) would like to thank you for your time and consideration of our input regarding the Texas Rural Transportation Plan 2035 (TRTP). As we represent 13 counties with a population of approximately 39,000 in the Texas Panhandle and Rolling Plains we are increasingly concerned about the aging transportation infrastructure in our area. Closer to at least 4 other state capitals than Austin, the citizens we represent are well aware of the unique challenges facing the area due to its rural nature. With a population density of approximately 3.5 people per square mile, we are much less concerned with enhancing system connectivity and promoting congestion relief strategies and much more concerned with maintaining the existing connectivity we have. In regards to the scoring criteria put forth in relation to scoring rural transportation projects, we have serious concerns that the needs of rural Texas to the west of I-35 have been grossly underestimated. In this letter, we will seek to explain our most pressing concerns in relation to these criteria. Our concerns will be addressed in the same order in which the scoring criteria were presented and are not to be construed as a prioritized list.

1. Truck Freight Movement
   If truck freight movement is to be scored based upon the economic and weight impact generating from and ending in a particular county as it has been presented, it seems to be inequitably figured. U.S. Highway 287 passes through a portion of our District and is the major thoroughfare connecting our region as well as the Amarillo TxDOT region to the Dallas/Fort Worth area in the state. Along 287 and through our District pass countless large trucks and trailers. Those large vehicles are constantly creating stress and damaging our roads. However, rarely does the truck freight begin or end in our counties. Economic output may be indirectly measured, but this criterion does not take into consideration the damage done to the roads in transit. Pass-through traffic should be taken into consideration, but appears to be unaccounted for in this criterion.

2. Accessibility
   If the criteria are intended to be utilized for scoring infrastructure improvements in rural Texas, it appears as though this is skewed to the larger population centers of the State. Because rural Texas, west of the I-35 Corridor has a very low population density, it has been discussed that perhaps the accessibility criterion should be evaluated based on an inverted scale. Meaning, corridors which connect areas of lower population density should be given higher priority as to ensure that accessibility is maintained. Rural residents are not being equitably counted in the Rolling Plains area in regards to accessibility.

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In our estimation, it appears as though this scoring criteria, as it has been presented, is focused not on rural Texas transportation infrastructure, but conversely on relieving congestion in the more densely populated areas. It seems to have been assumed that just because an area falls outside of Metropolitan Planning Organization boundaries, it must be rural which is hardly the case. There seems to be no scoring criterion focused on maintaining accessibility. If we continue to build new roads in relation to enhancing accessibility and eliminating congestion, the focus of transportation infrastructure will continue to be on urban and suburban population centers and not on truly rural Texas, a category into which a large portion of the State would fall. In truly rural areas of the State, congestion and enhancing accessibility are generally not an issue. We would implore you to consider our requests and look into creating project criteria which more equitably involve issues directly impacting Rural Texas citizens.

Thank you for your time and please do not hesitate to get into contact with this group should you desire further clarification of our concerns.

Sincerely,

The Judges of the Rolling Plains Organization for Rural Transportation
Signature Pages to Follow

I, Judge Travis Floyd, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Travis C Floyd

Judge Travis Floyd, Knox County

I, Judge Ray Powell, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge Ray Powell, Hall County

I, Judge Duane Daniel, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Duane Daniel

Judge Duane Daniel, King County

I, Judge Mark Christopher, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge Mark Christopher, Foard County

I, Judge Ronald Ingram, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge Ronald Ingram, Hardeman County

I, Judge John James, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge John James, Collingsworth County

I, Judge Lesa Arnold, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Lesa Arnold

Judge Lesa Arnold, Dickens County

I, Judge Wayne Nance, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge Wayne Nance, Briscoe County

I, Judge Jack Hall, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Jack Hall

Judge Jack Hall, Donley County

PRPC
MAR 1 5 2012

I, Judge Jay Mayden, Chairman of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge Jay Mayden, Childress County

I, Judge Jim Meador, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge Jim Meador, Motley County

I, D.N. Gregory, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge D.N. Gregory, Cottle County

PRPC
APR 0 2 2012

PRPC
APR 10 2012

I, Judge Jerry Hefley, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Jerry Dan Hefley

Judge Jerry Hefley, Wheeler County

I, Judge Jack Hall, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Jack Hall

Judge Jack Hall, Donley County

PRPC

MAR 1 5 2012

I, Judge Jay Mayden, Chairman of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge Jay Mayden, Childress County

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Judge Jim Meador, Motley County

I, D.N. Gregory, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge D.N. Gregory, Cottle County

PRPC
APR 0 2 2012

PRPC
APR 10 2012

I, Judge Jerry Hefley, member of the Rolling Plains Organization for Rural Transportation, do hereby endorse the correspondence to which this signature is attached in support of the comments regarding the Texas Rural Transportation Plan 2035.

Judge Jerry Hefley, Wheeler County

Capital Area Council of Governments

6800 Burleson Road
Building 310, Suite 165
Austin, Texas 78744

512.916.6000
FAX 512.916.6001

www.capcog.org

Bastrop

Blanco

Burnet

Caldwell

Fayette

Hays

Lee

Llano

Travis

Williamson

Counties

April 17, 2012

Ms. Peggy Thurin, P.E.
Project Manager, Texas Rural Transportation Plan
4544 Post Oak Place, Suite 224
Houston, TX 77027

Dear Ms. Thurin:

Upon review of the Texas Rural Transportation Plan documents and processes, The Capital Area Regional Transportation Planning Organization (CARTPO) has identified the following concerns that affect the Capital Area and CARTPO's member cities and counties:

Project Scoring: The Capital Area seems to fare demonstrably worse than many other areas within the state. With only two projects—two of the three segments of the relief route around Marble Falls and Burnet—scoring in the top 100 statewide. Seeing the fast growing nature of the rural portions of the Capital Area and the important cross-state linkages which many of the region's roads provide, this calls into question whether the statewide ranking system has factors that are leaving the Capital Area's projects at a disadvantage relative to their merits.

Definition of Rural Areas: The plan's definition of rural as any area that is not in an MPO causes trouble for the Capital Area in that many of the Capital Area's rural areas are within the five counties that comprise the Capital Area MPO (CAMPO). Conversely, some non-MPO urban areas outside the Capital Area, such as New Braunfels, are included in the statewide rural plan due to their non-MPO status. This creates a muddled definition of what is a rural area and what types of communities the plan serves.

Project Ranking Within the Region: Traditionally, CARTPO has chosen to rank its projects against one another in a prioritization exercise to measure the region's top priorities for future construction. While the selection of projects for this long-range plan seems to have utilized county input to create the set of projects for our region, our membership has not had a chance to make a comparative ranking of these projects within the region and express its long-range priorities.

RPO Involvement: The planning process has not involved formalized outreach to CARTPO or other Regional/Rural Planning organizations. Future efforts should include early contact with RPOs to determine what the key issues and priority projects are within the respective RPO regions, rather than involvement

Capital Area Council of Governments

6800 Burleson Road
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Austin, Texas 78744

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beginning at the comment stage after the plan's analysis and priority determining process has already been substantially completed.

Despite our concerns, we are glad that TxDOT is undertaking the rural planning effort and intends to make regular revisions to this year's plan. If you have any questions regarding CARTPO or the concerns outlined in this letter, please contact, David Fowler, AICP, CAPCOG Senior Planner, at (512) 916-6165 or dfowler@capcog.org.

Sincerely,

Will Conley, Chairman
Hays County Commissioner, Precinct 3

DF/dpf

cc: Carlos Lopez, TxDOT Austin District

TxDOT Response:

Thank you for your comments on the evaluation criteria and the definition of eligible projects. The TRRP process is intended to provide a first step in evaluating rural long-range added capacity projects. As MPO boundaries are expanded, projects currently in the TRTP will not be included in the next update, scheduled to occur in two years. Since RPOs have not been formed for all areas of Texas, the criteria for the next update may include RPO priority as a new criteria measure. The TRTP rankings do not establish priorities for the districts. Prioritization for planning efforts will be determined by each district in consultation with the local stakeholders.

ELOY VERA
STARR COUNTY JUDGE

STARR COUNTY COURTHOUSE ANNEX
100 N. FM 3167, Ste. #202
Rio Grande City, Texas 78582

OFFICE PHONE: (956) 716-4600
Fax: (956) 487-8709

September 1, 2011

Texas Department of Transportation
John Barton
Interim Executive Director
125 E. 11th Street
Austin, TX 78701

RE: US HWY 83 STARR COUNTY RELIEF ROUTE

Dear Mr. Barton:

The Federal Highway Administration has indicated that the need to maintain linkage between rural and urban areas is a critical component of our economy, public health, safety, and social structure. The construction or improvement of new transportation projects in our region will improve mobility, while providing rural residents access to services and employment opportunities. Additionally, these enhancements will provide reductions in travel time and improve connectivity throughout the US Hwy 83 corridor, which will result in lower operational costs for most businesses.

Recognizing that mobility is a key requisite of economic growth, employment and social inclusion, it is paramount that our infrastructure access and quality be at a level that fosters development and ensures safety. In these difficult economic times, Starr County has initiated a proactive approach designed to secure our future prosperity. To be competitive we must offer our community and existing or prospective businesses a realistic and sustainable option for boosting their productivity and supporting future growth. Transportation mobility specifically, requires that we take full advantage of our current assets and maximize their operational efficiency. Simultaneously, with your collaboration, we must create new capacity and modes of travel to encourage efficient transportation and development patterns.

As a rural community that is fortunate to have great history and culture, we are privileged to boast a number of historic sites recognized by the National Registry and an abundance of gaming and eco-tourism locations. This industry sector is an integral part of our strategic economic development plan and our transportation system plays a central role in linking visitors to our celebrated attractions, while boosting our local economy.

The Starr-US Hwy 83 Relief Route is a long standing TX-Dot project that we have partnered with in an effort to alleviate many of our congestion and traffic issues in this area. For your convenience we are including some details regarding the scope of work and investment already completed in the Starr-US Hwy 83 Project. The following is a summary of the particulars, if necessary a more comprehensive summary can be provide by the Pharr District office:

*** Project history and summary of previous work by TxDOT**

General

The project limits are from US 83 East of Rio Grande City To US 83 at Loma Blanca in Roma, Texas for a total project length of 22.5 miles. The initial project description included the construction of a new 4-lane divided toll facility along the proposed new alignment.

A substantial amount of labor has already been provided by Tx-Dot towards the completion of the project. The following is a synopsis of some of most relevant activities:

-Schematic:

>>90% completed Pharr District Review

>>Pending submittal/approval by TxDOT-Design Division/Federal Highway Administration

-Environmental and Public Involvement:

>>Public Meeting held on February 2, 2000

>>Open Forum in Roma on December 6 & 7, 2004

>>Open Forum in Rio Grande City on December 8 & 9, 2004

>>Draft Environmental Assessment (EA) Document submitted on April 7, 2009

>>Pending Public Meeting/MAPO to address Environmental Justice issues to completeEA document

>>Pending Biological Assessment for Zapata Bladderpod

>>Pending coordination with ENV Historical Resource Services; will need to update historical report to current standards

>>Pending submittal of EA document to FHWA for Approval for Further processing

>>Pending Public Hearing

-ROW Mapping:

>>ROW mapping submitted on November 14, 2007 addressing TxDOT comments

>>Need status from South Region ROW Section

Moreover, a significant amount of funds have been invested by TX-Dot in an effort to enhance the posture of this important project. The following is the last estimate we received describing the amount of cost per segment and sums expend: (includes ROW and Construction costs)

>>CSJ: 0921-26-004	From US 83 to FM 755	$ 58,106,800 (2008$)
>>CSJ: 0921-26-014	From FM 755 to FM 649	$104,559,757 (2008$)
>>CSJ: 0921-26-013	From FM 649 to Loma Blanca	$ 87,733,464 (2008$)
	TOTAL	$250,400,021

Detailed Expenses

-ROW Cost Estimate (2008$): $42,042,000

-Construction Cost Estimate (2008$): $208,358,021

Funds Spend to Date:

Engineering costs: :$2,307,308.86

***Traffic volumes through the existing route**

-US 83 @ FM 1430 to FM 755 36,000 AADT

-FM 755 to FM 649 32,000 AADT

-FM 649 to US 83 @ Loma Blanca 23,000 AADT

In light of the total estimated costs to complete the four (4) lane project as proposed andthe overwhelming reduction in our State budget, we are prepared to amend the initial construction plans to a two (2) lane divided project to reduce the total project costs.The current traffic volume may not warrant consideration for a toll road proposal, butit does not diminish the great need in this community for its completion. As further evidence of our commitment to advancing the project, we are willing to pledge a portion of our vehicle registration fees for the right of way acquisition.

(90% state
10% County - EDC

We therefore, respectfully request that the US Hwy 83 relief route project be formally included in the Statewide Transportation Plan as a priority statewide connectivity project and that the necessarydevelopment funds be designated for its completion. Please accept our gratitude for your agency's support to our community and we look forward to working with you in finally making this project a reality.

Sincerely,

Eloy Vera
County Judge

Cc: Mario Jorge, PE
TX-DOT Area Engineer
600 W. US Exp. 83
Pharr, Texas 78577

Texas Department of Transportation
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

March 9, 2012

The Honorable Eloy Vera
Starr County Judge
County Courthouse
100 North FM 3167, Suite 202
Rio Grande City, Texas 78582

Dear Judge Vera:

I would like to first of all extend my most sincere apology for our late response to your letter dated September 1, 2011 in which you requested that the US Highway 83 relief route around Rio Grande and Roma be formally included as a priority statewide connectivity project in the Statewide Long-Range Transportation Plan (SLRTP) and that development funds be designated for its completion.

The SLRTP was adopted by the Texas Transportation Commission (Commission) in November 2010. In the SLRTP there is a list of Category 4 - "Statewide Connectivity Corridor Projects" from the 2010 Unified Transportation Program (UTP). Currently the department is developing the 2013 UTP. The 2013 UTP will contain a new list of Category 4 projects based on forecasted funding. Unfortunately, due to limited funding there is only one project included in Category 4 for the entire state.

However, we are developing a rural component to the SLRTP known as the Texas Rural Transportation Plan (TRTP). As part of the TRTP, a prioritized list of long-range planning projects has been developed for each district and is currently available for public review and comment. The relief route around Rio Grande and Roma that you are requesting is currently listed among the top ranking projects for the Pharr District. Attached for your review is the district map.

After Commission approval, the TRTP will be used as a basis for selecting future projects for Category 4 funding. Depending on funding availability and final project ranking, your project may receive funds for development.

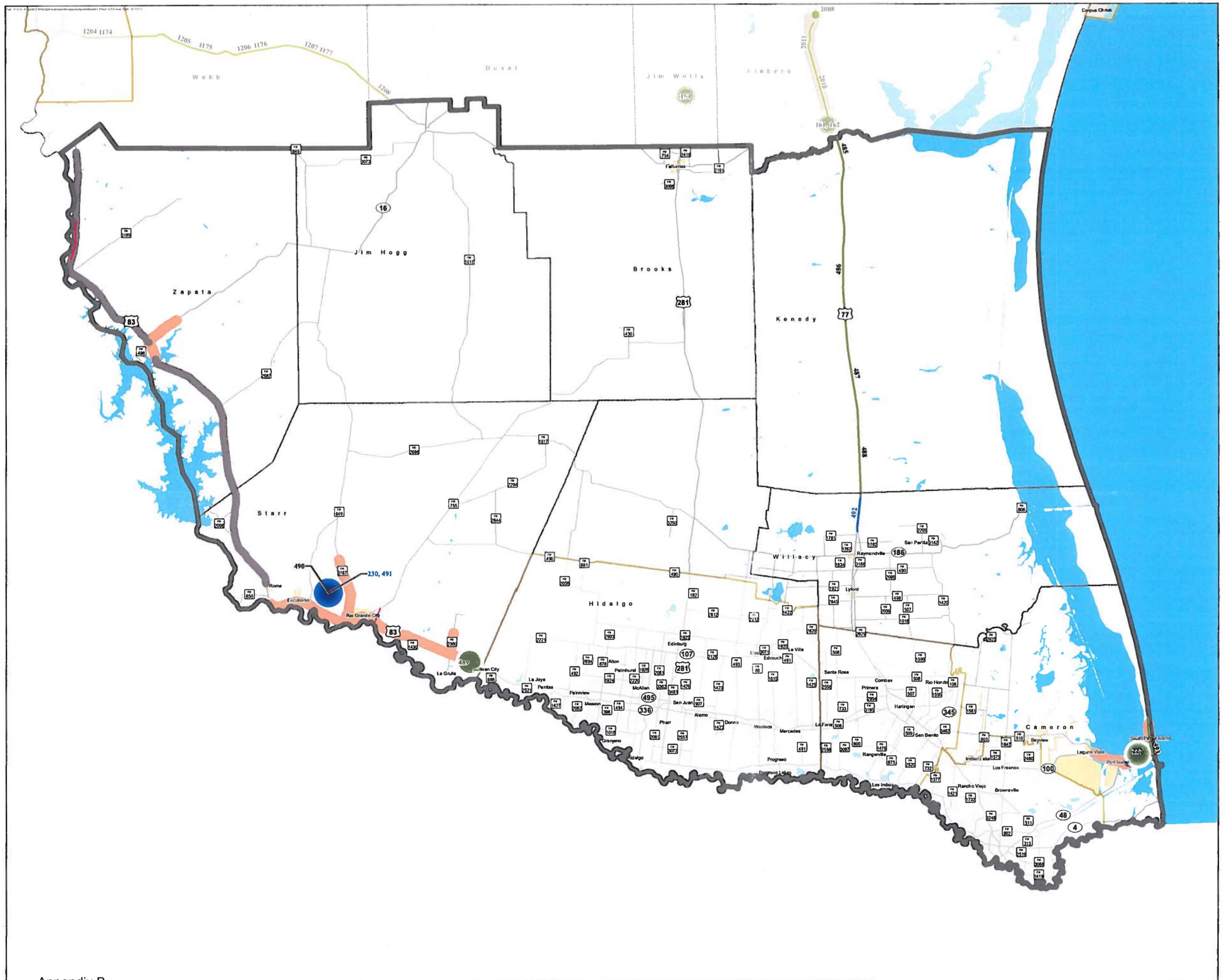
If you have any questions or need further assistance, please feel free to contact Peggy Thurin at (512) 486-5036 or via email at Peggy.Thurin@txdot.gov.

Sincerely,

John A. Barton, P.E.

John A. Barton, P.E.
Deputy Executive Director

Attachment
cc: Mario R. Jorge, P.E., Pharr District Engineer, TxDOT
James L. Randall, P.E., Director, Transportation Planning & Programming Division, TxDOT



Funded Projects

- Proposition 12

Unfunded TRTP Projects

- Top 3 Ranked Projects Per District
- Candidate Project
- Top 3 Ranked New Locations Per District
- New Location
- Bridge/Interchange
- Texas Trunk System Design Criteria Needs
- Forecast Capacity Needs

XXXX Project ID Number

- District
- MPO
- City
- County
- Water
- Interstate Highway
- US Highway
- State Highway
- RM/FM/RR

Unfunded - Project is not included in the 10-year funding plan, called the Unified Transportation Program (UTP)

Capacity-Added Project- Projects that will improve mobility and safety by providing:

- Additional travel lanes to existing roads or a new roadway
- Constructing frontage roads on rural Interstates
- Upgrading 4-lane undivided highway to 4-lane divided highway
- Converting 2-way frontage roads to one-way operation
- Constructing or upgrading interchanges
- Adding two-way left-turn lanes over one mile in length
- Adding passing lanes every five miles to 2-lane highways (Super 2)

Project locations are approximate.

N

0 10 20 Miles

Texas Department of Transportation

Pharr District

Preliminary Draft

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

This form is provided to receive your comments regarding the Texas Rural Transportation Plan 2035. Please use the space provided below, attaching additional pages if necessary. Either leave this form at the meeting, or mail it to the address provided. You may also submit comments on the TxDOT website, www.txdot.gov using keywords: rural 2035, or by email to TPP_TxTranPlan@dot.state.tx.us. We appreciate your interest and value your input.

Did you attend a Public Meeting? (circle one) No Yes Meeting Location? Wichita Falls, Texas

Comments: Thank you for the opportunity to review the plan. I appreciate the attention to rural transportation. As I have discussed in our regional transportation meetings, I remain concerned that criteria used to select and develop transportation projects maintain and extend the growing gap between rural and urban Texas. Criteria such as traffic counts and proximity to population frequently stall projects in rural Texas. Part of TxDots mission is to relieve congestion. Rural areas such as ours would welcome some of the traffic causing congestion. An example of a project we have struggled with is the US 183-283 connection between US 277 and the Oklahoma border that we think merits consideration as an alternate corridor with completion of a "Super 2" south of Vernon. Traffic counts, failure to be in the "Trunk system" and uncounted safety issues such as collisions with wild life hamper the project's consideration and effectively negate other rural economic development efforts. Thank you for your consideration.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print: Jeff Bearden

Your Name Jeff Bearden

Address 1725 Wilbarger

Vernon, Texas 76384

TxDOT Response:

Thank you for your comments on the criteria. The TRTP rankings do not establish priorities for the districts. Prioritization for planning efforts will be determined by each district in consultation with the local stakeholders.

Texas Rural Transportation Plan 2035

Texas Department of Transportation

OPEN-HOUSE STYLE PUBLIC MEETING

Texas Rural Transportation Plan 2035

COMMENT FORM

This form is provided to receive your comments regarding the Texas Rural Transportation Plan 2035. Please use the space provided below, attaching additional pages if necessary. Either leave this form at the meeting, or mail it to the address provided. You may also submit comments on the TxDOT website, www.txdot.gov using keywords: rural 2035, or by email to TPP_TxTranPlan@dot.state.tx.us. We appreciate your interest and value your input.

Did you attend a Public Meeting? (circle one) No (Yes) Meeting Location? Paris TX

Comments: Hwy ~~21~~ 37 from Hwy 21 to Winnsboro is hilly, curvy & has no shoulders. Franklin Cty population has grown in this part of the county. There have been fatalities on this road, because of unsafe passing areas & mainly no shoulders. There is no margin for error. There is not any place to change a flat tire.

Highway Patrolmen do not even work this area, because there is no place for traffic to pull over.

This is the main route for 18 wheelers from Tyler to I-30. There is also many log trucks on this unsafe roadway, cattle trucks, farm equipment, etc.

We would really appreciate you considering Hwy 37 from Mt Vernon to Winnsboro.

Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

Mail your comments to:

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, Texas 77027

Please Print:

Your Name_

Address___

_____ n

TxDOT Response:

We appreciate your suggestions. The suggested project on SH 37 has been added to the TRTP analysis as a potential Super 2 project to provide safe passing opportunities. Your suggestion on pavement condition on SH 37 has been provided to the Paris District for consideration for a future rehabilitation program.

City of BRENHAM

Mayor
Milton Y. Tate, Jr.

Council Members
Gloria Nix, Mayor Pro Tem
Mary E. Barnes-Tilley
Andrew Ebel
Danny Goss
Keith Herring
Weldon C. Williams, Jr.

April 25th, 2012

Texas Rural Transportation Plan 2035
4544 Post Oak Place, Suite 224
Houston, TX 77027

Ms. Peggy Thurin:

Transmitted herewith is a certified copy of Resolution No. R-12-007 whereby the City of Brenham requests a higher priority for the project described as "Reconstruction of the Cloverleaf at SH 36/US 290" on the Texas Rural Transportation Plan. We respect TxDot's ranking criteria, however we believe these factors warrant a higher ranking (lower score) than the 176 shown in the Plan.

a. In a westbound direction, high volume traffic on US 290 must yield to low volume traffic on BU 290. While the intersection is properly signed for this, many motorist do not see the signs and proceed onto BU 290 from the cloverleaf. As a result, there are numerous minor accidents at this location.
b. In an eastbound direction, high volume traffic on US 290 must yield to lower volume traffic on SH 36. Again, the intersection is properly signed, but the perception is that the higher volume roadway (US 290) should have the right of way.
c. The cloverleaf is the only one-lane section of roadway on US 290 between Houston and Austin. If the objective of the Plan is to enhance mobility and connectivity, eliminating the one-lane section at the cloverleaf would help accomplish that goal.
d. The cloverleaf was described as a "pinch point" in the aftermath of the evacuation of the Houston/Galveston area caused by Hurricane Rita. During Hurricane Ike we improved the mobility through the intersection by temporarily converting an off ramp to an on ramp. Traffic still backed up, but not to the extent that it did during Hurricane Rita.

The City of Brenham respectfully requests your consideration of our request for a lower score (higher priority) for the cloverleaf project.

Sincerely,

Doug Baker, PE
Director of Public Works
City of Brenham, Texas

P.O. Box 1059 ★ 200 W. Vulcan Street ★ Brenham, Texas 77834 ★ 979.337.7200 ★ www.ci.brenham.tx.us

An Equal Opportunity Employer

RESOLUTION NO. R-12-007

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRENHAM, TEXAS, REQUESTING THE TEXAS DEPARTMENT OF TRANSPORTATION'S CONSIDERATION OF A HIGHER RANKING FOR THE PROJECT DESCRIBED AS "RECONSTRUCTION OF THE CLOVERLEAF AT SH36/US290 W/BU290" ON THE TEXAS RURAL TRANSPORTATION PLAN

WHEREAS, in November, 2011 the Texas Transportation Commission adopted the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, the Texas Rural Transportation Plan is a component of the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, the projects included in the Texas Rural Transportation Plan have been ranked according to their ability to provide congestion relief and system connectivity; and

WHEREAS, the reconstruction of the cloverleaf at the intersection of SH 36 and US Hwy. 290 has been included on the list with a rank of 176; and

WHEREAS, the City of Brenham respects the efforts of TxDOT in preparing and ranking the list of projects; and

WHEREAS, the US Hwy. 290 is a vital commercial link between Houston and Austin, and as the population of the State of Texas increases, so also does the volume of traffic on this section of US Hwy. 290; and

WHEREAS, the cloverleaf is a single lane bottleneck, separating a two-lane roadway approaching from the south and a two-lane roadway existing from the west; and

WHEREAS, as a single lane bottleneck, the cloverleaf is an impediment to system mobility and creates traffic congestion, and the cloverleaf was also described as a "pinch point" following the evacuation that occurred in advance of Hurricane Rita.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BRENHAM, TEXAS, that in an effort to further promote congestion relief and enhance system connectivity, greater importance should be given by the Texas Department of Transportation to the reconstruction of the cloverleaf by increasing its priority (lowering its rank number) on the Texas Rural Transportation Plan – Preliminary Project Ranking list.

RESOLVED this 22nd day of March, 2012.

Milton Y. Tate, Jr., Mayor

ATTEST:

Jeana Bellinger, TRMC, City Secretary

CITY OF BRENHAM	§	
COUNTY OF WASHINGTON	§	**CERTIFICATION TO COPY OF PUBLIC RECORD**
STATE OF TEXAS	§	

My name is Jennifer Salsgiver, I am of sound mind, capable of making this affidavit, and personally acquainted with the facts herein stated.

I am a custodian of records of the City of Brenham, Washington County, Texas. Attached hereto is a full, true, and correct copy of Resolution No. R-12-007 _____.

I further certify, in the performance of the functions of my office, that said pages of record are an official record from the public office of the City Secretary, City of Brenham, Washington County, Texas, and are public records which are kept in said office and appear of record in said office.

In witness whereof, I have hereunto set my hand and affixed the official seal of said office this 11 day of April, 2012.

Jennifer Salsgiver, Deputy City Secretary
City of Brenham Texas

CITY OF BRENHAM TEXAS

TxDOT Response

We appreciate your comments on the TRTP rankings for projects in Brenham County. The comment regarding the need for the improvements to the interchange at US 290 and SH 36 on the west side of Brenham demonstrates why the project ranking is only a tool that is available to TxDOT district and local stakeholders when determining which projects should be selected for limited planning funds.

STATE OF TEXAS

RECEIVED
APR 16 2012
OFFICE/EXECUTIVE DIRECTOR

April 12, 2012

The Honorable Phil Wilson, Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Dear Phil:

We are writing today in regard to the Rural Transportation Plan being developed by the Texas Department of Transportation. We appreciate your efforts to address rural transportation needs but want to emphasize that rural needs are driven by different factors than those normally attributed to the rest of the state.

While the plan takes into account segments of the Texas Trunk System, it fails to recognize that many of these exiting projects actually had planning authority originally designated to them and then later stripped away due to financial constraints at the department. ***Additional priority should be placed on projects that have already advanced through the initial planning phases.***

While some of these projects have undergone the NEPA process and preliminary engineering work or even began ROQ acquisition, now projects would be reordered, based on the new criteria.

Two specific examples would be SH 158 in Glasscock and Sterling Counties and US 385 in Crane County.

Currently, both of these roads have been inundated with additional energy industry traffic (both oilfield and wind power), especially heavy trucks.

While rural areas covered by this plan have often been a lower priority to metropolitan areas, the focus on developing rural projects has been grounded largely in their attachment to economic development and industrial growth. ***While some of the proposed criteria seem to attempt to incorporate this indirectly, we feel that economic impact should be a direct factor in scoring rural projects.***

While we appreciate the need to evaluate volume to capacity ratios, it is also important to

understand that just as important as volume, is the type of traffic traveling on a roadway. While some rural areas have lower volumes, the number of trucks, farm equipment, or oil and gas related traffic (drilling rigs, pulling units, etc.) can greatly impact traffic. Even with lower volumes, these areas can experience severe constraints on the transportation system.

Finally, the scoring criteria places as much emphasis on Hurricane Evacuation Routes (HERS) as it does on Phase I Trunk System projects. While we understand the unique issues for the coastal area of Texas, ***other areas have significant factors that should be equally weighted, such as wildfire evacuations, safety factors on two lane rural highways, border crossings, and other designated corridors.*** To place this much weight on one factor, affecting one segment of the state, would create a tremendous inequity in the entire ranking process.

Both the SH 158 project in Rep. Darby's district and the US 385 project in Rep. Craddick's district represent important projects that were started and stopped due to funding constraints, are important from an economic development perspective, and serve as segments of federally designated corridors that improve mobility not just through local but through statewide and international connections.

We hope that you will consider these issues as part of your prioritization of these projects.

Sincerely,

TOM CRADDICK
Texas State Representative
House District 82

DREW DARBY
Texas State Representative
House District 72

Texas Department of Transportation
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

April 27, 2012

The Honorable Tom Craddick
Texas House of Representative
P.O. Box 2910
Austin, Texas 78768

Dear Representative Craddick:

Thank you for your letter dated April 12, 2012, regarding the Texas Rural Transportation Plan (TRTP) and your comments concerning projects on SH 158 and US 385. The TRTP is a component of the Statewide Long Range Transportation Plan 2035. The TRTP ranks rural highway projects planned beyond 2021 and identifies rural transportation needs for the non-automobile/non-highway modes.

As a part of the TRTP, stakeholders composed of county judges, mayors, public work directors, chamber of commerce officials, economic development officials and individuals with an interest in transportation helped develop criteria to evaluate projects that reflect mobility and connectivity. This criteria was used to compare all projects on a statewide basis and rank projects in each district. It should be noted the TRTP rankings do not establish priorities for the districts and will be used by the districts in making planning decisions. Prioritization will be determined in conjunction with TxDOT districts taking into account their knowledge of any additional local factors that did not lend themselves to inclusion into the statewide ranking process.

I understand your concern that previous planning work should be factored into the project criteria. The projects you listed have had significant environmental and design work accomplished to date. As you indicated, both projects were stopped due to financial constraints. Work on US 385 was deferred because the local governments were unable to participate in right of way (ROW) purchase, and work on SH 158 was postponed due to funding reductions. In the Odessa District, US 385 is separated into two projects which rank 3 and 4. In the San Angelo District, SH 158 is separated into ten projects. The various segments rank 2, 3, 4, 10, 17, 20, 21, 25, 26, and 30. Attached is a list for your information. These projects could resume work toward construction if local money became available for ROW on US 385 and additional construction money became available for SH 158.

At this time, the TRTP remains a work in progress and is planned to be presented to the Texas Transportation Commission this summer. I hope this information is helpful. If you have any questions please call me at (512) 305-9501. If your staff has any questions they should contact Jay Bond, Legislative Liaison in the Government Relations Division at (512) 463-6089 or via e-mail at jay.bond@txdot.gov.

Sincerely,

Phil Wilson
Executive Director

Attachments
cc: The Honorable Drew Darby, Texas House of Representatives
Texas Transportation Commission
Mike C. McAnally, P.E., Odessa District Engineer, TxDOT
Tracy Cain, P.E., San Angelo District Engineer, TxDOT
Jay Bond, Government Relations Division, TxDOT

RTP ID	District	County	Hwy_No	Limit From	Limit To	Cost Estimates (Criteria H)	Score	Rank	Current Intra-District Rank
507	San Angelo	Kimble	US 83	MENARD COUNTY LINE	US 377	$ 4,655,000	529.7	226	1
502	San Angelo	Glasscock	SH 158	MIDLAND COUNTY LINE	RM 33	$ 6,250,000	529.0	229	2
500	San Angelo	Glasscock	SH 158	MIDLAND C/L	6.3 MILES WEST OF RM 33	$ 20,782,800	506.6	274	3
501	San Angelo	Glasscock	SH 158	6.3 MILES WEST OF RM 33	0.210 MI WEST OF RM 33	$ 11,327,400	494.5	292	4
513	San Angelo	Menard	US 83	SH 29	KIMBLE COUNTY LINE	$ 4,095,000	473.3	323	5
506	San Angelo	Kimble	US 83	KIMBLE/MENARD COUNTY LINE	4.1 MI SOUTH	$ 18,406,000	467.9	330	6
516	San Angelo	Runnels	US 83	CONCHO COUNTY LINE	US 67 IN BALLINGER	$ 1,257,520	466.2	334	7
504	San Angelo	Kimble	US 83	5.9 MI NORTH OF IH 10	3.2 MI NORTH OF IH 10	$ 12,063,000	461.8	345	8
503	San Angelo	Kimble	US 83	3.2 MI NORTH OF IH 10	IH 10	$ 19,824,000	456.4	354	9
499	San Angelo	Glasscock	SH 158	RM 33	STERLING COUNTY LINE	$ 4,800,000	444.5	379	10
510	San Angelo	Menard	US 83	CONCHO COUNTY LINE	US 190 NORTH OF MENARD	$ 8,550,000	441.8	385	11
505	San Angelo	Kimble	US 83	4.1 MI SOUTH OF MENARD COUNTY LINE	5.9 MI NORTH OF IH 10	$ 21,991,000	440.8	389	12
523	San Angelo	Sutton	US 277	ST. ANN'S STREET IN SONORA	12.373 MI NORTH OF EDWARDS CO LINE	$ 910,800	431.4	407	13
512	San Angelo	Menard	US 83	INTERSECTION OF US 83 & SH 29	FM 1773	$ 21,919,000	429.2	411	14
514	San Angelo	Runnels	US 83	SH 153 IN WINTERS	5.6 MILES SOUTH OF SH 153	$ 613,250	422.9	417	15
515	San Angelo	Runnels	US 83	5.6 MILES SOUTH OF SH 153	RUNNELS COUNTY ROAD 261	$ 895,840	422.0	419	16
498	San Angelo	Glasscock	SH 158	10.0 MILES WEST OF STERLING C/L	STERLING C/L	$ 18,000,000	417.3	423	17
494	San Angelo	Concho	US 83	13.0 MILES NORTH OF FM 2402	RUNNELS COUNTY LINE	$ 1,239,590	417.2	426	18
3077	San Angelo	Sutton	US 277	ST. ANN'S STREET IN SONORA	12.373 MI NORTH OF EDWARDS CO LINE	$ 14,312,120	415.2	428	19
521	San Angelo	Sterling	SH 158	GLASSCOCK COUNTY LINE	US 87	$ 4,850,000	413.8	431	20
497	San Angelo	Glasscock	SH 158	0.286 MI EAST OF RM 33	10.0 MILES WEST OF STERLING C/L	$ 6,672,600	411.2	435	21
509	San Angelo	Menard	US 83	MENARD/CONCHO COUNTY LINE	RM 3463	$ 18,076,000	405.4	441	22
495	San Angelo	Concho	US 83	FM 2402 NORTH OF EDEN	13.0 MILES NORTH OF FM 2402	$ 1,423,400	396.1	456	23
511	San Angelo	Menard	US 83	FM 1773	MENARD/KIMBLE COUNTY LINE	$ 22,918,000	395.4	457	24
519	San Angelo	Sterling	SH 158	5.1 MILES EAST OF GLASSCOCK C/L	GLASSCOCK C/L	$ 9,223,200	385.9	482	25
520	San Angelo	Sterling	SH 158	4.75 MILES WEST OF US 87	5.1 MILES EAST OF GLASSCOCK C/L	$ 9,575,000	380.5	490	26
524	San Angelo	Sutton	US 277	12.373 MI NORTH OF EDWARDS CO LINE	EDWARDS COUNTY LINE	$ 1,361,030	379.5	493	27
41	San Angelo	Menard	US 83	MENARD	BEGINNING OF DIVIDED SECTION	$ 5,108,000	370.9	504	28
42	San Angelo	Menard	US 83	RM 3463	0.094 MILES SOUTH OF US 190	$ 24,408,000	368.4	505	29
43	San Angelo	Sterling	SH 158	4.75 MI WEST OF US 87	US 87	$ 13,000,000	345.9	523	30
3078	San Angelo	Sutton	US 277	12.373 MI NORTH OF EDWARDS CO LINE	EDWARDS COUNTY LINE	$ 21,281,560	328.5	539	31
508	San Angelo	Kimble	US 290	IH 10	GILLESPIE COUNTY LINE	$ 35,000,000	295.9	579	32
496	San Angelo	Edwards	US 277	SUTTON COUNTY LINE	VAL VERDE COUNTY LINE	$ 1,492,700	255.2	614	33
1277	San Angelo	REAL	US 83	15.9 MI S OF KERR/REAL COUNTY LINE	FM 337	$ 7,213,800	244.8	617	34
1278	San Angelo	REAL	US 83	FM 337	REAL/UVALDE COUNTY LINE	$ 4,140,000	242.9	618	35
1276	San Angelo	REAL	US 83	KERR/REAL COUNTY LINE	15.9 MI SOUTH OF KERR/REAL C/L	$ 9,531,600	235.0	619	36
1272	San Angelo	KIMBLE	US 83	IH 10	KIMBLE/KERR COUNTY LINE	$ 6,457,200	210.4	629	37
3076	San Angelo	Edwards	US 277	SUTTON COUNTY LINE	VAL VERDE COUNTY LINE	$ 16,030,400	174.9	636	38
1274	San Angelo	EDWARDS	US 83	NORTH KERR/EDWARDS COUNTY LINE	SOUTH KERR/EDWARDS COUNTY LINE	$ 2,106,000	171.3	637	39

RTP ID	District	County	Hwy_No	Limit From	Limit To	Cost Estimates (Criteria H)	Score	Rank	Current Intra-District Rank
2004	Odessa	Andrews	SH 176	SH 115	NEW MEXICO STATE LINE	$ 10,506,000	446.6	374	1
455	Odessa	Ector	FM 1601	0.5 MI NORTH OF IH 20	IH 20	$ 6,200,000	262.0	602	2
35	Odessa	Crane	US 385	UPTON COUNTY LINE	IN CRANE AT LILLEY LANE	$ 40,284,000	259.6	603	3
458	Odessa	Upton	US 385	IN MCCAMEY AT NIMITZ STREET	CRANE COUNTY LINE	$ 18,716,000	193.1	633	4

Linda Ryan Thomas
Chair

Board Members

Bowie County
Robert Murray
Jeff Sandford

Cass County
(vacant)

Cherokee County
Barry Hughes

Gregg County
Keith Honey
Dave Spurrier
Tim Vaughn

Harrison County
Dr. James Harris
Gaylon White

Panola County
Walta Cooke

Rusk County
Andy Vinson

Smith County
Barham Fulmer
Gary Halbrooks
Mike Thomas

Titus County
Hudson Old

Upshur County
(vacant)

Van Zandt County
Jim Stephens

Wood County
Celia Boswell

May 01, 2012

Peggy Thurin, P.E., Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, TX 77027

Subject: NET RMA Comments to Texas Rural Transportation Plan 2035

Dear Mrs. Thurin:

The North East Texas Regional Mobility Authority (NET RMA) would like to submit the following comments on the Texas Department of Transportation's efforts in planning for mobility in Texas for the future. When implemented, TxDOT's Texas Rural Transportation Plan 2035 (TRTP) that is currently under development will provide a foot print for mobility across the state.

As the NET RMA represents twelve counties in the northeast region of the state, the RMA has developed a list of priority projects that are highly promoted by local stakeholders, are regionally significant, and will promote economic development in the region. The NET RMA has already been involved with and supported some of the projects listed in the TRTP. Although there are regionally significant projects listed for ten of the twelve counties in the NET RMA, there are no projects listed for Wood or Van Zandt Counties. As there are TRUNK System and state highway expansion projects listed across the state, we believe that projects like the expansion of US 69 from Mineola to the Rains County Line or widening of SH 64 from Canton to the Smith County line should be included in the plan.

GENERAL COMMENT – Please review projects for Wood and Van Zandt Counties and include any qualified projects in the TxDOT TRTP.

In addition, the NET RMA has reviewed the projects listed in the public meeting information packets provided by the TxDOT Atlanta and Tyler Districts. We have identified the following three groups of projects on the current TxDOT TRTP for comment (see attached list of all TRTP Projects within the NET RMA region):

COMMENT 1 - Interstate 20 and Interstate 30. Expansion of these corridors is imperative for the continued mobility of the region. These projects are an emphasis of the NET RMA, are regionally significant and will provide economic development opportunities for the region.

909 ESE Loop 323 Suite 360 • Tyler, Texas 75701 • Telephone 903-509-1552 • Fax 903-509-1599
www.netrma.org

NET RMA
North East Texas
Regional Mobility Authority

The NET RMA has in the past submitted several letters of support to TxDOT regarding the proposed expansion of I-20. Please be advised that the NET RMA also supports TxDOT's plans for the expansion of I-30. At the next upcoming NET RMA Board Meeting scheduled for May 15th, 2012, the NET RMA as Agenda Item #11 will consider a formal resolution announcing their support for the planned expansion of I-30. Once the resolution passes, the NET RMA will submit a formal letter to TxDOT certifying their support of the planned I-30 improvements.

COMMENT 2 - Toll 49. As the NET RMA is nearing completion of the first segments of Toll 49 for NET RMA operation, these expansion projects on this corridor are necessary for the continued growth of the NET RMA and the region.

COMMENT 3 - NET RMA Priority Projects. The twelve counties within the RMA have identified their priorities within each of their respective counties. These projects are typically smaller in scope and yet still critical to continued mobility in the region. These projects represent those that are an emphasis of the NET RMA, where the RMA has already shown its support through letters and / or is partnering with the local counties to move the projects forward.

Thank you for the opportunity to comment on the TRTP. If you would like more information or have questions concerning the NET RMA, please give me a call.

Sincerely,

Linda R. Thomas

Linda R. Thomas
Chair, NET RMA

Cc: Everett Owen, NET RMA Project Director
Randy Hopmann, TxDOT Tyler District Engineer
Bob Ratcliff, TxDOT Atlanta District Engineer

909 ESE Loop 323 Suite 360 • Tyler, Texas 75701 • Telephone 903-509-1552 • Fax 903-509-1599
www.netrma.org

NET RMA PROJECTS LISTED IN THE TxDOT RURAL TRANPORTATION PLAN 2035

RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length	Cost Estimate	NET RMA Emphasis	Regional Significance	Econ. Dev. opp	Comments
61	717.7	7	Tyler	Cherokee	US 79	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH FLUSH MEDIAN	2.7 MI W OF SH 110, W	0.1 MI E OF SH 204 IN JACKSONVILLE	4.9	$ 18,700,000	Yes			NET RMA Priority Project Lake Columiba Asso. Project Cherokee Co. Rank - #5
1020	711.5	10	Atlanta	Harrison	IH 20	WIDEN EXISTING 4 LANE INTERSTATE FACILITY TO 6 LANE	LOUISIANA STATE LINE	GREGG COUNTY LINE (TYLER DISTRICT)	39.2	$ 111,720,000		Yes	Yes	
77	694.3	16	Tyler	Smith	IH 20	FEASIBILTY STUDY FOR ADDING MANAGED LANES TO IH 20 IN THE TYLER DISTRICT	ON IH 20 FROM THE KAUFMAN C/L, E	THE HARRISON C/L	83.4	$ 476,570,000	Yes	Yes	Yes	Project Requested By NET RMA
1016	686.3	19	Atlanta	Upshur	US 271	WIDEN 2 LANE HIGHWAY TO 4-LANE DIVIDED HIGHWAY	SH 155	0.4 MI NORTH OF GREGG COUNTY LINE	11.2	$ 43,400,000				NET RMA Priority Project
1019	675.0	25	Atlanta	Bowie	IH 30	WIDEN EXISTING 4 LANE INTERSTATE FACILITY TO 6 LANE	HOOKS	ARKANSAS STATE LINE	17.5	$ 49,875,000		Yes	Yes	NET RMA Priority Project
573	671.7	28	Tyler	Rusk	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	0.4 MI SW OF LP 571 (CR 403), SW	1.5 MI NE OF SH 42	5.8	$ 4,610,400				NET RMA Priority Project Rusk Co. Rank - #2
566	667.5	34	Tyler	Cherokee	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	1.2 MI NE OF FM 747, SW	ANDERSON C/L AT NECHES RIVER	9.5	$ 7,572,000				
65	647.8	53	Tyler	Cherokee	US 69	WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED CURB & GUTTER ROADWAY	2.0 MI N OF FM 1247,NEAR WELLS,S	0.9 MI S OF FM 1247 (ANGELINA C/L)	2.9	$ 13,000,000				NET RMA Priority Project Cherokee Co. Rank - #1
1011	644.1	54	Atlanta	Bowie	US 82	RECONSTRUCT TO 4 LANE DIVIDED RURAL SECTION	0.2 MI. W. OF FM 2789	IH 30	4.1	$ 21,651,149	Yes		Yes	NET RMA Priority Project Bowie Co. Rank - #3
211	641.1	60	Atlanta	Panola	SH 149	UPGRADE EXISTING 2 LANE HIGHWAY TO 4 LANE DIVIDED ON EXISTING RIGHT OF WAY	0.8 MI S. OF SH 315	US 59	1.7	$ 13,409,055	Yes		Yes	NET RMA Supported TIGER GRANT Application Panola Co. Rank - #1
567	639.5	61	Tyler	Cherokee	US 79	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH FLUSH MEDIAN	0.8 MI E OF SH 110, W	2.7 MI W OF SH 110 IN NEW SUMMERFLD	3.5	$ 11,200,000				
64	636.5	69	Tyler	Cherokee	US 175	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH FLUSH MEDIAN	2 MI NW OF FM 855 (ANDERSON C/L) SE	FM 347, IN JACKSONVILLE	10.6	$ 65,292,166				NET RMA Priority Project Cherokee Co. Rank - #4
1010	628.9	75	Atlanta	Bowie	US 82	RECONSTRUCT TO 4 LANE DIVIDED RURAL SECTION	1.2 MI E OF FM 992	0.2 MI W OF FM 2789	4.3	$ 24,368,877	Yes		Yes	NET RMA Priority Project Bowie Co. Rank - #3
76	628.2	77	Tyler	Rusk	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	1.5 MI NE OF SH 42, SW	CHEROKEE C/L	6.4	$ 5,152,000				NET RMA Priority Project Rusk Co. Rank - #2
1014	613.6	101	Atlanta	Harrison	US 80	WIDEN 2 LANE HIGHWAY TO 4-LANE DIVIDED HIGHWAY	0.3 MI E OF FM 450 IN HALLSVILLE	FM 968 W OF MARSHALL	7.7	$ 29,837,500				NET RMA Priority Project Harrison Co Rank - #1
298	599.7	125	Atlanta	Harrison	Toll 49	CONSTRUCT 2 LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION (ULTIMATE 4-LANE FACILITY) (TOLL)	2 MI E OF GREGG C/L(@ ET HRGLS), E	NEW TTC 69	19.0	$ 68,054,272	Yes	Yes	Yes	NET RMA Priority Project -Toll 49
210	565.4	161	Atlanta	Panola	SH 149	CONSTRUCT INTERCHANGE AT SH 315	0.3 MI N. OF SH 315	0.8 MI S. OF SH 315	1.3	$ 14,542,489	Yes		Yes	NET RMA Supported TIGER GRANT Application Panola Co. Rank - #1
63	564.9	165	Tyler	Cherokee	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	1.3 MI N OF FM 2274(S)	(RUSK C/L),S	5.8	$ 4,648,000				
1291	562.1	170	Tyler	Smith	Toll 49	CONSTRUCT 2 LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION (ULTIMATE 4-LANE FACILITY) (TOLL)	US 69, NORTH OF LINDALE, S	IH 20 AT LP 49 (LP 49 EXTENSION)	5.2	$ 46,000,000	Yes	Yes	Yes	NET RMA Priority Project- Toll 49 Smith Co. Rank - #4
218	561.9	171	Atlanta	Titus	US 271	WIDEN 2 LANE TO 4 LANE DIVIDED WITH FLUSH MEDIAN	1.5 MI. N. OF BU 271-E	0.7 MI N OF FM 1734	3.6	$ 25,470,473				NET RMA Priority Project
1015	543.9	201	Atlanta	Panola	SH 149	WIDEN 2 LANE HIGHWAY TO 4-LANE DIVIDED HIGHWAY	RUSK COUNTY LINE	US 79 NW OF CARTHAGE	13.8	$ 53,475,000				NET RMA Priority Project Panola Co. Rank - #4
78	533.4	212	Tyler	Smith	FM 2493	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN	FM 346 IN FLINT, S	0.3 MI S OF FM 344 (CHEROKEE C/L)	5.2	$ 10,000,000				
1017	525.2	223	Atlanta	Upshur	SH 154	RECONSTRUCT EXISTING 2-LANE ROADWAY TO 4-LANE URBAN SECTION (ONE-WAY PAIR THROUGH DOWNTOWN AREA)	US 271	0.4 MI W OF FM 852	2.5	$ 12,500,000				NET RMA Priority Project Upshur Co. Rank - #1
1018	519.3	233	Atlanta	Upshur	SH 155	RECONSTRUCT EXISTING 2-LANE ROADWAY TO SUPER 2 SECTION	FM 1002 N OF BIG SANDY	US 271 IN GILMER	10.8	$ 32,713,200				
204	518.1	237	Atlanta	Bowie	US 82	RECONSTRUCT TO 4 LANE DIVIDED URBAN SECTION	0.3 MI W OF US 259	FM 992	1.6	$ 12,945,187	Yes		Yes	NET RMA Supported Project Bowie Co. Rank - #3
75	511.4	251	Tyler	Rusk	SH 64	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	0.2 MI E OF FM 15 (SMITH C/L), E	WCL OF HENDERSON, 0.2 MI W OF SL 571	9.4	$ 7,528,000				NET RMA Priority Project Rusk Co. Rank - #3
216	511.1	253	Atlanta	Titus	US 271	RECONSTRUCT 2 LANE TO 4 LANE DIVIDED HIGHWAY	0.1 MI. N. OF FM 1896	1.5 MI N OF BUS. US 271	6.2	$ 30,333,590				
217	506.8	258	Atlanta	Titus	US 271	RECONSTRUCT 2 LANE TO 4 LANE DIVIDED HIGHWAY	0.5 MI. S. OF FRANKLIN COUNTY LINE	0.1 MI. N. OF FM 1896	5.4	$ 26,362,435				NET RMA Priority Project
292	488.2	283	Atlanta	Bowie	US 82	RECONSTRUCT TO 4 LANE DIVIDED URBAN SECTION	FM 992	1.2 MI E OF FM 992	1.2	$ 6,555,570	Yes		Yes	NET RMA Supported Project Bowie Co. Rank - #3
68	484.2	287	Tyler	Gregg	SH 135	WIDEN FROM 2 LANE TO 4 LANE DIVIDED ROADWAY	1.8 MI N OF FM 1252 IN LIBRTY CTY,N	US 271, IN GLADEWATER	4.5	$ 24,200,000				

- Interstate Projects in the NET RMA Region

Toll 49 Projects

- Projects supported by the NET RMA

NET RMA PROJECTS LISTED IN THE TxDOT RURAL TRANPORTATION PLAN 2035

RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length	Cost Estimate	NET RMA Emphasis	Regional Significance	Econ. Dev. opp	Comments
79	472.2	308	Tyler	Smith	SH 64	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	SH 135, IN ARP, SE	0.16 MI SE OF 15 (SMITH C/L)	4.4	$ 3,511,200				NET RMA Priority Project Rusk Co. Rank - #3
1012	431.7	376	Atlanta	Harrison	SL 390	WIDEN 2 LANE HIGHWAY TO 4-LANE DIVIDED HIGHWAY	US 80 W OF MARSHALL	US 59 N OF MARSHALL	4.1	$ 15,887,500				NET RMA Priority Project
565	427.7	386	Tyler	Cherokee	FM 2493	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN	0.3 MI S OF FM 344 (SMITH C/L)	US 69 NEAR BULLARD	1.4	$ 2,000,000				
305	427.6	387	Atlanta	Titus	FM 2152	EXTEND EXISTING FM 2152 FROM 8.9 MILES NORTH OF IH 30 TO FM 71	END EXIST. FM 2152, 8.9 MI. N. OF IH 30	FM 71	5.6	$ 9,800,000				NET RMA Priority Project
220	415.2	401	Atlanta	Upshur	SH 155	RECONSTRUCT TO 4 LANE DIVIDED RURAL SECTION	BIG CYPRESS CK (LAKE O'THE PINES)	US 259	1.6	$ 9,654,000				
297	414.8	402	Atlanta	Harrison	Toll 49	CONSTRUCT 2 LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION (ULTIMATE 4-LANE FACILITY) (TOLL)	GREGG C/L 1 MI S OF FM 449, E & S	IH 20 TWO MILES EAST OF LP 281	12.0	$ 62,879,898	Yes	Yes	Yes	Toll 49
299	404.7	414	Atlanta	Harrison	SL 390	CONSTRUCT 4-LANE DIVIDED HIGHWAY ON NEW LOCATION	FROM US 80 EAST OF MARSHALL	IH 20	3.0	$ 25,520,000				NET RMA Priority Project
1013	390.3	443	Atlanta	Harrison	SL 390	WIDEN 2 LANE HIGHWAY TO 4-LANE DIVIDED HIGHWAY	US 59 N OF MARSHALL	US 80 E OF MARSHALL	5.1	$ 19,762,500				NET RMA Priority Project
207	346.0	489	Atlanta	Cass	SH 77	RECONSTRUCT EXISTING 2-LANE ROADWAY TO 4-LANE URBAN SECTION	0.2 MILE WEST OF FM 251	0.3 MILE EAST OF FM 1841	0.8	$ 5,234,000				Part of a Tri-state Corridor widen Project In CL of Atlanta
308	311.4	519	Atlanta	Upshur	Toll 49	CONSTRUCT 2 LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION (ULTIMATE 4-LANE FACILITY) (TOLL)	UPSHUR C/L 1 MI EAST OF US 271	GREGG C/L ONE MILE NORTH OF FM 1844	6.0	$ 42,300,000	Yes	Yes	Yes	Toll 49
205	304.9	527	Atlanta	Camp	FM 3535	CONSTRUCT FARM ROAD ON NEW LOCATION	US 271	FM 1520	2.1	$ 3,745,443	Yes		Yes	NET RMA requested project stay as current Project Only Non-County Project of RMA list
74	304.2	528	Tyler	Rusk	LP 571	CONSTRUCT 2 LANE ROADWAY ON NEW LOCATION (PH 1 OF 4 LN DIVIDED HIGHWAY)	US 79, SW OF HENDERSON, SE & E	US 259, S OF HENDERSON	3.0	$ 22,900,000	Yes		Yes	NETRMA ILA w/ Rusk Co. to push project. Rusk Co. Rank - #2

- Interstate Projects in the NET RMA Region

Toll 49 Projects

- Projects supported by the NET RMA

TxDOT Response:

We appreciate your comments. Regarding US 69 in Wood County, Proposition 12 funds have been allocated to improve US 69 to Super 2 facility from 0.6 mile northwest of FM 779 in Golden to SL 564 in Mineola with a letting date in FY 2013. Regarding projects in Van Zandt County, there was a request made at the public meeting to consider upgrading SH 19 to a four-lane divided highway between Van Zandt/Rains County Line to Interstate 20 as part of a corridor upgrade between interstate 20 and Paris. A Project to widen US 69 to 4 lanes between the Rains County Line and Mineola has been added to the TRTP. SH 64 between Canton and the Smith County Line, was also added to the analysis.

Austin-San Antonio Corridor Council

Post Office Box 1618
San Marcos, TX 78667
Tel: 512-558-7360
Fax: 512-558-7365
www.thecorridor.org

RESOLUTION OF THE EXECUTIVE COMMITTEE OF THE AUSTIN SAN ANTONIO CORRIDOR COUNCIL SUPPORTING THE INCLUSION OF THE SH 130 CONNECTOR IN THE TEXAS RURAL TRANSPORTATION PLAN

WHEREAS, the Texas Department of Transportation (TxDOT) is developing the Texas Rural Transportation Plan as a component of the Statewide Long-range Transportation Plan 2035; and

WHEREAS. Segments 5 and 6 of State Highway (SH) 130 are anticipated to be open to traffic in 2012; and

WHEREAS, Comal County has been working with its public and private sector partners in supporting the development of the SH 130 connector roadway between Interstate (IH) 35 and SH 130 in Comal and Guadalupe Counties; and

WHEREAS, the proposed SH 130 connector would provide direct access between IH 35 and SH 130 in the New Braunfels/Seguin area and provide improved access between the New Braunfels Municipal Airport, IH 35 and SH 130; and

WHEREAS, the proposed SH 130 connector would significantly improve travel between San Antonio and Austin and between Houston and the Hill Country; and

WHEREAS, the proposed SH 130 connector would support Comal County's economic development programs by serving planned development in the New Braunfels area and enhancing the region's ability to compete for jobs and employees; and

WHEREAS, the proposed SH 130 connector would improve the quality of life for the County's residents, employees and visitors;

BE IT THEREFORE RESOLVED, that the Executive Committee of the Austin-San Antonio Corridor Council requests that TxDOT include the SH 130 connector roadway between IH 35 and SH 130 in the New Braunfels/Seguin area in the Texas Rural Transportation Plan.

DATED, this 16th day of May, 2012

Signed,

Howard W. Peak, Chair
Austin-San Antonio Corridor Council Executive Committee

Bruce Todd, Vice Chair
Austin-San Antonio Corridor Council Executive Committee

TxDOT Response

Thank you for submitting the SH 130 high speed connector between New Braunfels and SH 130 in Guadalupe County for consideration. The project has been added to the project listing and has been evaluated using the same process as the other projects. The project ranking in the TRTP is just one tool available to the San Antonio District and local stakeholders to establish local priorities.

TRTP Email Comment

From:
Sent: Tuesday, May 01, 2012 8:27 AM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:

MOUNT VERNON, TX 75457

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: pLEASE SEND ME ANY COPIES OF ANY FINAL LONGRANGE PLANS INVOLVING INTERSTATE 30 BETWEEN TEXARKANA AND GREENVILLE. ALSO NEED TO BE ADVISED OF REGIONAL MEETINGS. I DO NOT GET THOSE NOTICES.
TERESIA WIMS, EXECUTIVE DIRECTOR
MOUNT VERNON ECONOMIC DEVELOPMENT CORPORATION

TxDOT Response:

From: TPP_txtranplan TPP_txtranplan [mailto:TPP_txtranplan@txdot.gov]

Sent: Thursday, May 03, 2012 7:39 AM

To:

Cc: Deanne Simmons

Subject: Re: TxDOT Internet E-Mail

My name is Peggy Thurin. I am the project manager of the Texas Rural Transportation Plan. The draft final document will be available on line tomorrow and at the district office in Atlanta for review prior to our public hearing planned for May 21 at 10 here in Austin. The on-line version can be found at: http://www.txdot.gov/public_involvement/rural_2035/.

I have cc'd Deanne Simmons who is the Atlanta District Planning Engineer on this email. She will be the person to contact for any information on projects along I 30 that would be a result of this plan. She can be reached at 903-799-1308. If you have any questions concerning the Texas Rural transportation Plan, feel free to contact me at 512-486-5036.

Peggy Thurin, P.E.

Statewide Planning Coordinator

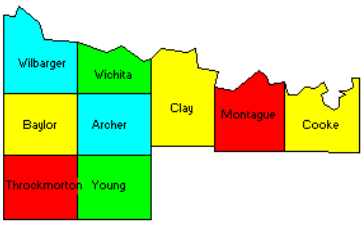
TxDOT

TRTP Email Comment

From: Judge Gary Beesinger
Sent: Tuesday, April 24, 2012 2:25 PM
To:
Subject: Cross Plains Rurual Transportation Council
Attachments: CPRTC letter.doc

Director Randall:
I have attached a copy of the CPRTC letter in response to the 2035 Texas Rural Transportation Plan. A snail mail copy is also being sent to you this date. Your attention to these matters and concerns are greatly appreciated.

Respectfully,
Gary W. Beesinger
Archer County Judge



CROSS PLAINS RURAL TRANSPORTATION COUNCIL

1601 Southwest Parkway * Wichita Falls, Texas 76302-4906 * (940) 720-7700

April 25, 2012

Texas Department of Transportation
Jim Randall, P.E.
Director of Transp. Planning and Programming
118 E Riverside Dr.
Bldg 118 - 2nd Floor
Austin Tx 78704-1205

Re: Concerns with Texas Rural Transportation Plan 2035 (TRTP)

To Whom It May Concern:

The Cross Plains Rural Transportation Council would like to take this opportunity to address our concerns with the above referenced plan. Please note that as Chairman of the Council, I am acting within the authority designated to me to address these concerns by this letter with an approved Order of the Council in our meeting of April 19th.

The Cross Plains Rural Transportation Council is **c**omposed of 9 counties including: Archer, Baylor, Clay, Cooke, Montague, Throckmorton, Wichita, Wilbarger and Young with a total population of 246,914, also service members of TXDot. Of important note is that within the boundaries of the Council, there are 2,866 centerline miles, classified as follows:

IH – 108 centerline miles or 4% of the Council total.
US – 656 centerline miles or 23% of the Council total.
SH – 441 centerline miles or 15% of the Council total.
FM – 1,569 centerline miles or 55% of the Council total.
Other – 92 centerline miles or 3% of the Council total.

Points we would like to address for your further consideration regarding the TRTP 2035 include:

1. In the Executive Summary, page 6, entitled *How was the Statewide Long-Range Transportation Plan Developed*, in the *Statewide Long-Range Transportation Plan 2035*, it states: " Transportation planning is an ongoing effort at all levels of government. TXDOT and the Metropolitan Planning Organizations (MPOs) develop various transportation-related plans (goals, strategies, and policies) and programs (funding mechanisms and sources) in conjunction with other transportation agencies." However, the growing presence of Rural Planning Organizations (RPOs) in the state has not been recognized as having participated in the planning process and programmatic processes of the Statewide Plan. This begs the question; how can you plan for rural transportation when the

primary stakeholder has not been invited to the table. This also appears to be indicative of the nature of the criteria for prioritization of rural highway projects.

2. If land mass is any indication of the need for transportation planning, transportation connectivity, or transportation accessibility, then rural transportation planning should be of the highest priority. However, establishing prioritization of projects based on proximity to density of population dismisses the transportation challenges that face rural Texans. Rural Texans generally focus on the maintenance of the system rather than the building of additions to the system. In the Cross Plains Rural Transportation Council 55% of the centerline miles are Farm-to-Market roadways. Any emphasis that takes away from the continued maintenance of those systems only inflates future costs and lessens the true concerns for rural roadways.

3. Most of rural Texas does not suffer from frequent Hurricanes nor do is there a need for hurricane evacuation routes throughout the State. However, we do have tornadoes and flooding which presents challenges to responding rescuers, recovery and mitigation resources. Perhaps a better criteria is for Disaster Assistance than inclusion of a singular event in a specific location.

4. In the Executive Summary, page 16, entitled *Texas Transportation Needs*, in the *Statewide Long-Range Transportation Plan 2035*, a chart of the projected future cost of Texas highways is presented. For 2035 the category entitled Rural Capacity Needs reflects only 1% of the total expenditures, Routine Pavement Maintenance (for the entire state) is only 2% and Preventive/Rehabilitative Maintenance (again for the entire state) is only 25%. However, for the category of Metro/Urban Needs an outstanding 72% of the total funding expenditures.

Yet the "criteria prioritization of rural highways" ask such questions as:

"How well does the project address future congestion?' or
"How does the construction cost compare to the forecasted usage?" or
"Will there be congestion in the future if the project is not built?

The concern for congestion most likely will not be a major issue for those who live in rural areas. Perhaps better questions when addressing rural highways should have been:

"Is having viable roadways to access medical assistance important?" or
"How important is it to have adequate roadways to get your livestock or your crops to market?"or
"How important is it to have safe and well maintained roadways"

5. Certainly, economic conditions in rural Texas are as important as they are in Metro/Urban Texas. The ability to import and export products from and through rural Texas must be sustained. The responsibility to sustain the system is shared by all Texans in order that products may be ship unimpeded to any location. Within the boundaries of Cross Plains Rural Transportation Council only 4% of our centerline miles are Inter-State, 23% our US highways and 15% are State Highways, yet they are critical links that contribute to the flow of the transportation system.

   The question regarding truck freight within a specific rural county, as a criteria for prioritization, implies that the county is the sole beneficiary of the shipment of that freight. It also implies that rural transportation funds are the only source of funding for Preventive/Rehabilitative Maintenance. A suitable metaphor would be to say that borderline counties are solely responsible for immigration control. While we understand that is not true nor even conceivable, neither is holding rural counties responsible for maintenance of roadways on behalf of the Federal and State Governments.

6. With Rural Capacity Needs equaling only 1% of the proposed 2035 highway expenditures and Routine Pavement Maintenance standing at 2% of the highway expenditures, it can be forecasted that these moneys will only be spent in areas adjacent to Urban and Suburban areas.

   It may not be how many trucks travel the rural roadways each day but how many times in a single day they make a trip. It may not be the comparison of construction cost to forecasted usage. It may not be the amount of traffic on any given rural roadway in a day.

   But what does matter is that an investment has been made by the State to build these roadways. The rural citizens have families and livelihoods that depend on those roadways. And spending at most 28% of the total highway funding, as opposed to 72% for Metro/Urban/Suburban areas, is selling the rural areas short and no criteria for prioritization will change that fact.

   In closing, I would like to add our council's voice to specific concerns addressed by the Rolling Plains Organization for Rural Transportation in their letter dated March 16, 2012. In it, it states:

   " ...we are much less concerned with enhancing system connectivity and promoting congestion relief strategies and much more concerned with maintaining (and

improving I might add) the existing connectivity we have. In regards to the scoring criteria put forth in relation to scoring rural transportation projects, we have serious concerns that the needs of rural Texas to the west of I-35 have been grossly underestimated."

Further, they state:

"In our estimation, it appears as though this scoring criteria, as it has been presented, is focused not on rural Texas transportation infrastructure, but conversely on relieving congestion in more densely populated areas. It seems to have been assumed that just because an area falls outside of Metropolitan Planning Organization boundaries, it must be rural which is hardly the case. There seems to be no scoring criteria focused on maintaining accessibility. If we continue to build new roads in relation to enhancing accessibility and eliminating congestion, the focus of transportation infrastructure will continue on urban and suburban population centers and not on truly rural Texas, a category into which a large portion of the State would fall. In truly rural areas of Texas, congestion and enhancing accessibility are generally not an issue. We would implore you to consider our requests and look into creating project criteria which more equitably involve issues directly impacting rural Texas citizens."

These statements and request cannot be more emphatically agreed to and emphasized by our members of the Cross Plains Rural Transportation Council and to that extent we thank you for your reconsideration of these matters.

Respectfully,

Gary W. Beesinger
Archer County Judge/Chairman

Texas Department of Transportation

P O BOX 149217 • AUSTIN, TEXAS 78714-9217 • (512) 486-5000

May 9, 2012

The Honorable Gary W. Beesinger
Archer County Judge
County Courthouse
P.O. Box 458
Archer City, Texas 76351

File: TPP (S)
(512) 486-5038

Dear Judge Beesinger:

Thank you for your letter dated April 25, 2012, regarding the Texas Rural Transportation Plan (TRTP) evaluation criteria. The development of the TRTP and evaluation criteria are but a few of the first steps in a process to better define and evaluate the need for rural, long-range highway projects, as well as non-automobile/non-highway projects beyond the year 2021. The Texas Department of Transportation (TxDOT) is committed to improving upon the planning process by which needs are identified and projects are selected to meet the greatest number of needs with the limited funding available.

A representative stakeholder group comprised of county judges, mayors, public works directors, regional planning organizations, chamber of commerce officials, economic development officials and individuals with an interest in transportation – all from rural areas – were consulted and assisted in the development of the criteria used to evaluate projects that reflect mobility and connectivity. Projects were compared on a statewide basis, and then ranked for each TxDOT district. The evaluation criteria do not establish priorities and will be used by the districts as one of many tools in making planning and programming decisions in cooperation with primary stakeholders – taking into account their knowledge of any additional local factors that did not lend themselves to inclusion into the statewide ranking process. The projects evaluated are not currently funded or scheduled for construction, and do not represent the comprehensive list of planned highway/roadway maintenance and improvement projects TxDOT has already committed to fund and construct over the next 10 years to meet rural transportation needs.

The process for planning and programming transportation projects must be flexible and responsive to adapt quickly to changing needs in both the rural and urban areas served by TxDOT, and can only improve with your continued participation and evaluation of our efforts. The long-term needs as well as the project evaluation criteria identified in the TRTP will be re-evaluated when TxDOT updates the Statewide Long-Range Transportation Plan (SLRTP).

An Equal Opportunity Employer

Comments made by you and other valued stakeholders during the public involvement process will be the starting point for the discussion that will define the scope of the SLRTP update and improvements to the transportation planning process. The update is scheduled to begin next year, and we welcome your continued participation in the process.

If you have any questions or need further assistance, please contact Peggy Thurin at (512) 486-5036.

Sincerely,

James L. Randall, P.E.
Director, Transportation
Planning and Programming

cc: John A. Barton, P.E., Deputy Executive Director, TxDOT
Larry Tegtemeyer, P.E., Wichita Falls District Engineer, TxDOT
Jack Foster, P.E., Transportation Planning and Programming Division, TxDOT
Peggy Thurin, P.E., Transportation Planning and Programming Division, TxDOT

TRTP Email Comment

From:
Sent: Tuesday, May 01, 2012 3:58 PM
To: TPP_txtranplan@txdot.gov
Cc:
Subject: Regional Support Materials for SH 130 Connector
Attachments: 130CC support_TxDOT transmittal_signed_w-attachements.pdf

Please find attached a letter from Mike Weaver and associated attachments related to the SH 130 Connector. Hard copies are following in the mail.

Thank you,

Austin,Texas 78704

Via Email TPP_txtranplan@txdot.gov (Hard Copy Mailed)

May 1, 2012

Peggy Thurin, P.E.
Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, #224
Houston, TX 77027

Re: Regional Support Materials for SH 130 Connector

Dear Ms. Thurin:

On behalf of the regional partners in Comal County and Guadalupe County, I am very pleased to provide you with the enclosed letters and resolutions of support to include the proposed SH 130 connector in the Texas Rural Transportation Plan from the following entities:

- City of New Braunfels
- Comal County

Please let me know if you have any questions regarding these materials.

Sincerely
PRIME STRATEGIES, INC.

Michael J. Weaver
Principal

Enclosures

cc: (with enclosures)
John Barton, P.E., Deputy Executive Director/Chief Engineer, Texas Department of Transportation

PRIME STRATEGIES, INC.

1508 S. Lamar Blvd.

Austin, Texas 78704

Voice 512.445.7074

Fax 512.448.9620

RESOLUTION NO. 2012-36

STATE OF TEXAS § **IN THE COMMISSIONERS COURT**

COUNTY OF COMAL §

RESOLUTION SUPPORTING INCLUSION OF SH 130 CONNECTOR IN THE TEXAS RURAL TRANSPORTATION PLAN

WHEREAS, the Texas Department of Transportation (TxDOT) is developing the Texas Rural Transportation Plan as a component of the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, Segments 5 and 6 of State Highway (SH) 130 are anticipated to be open to traffic in 2012; and

WHEREAS, Comal County has been working with its public and private sector partners in supporting the development of the SH 130 connector roadway between Interstate (IH) 35 and SH 130 in Comal and Guadalupe Counties; and

WHEREAS, the proposed SH 130 connector would provide direct access between IH 35 and SH 130 in the New Braunfels/Seguin area and provide improved access between the New Braunfels Municipal Airport, IH 35 and SH 130; and

WHEREAS, the proposed SH 130 connector would significantly improve travel between San Antonio and Austin and between Houston and the Hill Country; and

WHEREAS, the proposed SH 130 connector would support Comal County's economic development programs by serving planned development in the New Braunfels area and enhancing the region's ability to compete for jobs and employees; and

WHEREAS, the proposed SH 130 connector would improve the quality of life for the County's residents, employees and visitors;

NOW, THEREFORE BE IT RESOLVED that the Comal County Commissioners Court supports a free access SH 130 connector between IH 35 and SH 130; and

BE IT FURTHER RESOLVED that the Comal County Commissioners Court requests that TxDOT include the SH 130 connector roadway between IH 35 and SH 130 in the New Braunfels/Seguin area in the Texas Rural Transportation Plan.

APPROVED THIS 22nd DAY OF March, 2012.

SHERMAN KRAUSE, COUNTY JUDGE

DONNA ECCLESTON
COUNTY COMMISSIONER, PCT. #1

SCOTT HAAG
COUNTY COMMISSIONER, PCT. #2

GREGORY PARKER
COUNTY COMMISSIONER, PCT. #3

JAN KENNADY
COUNTY COMMISSIONER, PCT. #4

COMMISSIONERS' COURT COMAL COUNTY TEXAS

ATTEST:
JOY STREATER, COUNTY CLERK

RESOLUTION NO. 2012R- 19

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEW BRAUNFELS, TEXAS, SUPPORTING THE INCLUSION OF THE SH 130 CONNECTOR IN THE TEXAS RURAL TRANSPORTATION PLAN.

WHEREAS, the Texas Department of Transportation (TxDOT) is developing the Texas Rural Transportation Plan as a component of the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, Segments 5 and 6 of State Highway (SH) 130 are anticipated to be open to traffic in 2012; and

WHEREAS, the City of New Braunfels, has been working with its regional public partners, Comal County, Guadalupe County, and the City of Seguin as well as private sector partners in supporting the development of an SH 130 connector roadway between Interstate (IH) 35 and SH 130 in Comal and Guadalupe Counties; and

WHEREAS, the City of New Braunfels has adopted a regional thoroughfare plan that includes a non-tolled connector between I-35 and SH 130; and

WHEREAS, the proposed SH 130 connector would provide direct access between IH 35 and SH 130 in the New Braunfels/Sequin area and provide improved access between the New Braunfels Regional Airport, IH 35 and SH 130; and

WHEREAS, the proposed SH 130 connector would support the region's economic development programs by serving planned development in the New Braunfels area and enhancing the region's ability to compete for jobs and employees; and

WHEREAS, the City of New Braunfels, has an adopted transportation plan; **now, therefore**;

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NEW BRAUNFELS, TEXAS:

THAT, the City of New Braunfels requests that TxDOT include the SH 130 connector roadway between IH 35 and SH 130 in the New Braunfels/Seguin area in the Texas Rural Transportation Plan.

PASSED, ADOPTED AND APPROVED this the 26th day of March, 2012.

CITY OF NEW BRAUNFELS, TEXAS

BY: Gale Pospisil
GALE POSPISIL, Mayor

ATTEST:

PATRICK ATEN, City Secretary

U:\Planning\Resolutions\TDHCA Home Resolution.doc

TxDOT Response:

Thank you for submitting the SH 130 high speed connector between New Braunfels and SH 130 in Guadalupe County for consideration. The project has been added to the project listing and has been evaluated using the same process as the other projects. The project ranking in the TRTP is just one tool available to the San Antonio District and local stakeholders to establish local priorities.

TRTP Email Comment

Please make I-30 a priority!! Expanding this major highway from 4 lanes to 6 will be a tremendous help in our economy from Greenville to Texarkana.
We do appreciate being added to the list and would love to see this project moved to a earlier date to prepare this area for the added truck traffic, predicted heavier than I-20, after the expansion of the Panama Canal in 2014.
Morris County only has about 12 miles but it is very important to us. Now we are #124 and would like to be considered to be moved between Titus and Bowie so it would be a continuous job, and that seems more economical.
Thank you for the newsletter.

Sincerely,
Daingerfield, Tx. 75638

TxDOT Response:

We appreciate the time you have taken to review the plan and provide comments. The projects on Interstate 30 were added in response to comments made after the public meetings. The project ranking is just one tool available to TxDOT staff and local stakeholders in developing long range priorities for each district. The plan will be updated in four years and will take into account any changed conditions, such as impacts from the Panama Canal expansion.

To prepare for the expansion of the Panama Canal, TxDOT is creating a Panama Canal Stakeholder Working Group comprised of a wide variety of entities with an interest in the expansion of the canal and is seeking input from them on promoting port activities in state transportation planning, tackling highway bottlenecks - bridges and links to terminals, and supporting rail investment, especially for exports. The press release is located at this link: http://www.txdot.gov/news/022-2012.htm.

TRTP Email Comment

From:
Sent: Friday, May 04, 2012 4:45 PM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:
Austin, TX 78768

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: In an April 12, 2012 letter sent to TxDOT Executive Director Phil Wilson, State Representative Drew Darby (joined in the letter by Representative Tom Craddick) expressed concern on the equal scoring emphasis placed on the regional Hurrican Evacuation Routes (HERS) with the statewide Phase 1 Trunk System projects. His comments are reprinted as follows for the benefit and your response during this public comment period:
"(T)he scoring criteria places as much emphasis on Hurricane Evacuation Routes (HERS) as it does on Phase I Trunk System projects. While we understand the unique issues for the coastal area of Texas, other areas have significant factors that should be equally weighted, such as wildfire evacuations, safety factors on two lane rural highways, border crossings, and other designated corridors. To place this much weight on one factor, affecting one segment of the state, would create a tremendous inequity in the entire ranking process."

TxDOT Response:

We appreciate your comment about the scoring criteria Hurricane Evacuation Routes. Based on the comments received after the August stakeholder meetings, the HER criteria was modified to include geographic proximity to the coast to address concerns about any bias associated with HER. HER scores for projects located on HERs located more than three counties away from the Gulf Coast have a 'proximity factor'applied. As part of the analysis, we considered the impact of each criterion by systematically removing each criteria measure, one at a time, and re-ranking the projects. The results of the sensitivity analysis showed that for the top 100 ranked projects, removing any one of the criteria measures moved about 10% or less (depending on the criterion) of the projects in or out of the top 100. With respect to safety factors on two-lane roadways, we included a factor called Safe Passing Needs that considered the type of facility and terrain. As an example, a two-lane highway in mountainous terrain scored the most points and a controlled access freeway in level terrain scored the least for this measure. With respect to border crossing, the Texas Trunk System routes were established with border crossings as one of the selection factors.

Please see TxDOT response to Representitive Craddick on page 259 of this appendix.

TRTP Email Comment

From:
Sent: Wednesday, May 09, 2012 5:33 PM
To: TPP_txtranplan@txdot.gov
Subject: State Highway 158

Dear Texas Department of Transportation:

I attended the public meeting in San Angelo, Texas. I spoke on this subject to no avail.

The heaviest traveled highway in west Texas is Highway 158 between Midland and Sterling City. Please complete the proposed 4 land divided highway on this route.

I read of all the millions of $ spent on a "Mix Master" in Fort Worth and I am told there are no funds for this highway 158 project. How can Tex DOT be credible with such a disproportionate expenditure of money?

TxDOT Response:

We appreciate your comment on SH 158 between Midland and Sterling City. The TRTP highway projects are those for which construction dollars have not yet been identified. The Texas Transportation Commission determines the allocation of available/forecasted funds for the next 10 years in a document called the Unified Transportation Program on an annual basis. Funding for rural added capacity projects is minimal, with no funds allocated for these types of projects after 2012 unless identified for Proposition 12 funding.

TRTP Email Comment

From:
Sent: Wednesday, May 09, 2012 4:08 PM
To: TPP_txtranplan@txdot.gov
Subject: Trunk System

Whatever happened to the Texas Trunk System. Are you reinventing the wheel?

Wichita Falls, TX 76308

TxDOT Response:

No, we aren't reinventing the wheel although I can understand how it would appear that way. The trunk system still exists and projects on the trunk system received additional points in the scoring of TRTP projects. However, all of the old Category 4 funding that used to go strictly to completing the Trunk System was expanded several years back to fund all rural connectivity projects, not just Trunk. Currently, there is only $5M in Category 4 funds for one project in the Laredo District. Beyond this project we have no other funds available for construction in the rural areas through 2022 .

Because we anticipate that funding may one day be increased, we are pro-actively through this rural plan providing the districts with some guidance on what projects should be in development in anticipation of future funding.

TRTP Email Comment

From:
Sent: Thursday, May 10, 2012 9:18 AM
To: TPP_txtranplan@txdot.gov
Subject: US 79 South of Palestine and East of Jacksonville

Dear Sirs,

I am a 33 year veteran and recently retired from TxDOT in the Tyler District. My career began in 1977 in the Jacksonville Maintenance Office with experience in the Palestine Maintenance Office, Jacksonville Area Office, and finally 12 years with the Tyler District Maintenance Office. My experience working on US 79 from the Panola County line to the Freestone County line. I make these comments out of complete understanding and daily experience working on that particular roadway. I do believe it is critical to expand US 79 from Jacksonville to the Freestone County line; with the section south of Palestine taking priority over the Palestine to Jacksonville route. I do believe those two sections are the most critical due to the expanding petroleum exploration industry. Palestine and the outlying areas are home to many "Oil Field" related business. Many oversize/ overweight oil field related machinery passes over these routes every day. Safety is of the utmost importance. The real problem lies in the lack of passing lanes or climbing lanes. It isn't the machinery that causes the trouble, it is the impatient driver who is dangerously passing said machinery. I have been literally run in the ditch to avoid an impatient driver passing a slow moving oil field workover rig and been pushed to the shoulder on numerous occasions. Four laning that road would be a huge safety improvement within the above boundaries. I do hope your strong consideration will assist you all in making the right decision for roadway improvement and increased safety to the traveling public.

Please make the two above projects happen.
Thank you for allowing my comments.
Regards,

Tyler District - TxDOT

TxDOT Response:

Thank you for your comments on US 79 in the Tyler District. There are 10 projects on US 79 in Anderson, Cherokee and Rusk Counties included in the TRTP. The ranking process developed for the TRTP is just one of the tools available to the Tyler District staff and local stakeholders that can be used to develop local priorities to advance projects through the planning and environmental processes.

TRTP Email Comment

From:
Sent: Monday, May 14, 2012 11:07 AM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:

Jersey Village, TX 77040

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: As part of this Texas Rural Transportation Plan 2035, I think TxDOT needs to be honest with Texans. We all know that funding for this plan is tenuous at best. Texans need to know that transportation funding for these projects is dependent on them making it known to their state representatives that these projects are important to them and that they support raising the funding levels to help make them happen. Tell Texans that TxDOT barely has enough money to maintain what we currently have.
Otherwise this may as well be the Texas Rural Transportation Plan 2075 or 2085.

TxDOT Response:

We appreciate your comment on funding limitations for implementing the projects included in the TRTP. The purpose of this planning effort was to evaluate the long-range multi-modal needs that would be implemented beyond the 10-year timeframe of the fiscally-constrained Unified Transportation Program. The ranking process for highway projects provides an additional tool to TxDOT staff and stakeholders to develop local priorities in the rural areas of Texas. We know funding is tight, so this process was developed to help allocate limited financial resources to projects that address higher needs within a given district.

TRTP Email Comment

From:
Sent: Thursday, May 17, 2012 10:45 AM
To: tpp_txtranplan@txdot.gov
Subject: Letters of Support for TxDOT Rural Transportation Plan 2035
Attachments: Letter of Support from Washington County Chamber for Rural Project.pdf; Letter of Support from Washington County Chamber for Additional Rural Project.pdf

Re: TxDOT Rural Transportation Plan 2035

The Washington County Chamber of Commerce Board of Directors is respectfully requesting a higher ranking for the project described as “RECONSTRUCTION OF THE CLOVERLEAF AT SH36/US290” and adding another project to “EXTEND ONE-WAY FRONTAGE ROADS FROM SH36/US290 OVER THE BNSF RAILROAD TO OLD MILL CREEK RD” on the Texas Rural Transportation Plan 2035 Preliminary Project Ranking list.

I have attached the two formal letters of support from our Board of Directors. Would you please reply to this email to let us know when you receive them?

Thank you very much,

Washington County Chamber & CVB
Brenham, TX 77833

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Washington County
CHAMBER OF COMMERCE
Convention & Visitors Bureau

May 10, 2012

Peggy Thurin, P.E.
Texas Rural Transportation Plan 2035
4544 Post Oak Place, Suite 224
Houston, TX 77027

Dear Peggy,

The Washington County Chamber's Board of Directors is respectfully requesting that the Texas Department of Transportation consider placing a higher ranking for the project described as "RECONSTRUCTION OF THE CLOVERLEAF AT SH36/US290" on the Texas Rural Transportation Plan 2035.

U.S. Highway 290 is a vital commercial link between Houston and Austin, and as population of the State of Texas increases, so also does the volume of traffic on this section of U.S. Highway 290. The cloverleaf is a single-lane bottleneck, separating a two-lane roadway approaching from the south and two-lane roadway existing from the west. As a single-lane bottleneck, the cloverleaf is an impediment to system mobility and creates traffic congestion, and the cloverleaf was also described as a "pinch point" following the evacuation that occurred in advance of Hurricane Rita.

In an effort to further promote congestion relief and enhance system connectivity, the Chamber believes greater importance should be given by the Texas Department of Transportation to the reconstruction of the cloverleaf by increasing its priority (lowering its rank number) on the Texas Rural Transportation Plan – Preliminary Project Ranking list.

Sincerely,

Page Michel
President & CEO

314 S. Austin Street ★ Brenham, TX 77833 ★ 979-836-3695 ★ www.BrenhamTexas.com

Washington County
CHAMBER OF COMMERCE
Convention & Visitors Bureau

May 10, 2012

Peggy Thurin, P.E.
Texas Rural Transportation Plan 2035
4544 Post Oak Place, Suite 224
Houston, TX 77027

Dear Peggy,

The Washington County Chamber of Commerce Board of Directors is respectfully requesting that the Texas Department of Transportation consider **adding a project** to "EXTEND ONE-WAY FRONTAGE ROADS FROM SH36/US290 OVER THE BNSF RAILROAD TO OLD MILL CREEK RD" on the ***Texas Rural Transportation Plan 2035***.

Currently, TxDOT is reconstructing U.S. Highway 290 from FM 577 to the BNSF railroad by placing several overpasses and converting the two-way frontage roads to one-way roadways. The frontage roads along U.S. Highway 290 from the BNSF railroad to Old Mill Creek Road remain two-way roadways. This creates confusion for people who are traveling on U.S. Highway 290, which could create traffic congestion and safety issues.

In an effort to further promote congestion relief and enhance system connectivity, the Chamber believes the Texas Department of Transportation should add a project to extend the one-way frontage roads over the BNSF railroad on U.S. Highway 290 in Brenham to Old Mill Creek Road on the Texas Rural Transportation Plan – Preliminary Project Ranking list.

Sincerely,

Page Michel
President & CEO

314 S. Austin Street ★ Brenham, TX 77833 ★ 979-836-3695 ★ www.BrenhamTexas.com

TxDOT Response

We appreciate your comments on the TRTP rankings for projects in Washington County. The suggested projects on SH 105 and FM 50 have been added to the list of projects and ranked. The comments on the interchange at US 290 and SH 36 on the west side of Brenham demonstrates why the ranking of projects is only a tool that is available to TxDOT district and local stakeholders when determining which projects should be selected for limited planning funds.

TRTP Email Comment

From:
Sent: Monday, May 21, 2012 9:04 AM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:

Riviera, TX 78379

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: As planned, the Riviera Bypass will negatively impact the economy, the environment and the rural society of the area.

The economics of the area will be negatively affected. All of the existing businesses on 77 rely on Highway traffic. A bypass would destroy these businesses by re-routing their clientele around the town.

However, expanding the current highway in place would a. either give these businesses a fair price for their property and allow them to relocate along the expanded highway, or b. allow them to keep the business in the current location by something as simple as moving the front parking to the rear.

Because the “CBD” of Riviera caters to highway traffic, by re-routing the traffic, the businesses would not only be destroyed, but their property value would plummet, so they could not afford to re-locate.

As an ancillary issue, these businesses that fail would create a "slum strip". If indeed the “new highway would bring new businesses into the area," then it doesn't matter where the highway is located and using the existing highway would develop those areas currently used for commercial use.

Further, the farmers, although receiving a "fair price" for the land, will not be able to farm because they will not have the land to raise them and will not be able to afford to purchase "new" land because of increased scarcity and increased property values on undeveloped land. Farmers and Ranchers need this land to produce crops, not sell to the government for paved roadways.

This proposed bypass will negatively impact the environment. Using the existing roadway would minimize the impact to the environment by a. paving over less new land and developing less new land, b. leaving the small 9 mile corridor between Riviera and Riviera Beach intact, to encourage North / South migration of animals, (which the plan would narrow down to approximately 7 miles), c. not paving current wildlife habitat, d. encouraging re-development of current economically blighted stretches along 77 and e. would limiting sprawl.

Finally, this proposed bypass encourages encroachment, destroying the rural enviroment. The proposed bypass would create a diamond, with the school in the middle, destroying the rural nature of the community and encouraging sprawl to the East.

I join with the Riviera Independent School district in asking that the Texas Department of Transportation to move forward with a street level relief route option which uses the existing footprint of Highway 77 and does not create a bypass.

TxDOT Response:

We appreciate your comments regarding the proposed relief route on US 77 at Riviera in Kleberg County. Public hearings for the US 77 project between Corpus Christi and Harlingen were held in early February 2012 in Raymondsville, Sarita, Riviera, Kingsville and Driscoll. Your comments have been provided to the project team.

TRTP Email Comment

From:
Sent: Monday, May 21, 2012 9:41 AM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:
Riviera, TX 78379

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: I wouold like to express my concern and opposition to the proposed bypass project that is being discussed on Buisness Bypass 77 near Riviera,Texas. first of all I work at Riviera ISD and as a nurse I am very concerned about the safety of the "children" who live and cross this area to come to school everyday. This is a very low socioeconomic community therefore many of our residents"walk" this will pose a tremendous danger to all involved. Secondly, because of the low economic status this bypass would destroy the small family buisnesses who make their living on the traffic flow on this highway. We need all the growth in this area we can get and this would make it impossible for any buisness to want to move into our area.

TxDOT Response:

We appreciate your comments regarding the proposed relief route on US 77 at Riviera in Kleberg County. Public hearings for the US 77 project between Corpus Christi and Harlingen were held in early February 2012 in Raymondsville, Sarita, Riviera, Kingsville and Driscoll. Your comments have been provided to the project team.

TRTP Email Comment

From:
Sent: Monday, May 21, 2012 12:38 PM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name: _____
Address:
Kingsville, TX 78363

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: Although the argument was made by TXDot representatives (quite condescendingly in a recent public meeting) that a bypass will encourage new business growth, the truth is that already established local business and the immediately adjacent will die when their customers are re-routed.

New highway construction closer to the coastline will negatively affect the overall economy in our area. We only have 9 miles between the highway and the coastline. Aside from the businesses already existing along the current highway, our community's major source of income is dependent on rural activities like farming, ranching, hunting and fishing. Encroachment of a major highway corridor 2 miles closer to our coastline will harshly affect our natural resources and economy.

On a more personal note, three generations of my family and my husband's family have graduated from Riviera High School. If TXDoT forces this planned bypass on the community, the school will be narrowly trapped inside two heavily traveled, major direct routes to Mexico. The very real dangers this presents combined with increased noise and emission pollution levels (the school campus will receive a prevailing east wind from the adjacent bypass) would negatively affect the campus to a degree that my own children, ages 8 and 6, would not go to school there.

As a community we understand and agree that improving our great State of Texas's infrastructure is good for the overall economy. However, we ask that this be done in a way that wouldn't have such a devastating impact on our little community.

TXDot employs very accomplished engineers. Please find a way to improve or expand existing roadways, perhaps by an overpass, to improve the traffic flow through Riviera.

Kingsville, TX 78363

TxDOT Response:

We appreciate your comments regarding the proposed relief route on US 77 at Riviera in Kleberg County. Public hearings for the US 77 project between Corpus Christi and Harlingen were held in early February 2012 in Raymondsville, Sarita, Riviera, Kingsville and Driscoll. Your comments have been provided to the project team.

TRTP Email Comment

From:
Sent: Monday, May 21, 2012 12:41 PM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:

Riviera, TX 78379

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: The proposed by-pass around Riviera, TX will impact this community to the point of killing it. This part of the world is known as the Wild Horse Desert and it's history is long and deep. Folks around here are proud to live in this sleepy, slowed pace environment. Many folks, just like I have chosen to retire here and a by pass would kill the town as we know it. We are currently threatened by this by-pass and a proposed wind farm. Both will be detrimental to the community and lifestyle we all live for. Our natural environment will be threatened by the by-pass, as will our few businesses that we have in Riviera. Our economic base is small, but important to the locals. TXDOT surely can't feel proud about putting folks out of business and ruining the vista landscapes we have. An overpass at the current roadway would make much more common sense (if you are into that sort of thing). Please consider the community and it's people as you make your decision . . . and please use some common sense. Think about the input from the folks that will be impacted the most. Thank you for the opportunity to be heard.

TxDOT Response:

We appreciate your comments regarding the proposed relief route on US 77 at Riviera in Kleberg County. Public hearings for the US 77 project between Corpus Christi and Harlingen were held in early February 2012 in Raymondsville, Sarita, Riviera, Kingsville and Driscoll. Your comments have been provided to the project team.

TRTP Email Comment

From:
Sent: Monday, May 21, 2012 7:12 PM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:

Address:
Corpus Chisti, TX
Rivier (Loyola Beach), TX 78379

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: I am opposed to the planned by pass off existing highway 77 at Riviera,TX for the following reasons: 1. The bypass will cut a wide swath into some usable and developable properties needed for the future of the community 2.The bypass will be detrimental ecologically and remove valuable wildlife and migratory bird habitat.3.The bypass will take away from the intrinsic beauty and historical significance of the "Wild Horse Desert" including the Kennedy and King Ranches. I oppose the proposed bypass construction but would support a raised roadway following the exisiting highway. Thanks for your consideration, Scott Murray

TxDOT Response:

We appreciate your comments regarding the proposed relief route on US 77 at Riviera in Kleberg County. Public hearings for the US 77 project between Corpus Christi and Harlingen were held in early February 2012 in Raymondsville, Sarita, Riviera, Kingsville and Driscoll. Your comments has been provided to the project team.

TRTP Email Comment

From:
Sent: Tuesday, May 22, 2012 2:22 PM
To: jim.randall@txdot.gov
Cc: tpp_txtranplan@txdot.gov; Mark Shafer; chejl@txdot.gov
Subject: Washington County Priority Highway Projects
Attachments: Washington County Priority Projects.pdf

Mr. ,

Please refer to my attached letter and resolutions concerning the Texas Rural Transportation Plan Preliminary Project Ranking list as it pertains to Washington County.

Respectfully,
Washington County

JOHN BRIEDEN
County Judge

May 22, 2012

Mr. James Randall, P.E.
Director of Transportation Planning and Programming Division
Texas Department of Transportation
118 E. Riverside Drive
Austin, TX 78704

Dear Mr. Randall:

In studying the Texas Rural Transportation Plan (TRTP) Preliminary Project Ranking list, two things caught my attention. First was that the scoring on the SH 36/US 290 with Bus US 290 cloverleaf did not result in the ranking I thought the project deserves. The second is that SH 105 and FM 50 are not on the list at all.

The Washington County Commissioners' Court passed three resolutions today which are attached. These resolutions are submitted as our public comment. Since the TRTP is a 25 year plan, we hope this will result in a modification of the TRTP to include these Washington County priorities. Thank you.

Sincerely,

John Brieden
Washington County Judge

Cc: Ms. Peggy Thurin, PE
Texas Rural Transportation Plan 2035
4544 Post Oak Place, Suite 224
Houston, Texas 77027

Mr. Mark Shafer, PE
Texas Department of Transportation
1821 State Highway 105
Brenham, Texas 77833

Ms. Catherine Hejl, PE
Texas Department of Transportation
2591 North Earl Rudder Freeway
Bryan, Texas 77803

Washington County Courthouse • 100 East Main Street • Suite 104
Brenham, Texas 77833-3753
Telephone: (979) 277-6200 • FAX: (979) 277-6221
Email: countyjudge@wacounty.com

RESOLUTION FOR THE PROJECT DESCRIBED AS "RECONSTRUCTION OF THE CLOVERLEAF AT SH 36/US 290 W/BU 290" ON THE TEXAS RURAL TRANSPORTATION PLAN

WHEREAS, in November, 2011 the Texas Transportation Commission adopted the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, the Texas Rural Transportation Plan is a component of the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, the projects included in the Texas Rural Transportation Plan have been ranked according to their ability to provide congestion relief and system connectivity; and

WHEREAS, the reconstruction of the cloverleaf at the intersection of SH 36 and US Hwy. 290 has been included on the list with a rank of 176; and

WHEREAS, Washington County respects the scoring system used by TxDOT in ranking the list of projects; and

WHEREAS, US Hwy. 290 is a vital commercial link between Houston and Austin with a consistently heavy volume of traffic, and as the population of the State of Texas increases, so also does the volume of traffic on this section of US Hwy. 290; and

WHEREAS, the cloverleaf is a single lane bottleneck, separating the two-northbound-lane SH 36/US 290 approaching from the south and the two-westbound-lane US 290 existing to the west; and

WHEREAS, as a single lane bottleneck, the cloverleaf was described as a "pinch point" following the evacuation that occurred in advance of Hurricane Rita prompting Governor Rick Perry to declare its reconstruction a major priority; and

WHEREAS, the cloverleaf is increasingly a major impediment to system mobility, creating traffic congestion with resulting safety hazards, and as a major impediment should receive a higher number of points in the scoring system,

NOW, THEREFORE, BE IT RESOLVED by the Washington County Commissioners' Court that, in an effort to further the goals of the Texas Rural Transportation Plan, to promote congestion relief and enhance system connectivity, the Texas Department of Transportation rescore the "reconstruction of the cloverleaf at SH36/US290 with BU290", thus increasing its priority (lowering its rank number) on the Texas Rural Transportation Plan's Preliminary Project Ranking list.

RESOLVED this 22nd day of May, 2012.

John Brieden, County Judge

Zeb Heckmann, Commissioner, Pct. 1

Kirk Hanath, Commissioner, Pct. 3

Luther Hueske, Commissioner, Pct. 2

Joy Fuchs, Commissioner, Pct. 4

RESOLUTION FOR ADDING THE PROJECT DESCRIBED AS "WIDEN SH 105 TO FOUR LANES" ON THE TEXAS RURAL TRANSPORTATION PLAN

WHEREAS, in November, 2011 the Texas Transportation Commission adopted the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, the Texas Rural Transportation Plan is a component of the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, the projects included in the Texas Rural Transportation Plan have been ranked according to their ability to provide congestion relief and system connectivity; and

WHEREAS, the widening of SH 105 to four lanes between Brenham and Navasota has not been included on the Proposed Project list; and

WHEREAS, SH 105 is a vital commercial link between Conroe and Brenham with further connections on IH 45 to the east and US 290 to the west, and as the population of the north Harris and Montgomery Counties increases, so also does the volume of traffic on this section of SH 105; and

WHEREAS, the widening of SH 105 east of Navasota is included in the Texas Rural Transportation Plan and where widening of SH 105 in Montgomery County and the proposed new SH 249 toll road along with the population increase projected for that area will lead to a two lane bottleneck on SH 105, an increasingly important east/west link;

NOW, THEREFORE, BE IT RESOLVED by the Washington County Commissioners' Court that, in an effort to further the goals of the Texas Rural Transportation Plan, to promote congestion relief and enhance system connectivity, the Texas Department of Transportation add "Widen SH 105 to Four Lanes" to the Texas Rural Transportation Plan – Preliminary Project Ranking list.

RESOLVED this 22nd day of May, 2012.

John Brieden, County Judge

Zeb Heckmann, Commissioner, Pct. 1

Kirk Hanath, Commissioner, Pct. 3

Luther Hueske, Commissioner, Pct. 2

Joy Fuchs, Commissioner, Pct. 4

RESOLUTION FOR ADDING THE PROJECT DESCRIBED AS "WIDEN FM 50 TO TWO LANES WITH SHOULDERS" ON THE TEXAS RURAL TRANSPORTATION PLAN

WHEREAS, in November, 2011 the Texas Transportation Commission adopted the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, the Texas Rural Transportation Plan is a component of the Statewide Long-Range Transportation Plan 2035; and

WHEREAS, the projects included in the Texas Rural Transportation Plan have been ranked according to their ability to provide congestion relief and system connectivity; and

WHEREAS, the widening of FM 50 to two lanes with shoulders between Brenham (SH 105) and Snook (FM 60) has not been included on the Proposed Project list; and

WHEREAS, FM 50 is a vital link between Texas A&M University and Blinn College and as the enrollments and cooperation between these two institutions continue to grow, so also does the volume of traffic on this section of FM 50; and

WHEREAS, currently FM 50 is a two lane road with no shoulder and in places has sharp drop offs to the ditches and is a hazardous condition, particularly to the young inexperienced drivers increasingly traveling this stretch of road. The accidents happening on this road tend to be major and deadly because of the narrow road with drop offs; and

WHEREAS, the widening of FM 60 in Burleson County between the Brazos River on the east and SH 36 on the west is either finished, under construction or included in the Texas Rural Transportation Plan and this stretch of FM 50, an increasingly important north/south connection, is a two lane bottleneck between SH 105 and FM 60;

NOW, THEREFORE, BE IT RESOLVED by the Washington County Commissioners' Court that, in an effort to further the goals of the Texas Rural Transportation Plan, to promote congestion relief and enhance system connectivity, the Texas Department of Transportation add "Widen FM 50 to Two Lanes with Shoulders" to the Texas Rural Transportation Plan – Preliminary Project Ranking list.

RESOLVED this 22nd day of May, 2012.

John Brieden, County Judge

Zeb Heckmann, Commissioner, Pct. 1

Kirk Hanath, Commissioner, Pct. 3

Luther Hueske, Commissioner, Pct. 2

Joy Fuchs, Commissioner, Pct. 4

Texas Department of Transportation

P O BOX 149217 • AUSTIN, TEXAS 78714-9217 • (512) 486-5000

June 13, 2012

The Honorable John Brieden
Washington County Judge
County Courthouse
100 East Main Street, Suite 104
Brenham, Texas 77833-3753

File: TPP (S)
(512) 486-5038

Dear Judge Bieden:

Thank you for your letter dated May 22, 2012, regarding the Texas Rural Transportation Plan (TRTP). The development of the TRTP is the first step in a process to better define and evaluate the need for rural transportation projects beyond the year 2021. The Texas Department of Transportation (TxDOT) is committed to improving the planning process by which needs are identified and projects are selected with the limited funding available.

In your letter you request the analysis of two additional projects. We have been working with the Bryan District to obtain the information necessary for SH 105 and FM 50 to be analyzed with the same criteria used to analyze the other TRTP projects. The analysis is not complete yet, but the ranking of these two projects will be included in the final project listing. Concerning the SH 36/US 290 project (currently ranked 177 out of 637), this project along with all of the projects was evaluated analytically based on the criteria developed as part of the TRTP process. However, this process is a starting point for project development. Each district will use this project analysis as well as their local knowledge of their district in determining how projects move forward toward construction.

The process for planning and programming transportation projects must be responsive to changing needs in both the rural and urban areas served by TxDOT, and can only improve with your continued participation and evaluation of our efforts. The long-term needs as well as the project evaluation criteria identified in the TRTP will be re-evaluated when TxDOT updates the Statewide Long-Range Transportation Plan. Comments made by you and other valued stakeholders during the public involvement process will be the starting point for the discussion that will define the scope of the SLRTP update and improvements to the transportation planning process. The update is scheduled to begin next year, and we welcome your continued participation in the process.

If you have any questions or need further assistance, please contact Peggy Thurin at (512) 486-5036.

Sincerely,

James L. Randall, P.E.
Director, Transportation
Planning and Programming

cc: Catherine Hejil, P.E., Bryan District Engineer, TxDOT
Mark Shafer, P.E., Bryan District, TxDOT
Peggy Thurin, P.E., Transportation Planning and Programming Division, TxDOT

An Equal Opportunity Employer

TRTP Email Comment

From:
Sent: Wednesday, May 23, 2012 2:09 PM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:
Riviera, TX 78379

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: I am opposed to the proposed Riviera bypass. I am not opposed to improving 77/69 for increased traffic. It is needed and will be a boon for the state. However, it can be achieved without destroying a small South Texas Community. An overpass will be safer for the citizens of Riviera especially for the school. I understand that an overpass is more expensive, but for those of us living in and near Riviera it would be the least disruptive way to make the needed improvements. If you proceed with your proposed bypass, you will totally change the nature, flow, and
character of Riviera. Have a heart and do the right thing. Please
respect the wishes of the local citizens.

TxDOT Response:

We appreciate your comments regarding the proposed relief route on US 77 at Riviera in Kleberg County. Public hearings for the US 77 project between Corpus Christi and Harlingen were held in early February 2012 in Raymondsville, Sarita, Riviera, Kingsville and Driscoll. Your comments has been provided to the project team.

TRTP Email Comment

From:
Sent: Thursday, May 24, 2012 9:37 AM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:
Premont, TX 78375

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: We write regarding the pending decision whether to route I-69 through or around the city of Premont, in South Texas.

WE SUPPORT ROUTING I-69 THROUGH PREMONT, not around it.

Routing I-69 around Premont would kill local businesses, most of which are located along the present Highway 281, and cause the little town to dry up. To these businesses, the revenue provided by travelers means the difference between making money and losing money. If the new highway is routed around the east side of Premont, travelers will not see the town's business center and so will be much less likely to stop.

Premont grew and thrived from the 1940s through 1980s, when oil companies employed a large segment of the population. Unfortunately, those jobs have gone elsewhere and Premont has been left struggling. The Premont schools were scheduled to be shut-down, but just recently obtained a reprieve.

The good news is that Premont is hanging in there, with many of the young people taking an interest in keeping it going and keeping our schools open. However, that won't be possible if Premont loses much more of its commercial base. It would simply dry up and blow away, as so many other small rural towns have done..

We write purely out of concern for our hometown. We have no economic interests at stake. Neither of us lives in or owns a business in Premont.
However, our grandparents began farming west of Premont a century ago, when the city was just getting started. We each attended and graduated from Premont schools and have farming and ranching interests in the area.
Jesse owns and operates Howell Cattle Company, a feed yard west of Premont. "Going to town" has always meant going to Premont. The fifth generation of our family now lives on family land outside of Premont.

Please route I-69 through Premont.

Sincerely,

TxDOT Response:

We appreciate your comments regarding the proposed relief route on US 281 in Premont. Your comments have been provided to the project team for consideration during the ongoing community impacts assessment task. You may follow the status of the project development process by accessing the project website at
http://www.txdot.gov/project_information/projects/corpus_christi/us281_premont.htm

TRTP Email Comment

From:
Sent: Tuesday, May 29, 2012 9:17 AM
To: TPP_TXTRANPLAN@txdot.gov
Subject: TxDOT Internet E-Mail

Name:
Address:

Bryan, TX 77802

Phone:

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: TRTP 2035
Mobility and transportation are key roles in the fight for civil rights and equal opportunity. We need affordable and accessible transportation.
Public buses have improved significantly under the ADA, but there are still needs to be addressed.
We need:

- agencies to comply by announcing the upcoming stops
- maintenance and upkeep on accessible equipment
- drivers trained on securing mobility equipment

Paratransit has been one of the biggest changes under the ADA; its service is crucial for persons with disabilities who depend on it for daily activities such as employment and doctor appointments. We need services that are more flexible and available with extended hours.
One of the pressing issues in the disability community is the lack of accessible taxis, because it could provide flexibility and independence for an individual.
We need:

- taxi companies and drivers that are sensitive and have the knowledge of working with individuals with disabilities
- taxis that are motorized wheelchair accessible
- taxi licensing and regulatory entities to be accountable for ensuring ADA compliance regarding taxis

After 20 years of the passing of the ADA, only 20 percent of Amtrak stations are compliant because it is severely underfunded by the Congress and that most of their stations are owned by other entities. We need an increase of funding to ensure affordable and accessible services.
In the community life, right-of-ways that are safe and accessible are important. We need:

- clear sidewalks
- curb-cuts to make streets more accessible
- crosswalks that are audible

TxDOT Response:

We appreciate your comments on public transportation, ADA compliance, and accessibility. Public transportation providers in rural areas work very hard to provide their services within the limitations of available federal, state and local funding sources. Your comments have been forwarded to the Rail Division and the Public Transportation Division.

BikeTexas
Texas Bicycle Coalition
www.BikeTexas.org

May 31, 2012 Sent by Email

Mr. James L. Randall, P.E.
Director, Transportation Planning and Programming
Texas Department of Transportation (TxDOT)
118 East Riverside Drive
Austin, Texas, 78704

Re: BikeTexas comments on Draft TxDOT Rural Transportation Plan 2035 as follow-up to BikeTexas testimony at TxDOT public hearing on May 21, 2012

Dear Mr. Randall,

Thank you and your staff for your work on development of the Texas Rural Transportation Plan 2035 (TRTP 2035) as a component of the TxDOT Statewide Long-Range Transportation Plan (SLRTP) 2035 adopted November 18, 2010 by the Texas Transportation Commission.

As you know, BikeTexas is the statewide advocacy and safety education non-profit organization for both bicycling and walking for adults and children with support from over 30,000 individuals and a wide range of organizations across Texas.

BikeTexas appreciates the reporting in the Draft TRTP 2035 of issues raised by BikeTexas staff members, board members and general members as well as other Texas bicycle and pedestrian advocates who attended the numerous, well-publicized TRTP 2035 meetings over the past year. After review of the draft plan, BikeTexas submits the following comments and requests.

1. The current reference to Complete Streets Policy in the draft plan text is important as many concerns to cyclists and pedestrians, such as suitable shoulders, road surface, signage and other connectively and infrastructure issues, can be effectively addressed through a Complete Streets policy. BikeTexas views adoption by TxDOT of a Complete Streets policy as pursuant to current U.S. Department of Transportation[1] and TxDOT[2] policy.

   In order for TxDOT and other roadway construction project managers as well as other decision-makers and stakeholders to better understand the benefits of a Complete Streets policy, BikeTexas respectfully requests the insertion of the following or equivalent text in *Section 2.5.1 Bicycles and Pedestrians* on page 24 between the top "orphan" sentence and the first full paragraph beginning with "The Texas biking community".

P.O. Box 1121, Austin Texas 78767
512-476-RIDE (7433) Fax: 512-476-7458
mail@biketexas.org - www.biketexas.org

[Begin text]

A major benefit of an effective Complete Streets policy is the potential to create bicycle and pedestrian infrastructure during roadway construction projects at a small fraction of the cost required to build such infrastructure through standalone projects. This practice, over time, will produce a cost-effective, functionally complete and connected bicycle/pedestrian network that will provide economic and other value to residents of rural and urban communities across Texas. "Opt-out" provisions are typically provided in Complete Street Policies to give project managers the flexibility to consider factors including, but not limited to, federal and state regulations and requirements, probability of use over time, and exorbitant additional cost. These "opt-out" provisions typically outline reasonable and straightforward documentation requirements.

[End text]

2. The links at the bottom of pages 23 and 24 are "hot-linked" but do not connect to the respective websites. BikeTexas assumes this will be reconciled in the final version of the TRTP 2035.

Thank you for your consideration of these comments and requests. BikeTexas views the prioritization of projects in TRTP 2035 as the appropriate venue to address Complete Streets policy and other bicycle/pedestrian issues in rural Texas. BikeTexas remains available to assist you and your staff per these issues. Please contact me at any time at 512-694-9158 (cell) or robin@biketexas.org.

Sincerely,

Robin Stallings

Robin Stallings
Executive Director

cc: Ms. Peggy Thurin, P.E., Project Manager, TxDOT TRTP 2035
Mr. Charles Riou, P.E., TxDOT Statewide Bicycle and Pedestrian Coordinator

References

1. *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation, Regulations and Recommendations, March 11, 2010.* *U*.S. Department of Transportation, Washington, D.C., 2010. http://www.dot.gov/affairs/2010/bicycle-ped.html

2. *Guidelines Emphasizing Bicycle and Pedestrian Accommodations,* Memorandum to TxDOT District Engineers, John A. Barton, P.E., Assistant Executive Director, Engineering Operations, TxDOT, Austin, TX, March 23, 2011.

The Alliance for I-69 Texas

Encouraging Cooperation and Seeking Solutions Since 1994

June 1, 2012

James L. Randall, P.E.
Director, Transportation Planning and Programming
118 East Riverside Drive
Austin, Texas 78704

Subject: Texas Rural Transportation Plan 2035

Dear Mr. Randall,

The Alliance for I-69 Texas has for a number of years been working to facilitate the upgrade of existing US 59, US 77, US 281 and US 83 so that designated sections can be added to the Interstate Highway System as part of Interstate 69.

Our Alliance has worked closely with the five I-69 Segment Committees as they have provided local input in developing a plan for I-69 upgrades on a regional and county level. The I-69 Advisory Committee is at work transforming the five segment committee plans into an overall master plan for the entire set of I-69 routes.

The I-69 route system was included in the priorty corridor section of the Statewide Long-Range Tranportation Plan 2035 adopted by the Commission in November 2010. As you finalize the Texas Rural Transportation Plan, I would call to your attention to the fact that the I-69 routes travel primarily through rural counties in Texas. Of the 1,000 plus miles covered by the I-69 routes in Texas less than 200 miles are in urban areas. More than 80% of the route is rural and provides Texas communities with vital connectivity. Upgrading these highways to interstate standard will enhance safety, mobility, regional economic development, freight movement and quality of life for families in dozens of communities including the Greater Houston area.

As the Department identifies funding sources for the planning, design, and construction of projects in rural Texas, we would ask that projects along the I-69 routes receive high priority consideration.

Sincerely,

John P. Thompson

John P. Thompson
County Judge, Polk County
Alliance Board Chair

Cc: Marc Williams, Director of Planning

1200 Smith Street, Suite 700 • Houston, TX 77002-4309
713.844.3658 • FAX 713.844.0258 • E-mail: I69@houston.org

Texas Department of Transportation

P O BOX 149217 • AUSTIN, TEXAS 78714-9217 • (512) 486-5000

June 13, 2012

The Honorable John P. Thompson
Alliance Board Chair
The Alliance for I-69 Texas
1200 Smith Street, Suite 700
Houston, Texas 77002

File: TPP (S)
(512) 486-5036

Dear Judge Thompson:

Thank you for your letter dated June 1, 2012, regarding the Texas Rural Transportation Plan (TRTP) and the work the Alliance has undertaken for the advancement of the I-69 corridor. This letter has been included in the public involvement section of the TRTP.

As you know, the process for planning and programing transportation projects must be responsive to changing needs in both the rural and urban areas served by the Texas Department of Transportation (TxDOT), and can only improve with your continued participation and evaluation of our efforts. The long-term needs as well as the project evaluation criteria identified in the TRTP will be re-evaluated when TXDOT updates the Statewide Long-Range Transportation Plan. Comments made by you and other valued stakeholders will be the starting point for the discussion that will define the scope of the SLRTP. The update is scheduled to begin next year, and we look forward to input on this process.

If you have any questions or need further assistance, please contact Peggy Thurin at (512) 486-5036.

Sincerely,

James L. Randall

James L. Randall, P.E.
Director, Transportation
Planning and Programming

cc: Marc D. Williams, P.E., Director of Planning, TxDOT
Dennis R. Cooley, P.E., Lufkin District Engineer, TxDOT
Peggy Thurin, P.E., Transportation Planning and Programming Division, TxDOT

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Gulf Coast
Strategic Highway Coalition

Polk County Courthouse • 101 West Church Street, Suite 300 • Livingston, Texas 77351
(936) 327-6813 • Fax (936) 327-6891 • www.gulfcoaststrategichighway.org

June 1, 2012

James L. Randall, P.E.
Director, Transportation Planning and Programming
118 East Riverside Drive
Austin, Texas 78704

Subject: Texas Rural Transportation Plan (TRTP) 2035

Dear Mr. Randall,

The US-190/Gulf Coast Strategic Highway Coalition (GCSH) has been working for a number of years to facilitate highway improvements to US 190 and to routes which connect US 190 to strategic ports on the Texas Gulf Coast.

The east-west US 190 route was included in the priority corridor section of the Statewide Long Range Transportation Plan (SLRTP) 2035 adopted by the Commission in November 2010. As you finalize the Texas Rural Transportation Plan, I would call to your attention the fact that the US 190 route travel through what is primarily rural Texas from where it exits I-10 in West Texas to where it crosses the Texas/Louisiana border. Linkages to strategic ports at Beaumont and Corpus Christi pass through long stretches outside urban areas.

I have attached the GCSH Coalition comments filed with the Department on the US 190/I-10 Feasibility Study in November of last year. You will note these comments include resolutions of support from sixteen local government organizations along the route. As the Department identifies funding sources for the planning, design, and construction of projects in rural Texas, we would ask that projects along our routes receive consideration.

Sincerely,

John P. Thompson

Judge John P. Thompson
County Judge, Polk County
Chairman, Gulf Coast Strategic Highway Coalition

Cc: Marc Williams, Director of Planning

Gulf Coast
Strategic Highway Coalition

Polk County Courthouse • 101 West Church Street, Suite 300 • Livingston, Texas 77351
(936) 327-6813 • Fax (936) 327-6891 • www.gulfcoaststrategichighway.org

November 22, 2011

Peggy Thurin, P.E.
Texas Department of Transportation
US-190/I-10 Feasibility Study
412 North Street
Nacogdoches, Texas 75961

Subject: US 190/I-10 Feasibility Study

The Gulf Coast Strategic Highway Coalition (GCSH) in a non-profit organization made up of councils of governments, counties, cities, chambers of commerce and economic development organizations who have been advocating for improved transportation infrastructure linking Fort Bliss, Fort Hood, Fort Polk and their strategic deployment ports at Corpus Christi and Beaumont. In 2010 the GCSH Coalition requested that the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission include this route in the state's Long Range Transportation Plan 2035. We were pleased that our route was included along with I-69 and I-35 in the section of the plan on priority corridors.

We have followed very closely the work being done by TxDOT and its contractor Wilbur Smith Associates on the US 190/I-10 Feasibility Study. Attached you will find a Exhibit A depicting the Coalition's recommendation for improvements from Sonora to Jasper on US 190 and then on to the Sabine River on SH 63. We also recommend an extension of SH 130 to I-37 and I-35 providing important linkage to the Port of Corpus Christi and the inland port at Laredo. Exhibit B shows the local support for these improvements by councils of government, counties, cities and metropolitan planning organizations located in the vicinity of these recommended routes.

The Coalition recommends that US 190 be improved to four-lane divided highway standard between I-10 at Sonora and Lampasas. We recommend an interstate grade freeway between Lampasas and Woodville. Finally, we recommend a four-lane divided highway between Woodville and Jasper on the US 190 footprint where possible and a four-lane divided highway on SH 63 to the Texas-Louisiana Border linking to a four-lane divided LA Highway 28 at Leesville. Our recommendation is essentially the Mobility/Safety Alternative Option 2 identified in the fall 2011 feasibility study alternatives presentation. The alternative we recommend will provide an east/west interstate across the center of Texas linking the state's key three north/south interstate corridors – I-35, I-45 and Future I-69 on upgraded US 59.

This approximately 275-mile east/west interstate provides statewide value in three ways. First, along with I-69, it will provide an all interstate route from Laredo to Texarkana without the vehicle ever entering the airsheds of Dallas/Fort Worth or Houston/Galveston, both non-attainment regions under the Federal Clean Air Act (see Exhibit C). Second, it will provide additional evacuation route alternatives from the Texas Coast to inland shelters and destinations in the center of the state (see Exhibit D). Third, it will provide the 50,000 students and faculty of Texas A&M University at College Station with the safety of being served by an interstate highway and it will complete a system of interstate highways linking the College Station campus and other campuses in the Texas A&M University System (see Exhibit E).

Thank you for your work on behalf of this important feasibility study and for your consideration of the GCSH Coalition's recommendations.

Sincerely,

Judge John P. Thompson
County Judge, Polk County
Chairman, Gulf Coast Strategic Highway Coalition

Cc: Ted Houghton, Jeff Austin III, Ned S. Holmes, William Meadows, Fred Underwood, Phil Wilson, John Barton, Coby Chase, Cindy Mueller

Attached Resolutions:

Brazos County
Brazos Valley Regional Planning Organization
Bryan College Station MPO
City of Cameron
City of College Station
City of Killeen
City of Huntsville
City of Temple
Coastal Bend Council of Governments
Deep East Texas Council of Governments
Killeen-Temple MPO
Milam County
Polk County
Polk County Economic & Industrial Development Corporation
Port of Corpus Christi Authority
Walker County

Exhibit A: Coalition Interregional Route Recommendations

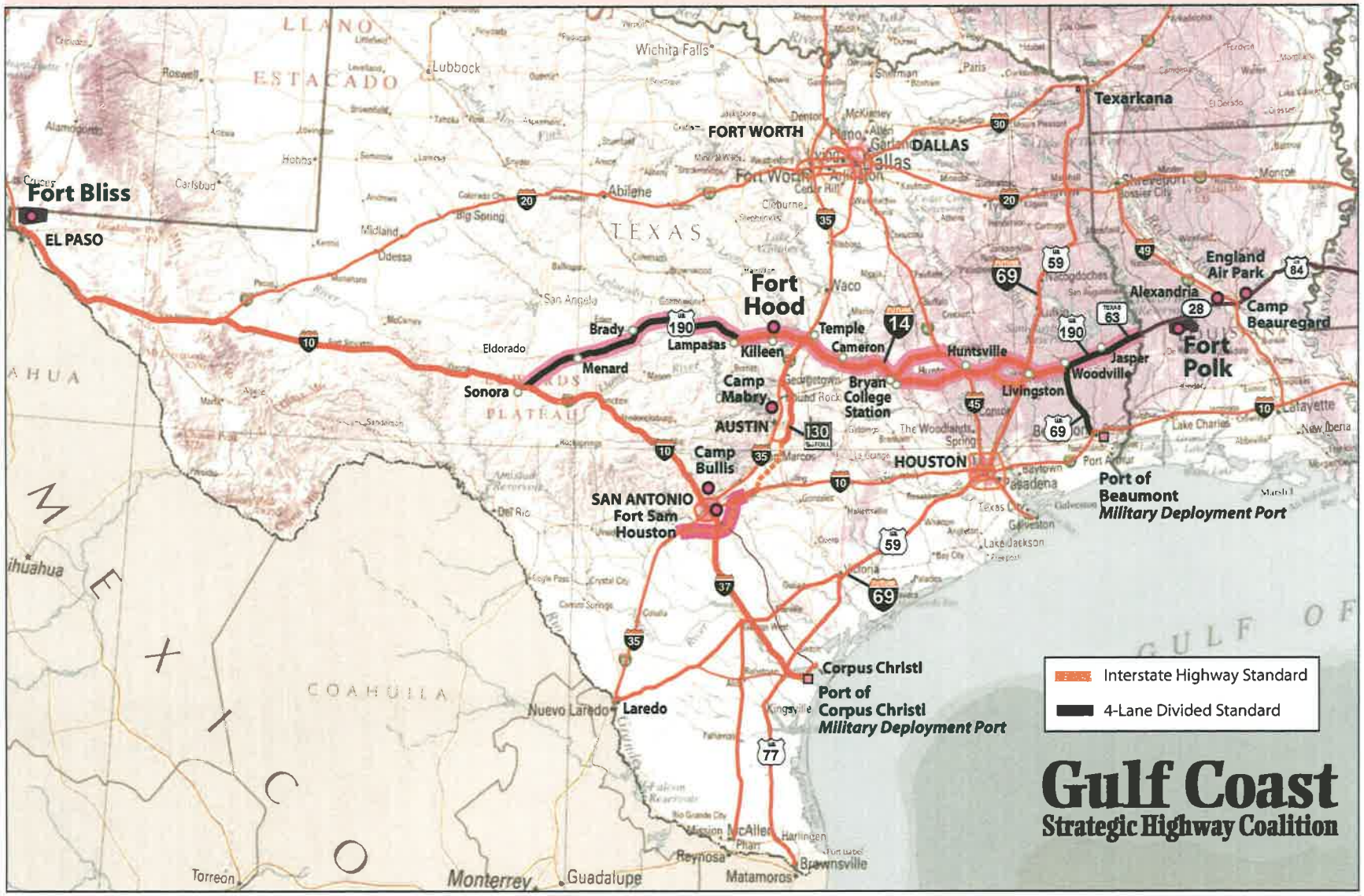


Exhibit B: Entities Offering Resolutions of Support

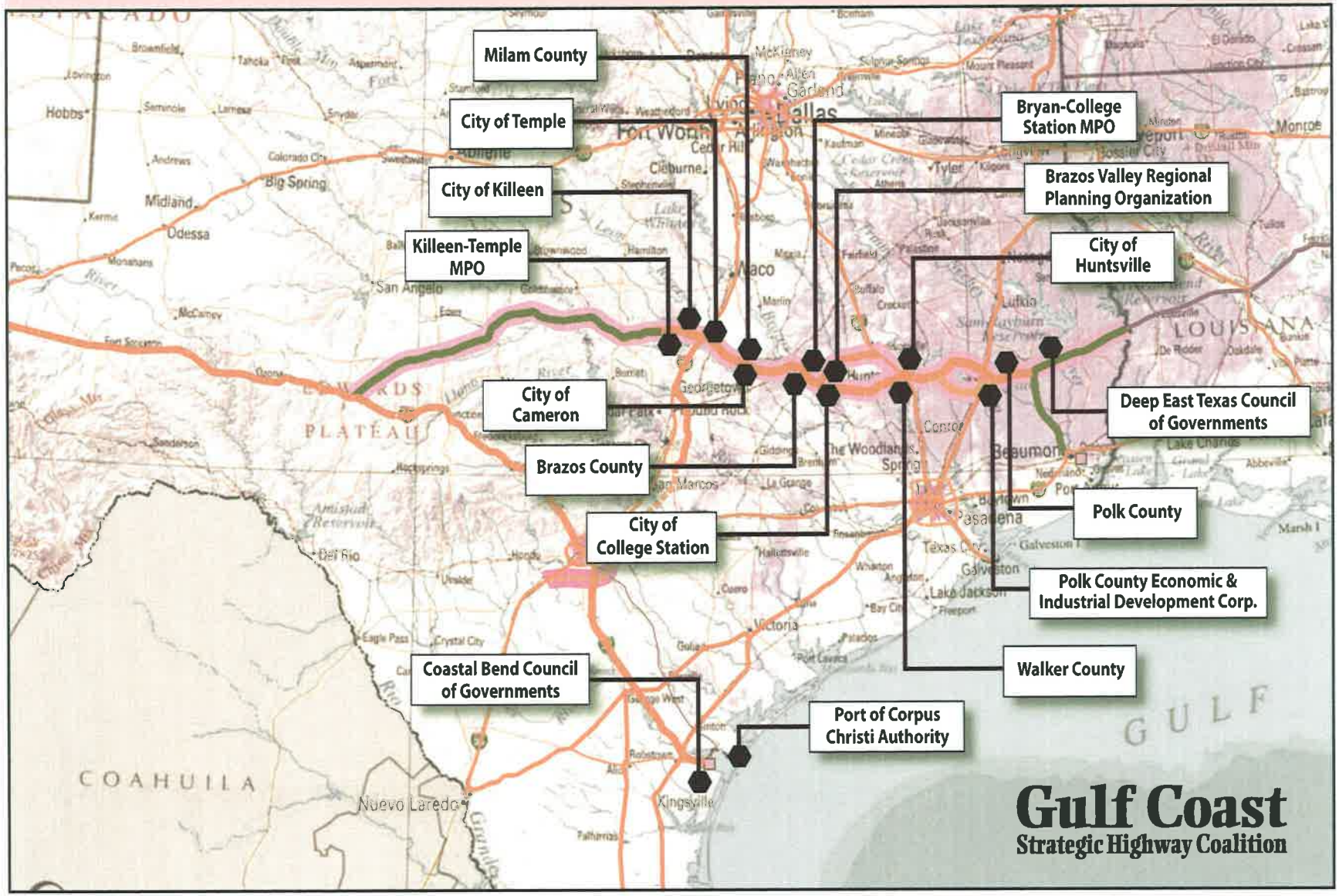


Exhibit C: Bypassing Air Nonattainment Regions

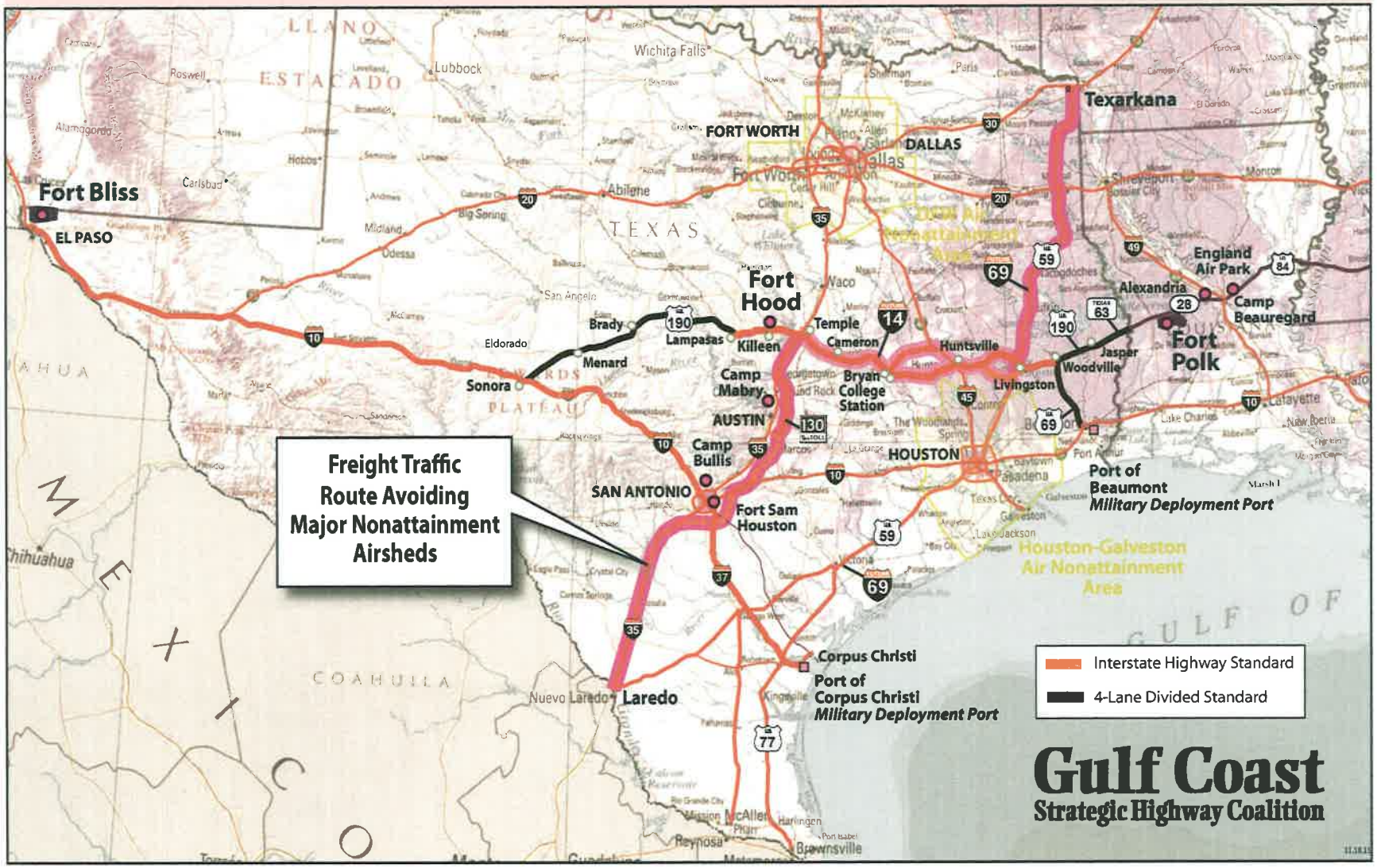


Exhibit D: Improving Coastal Evacuation Alternatives

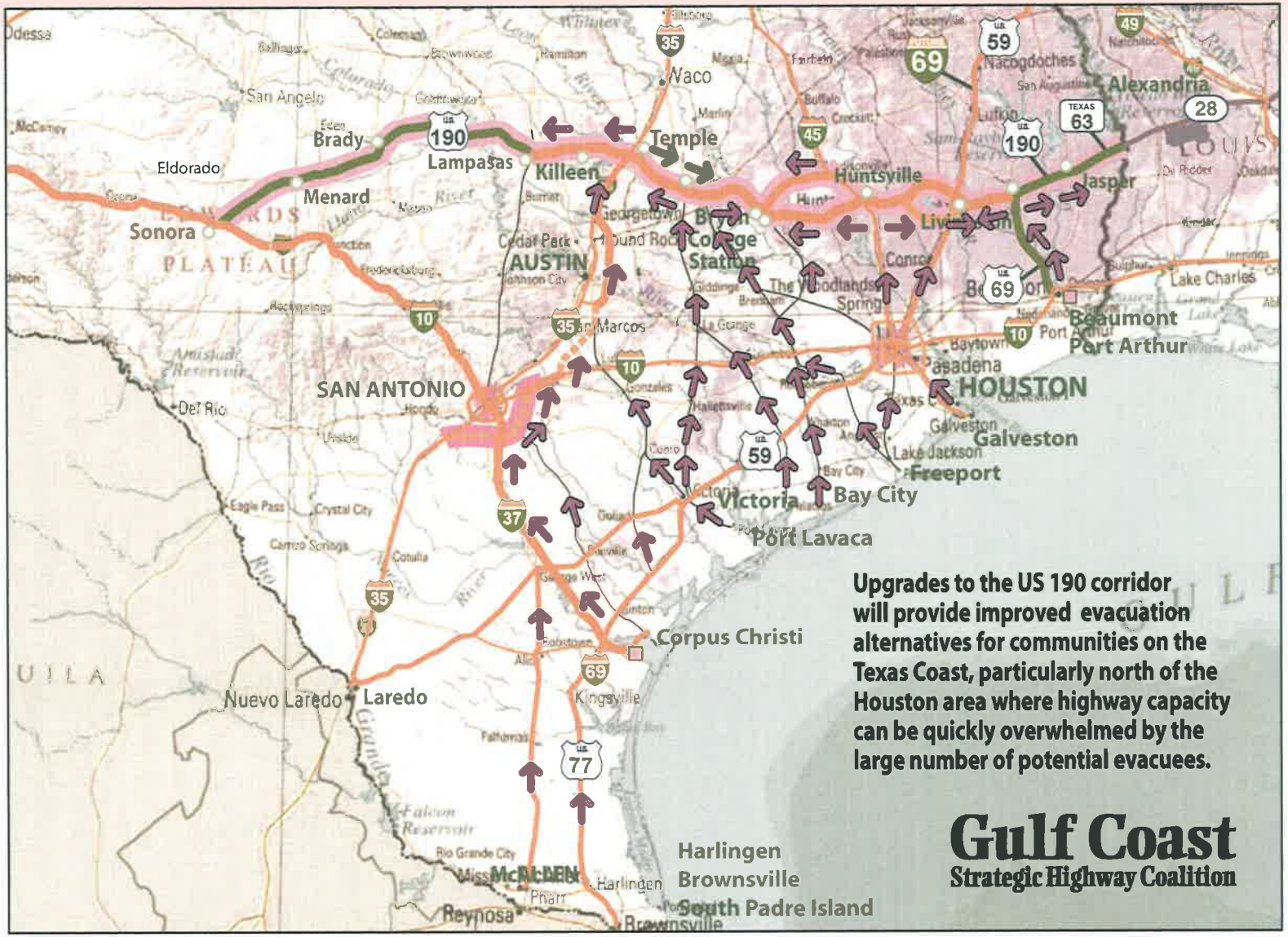
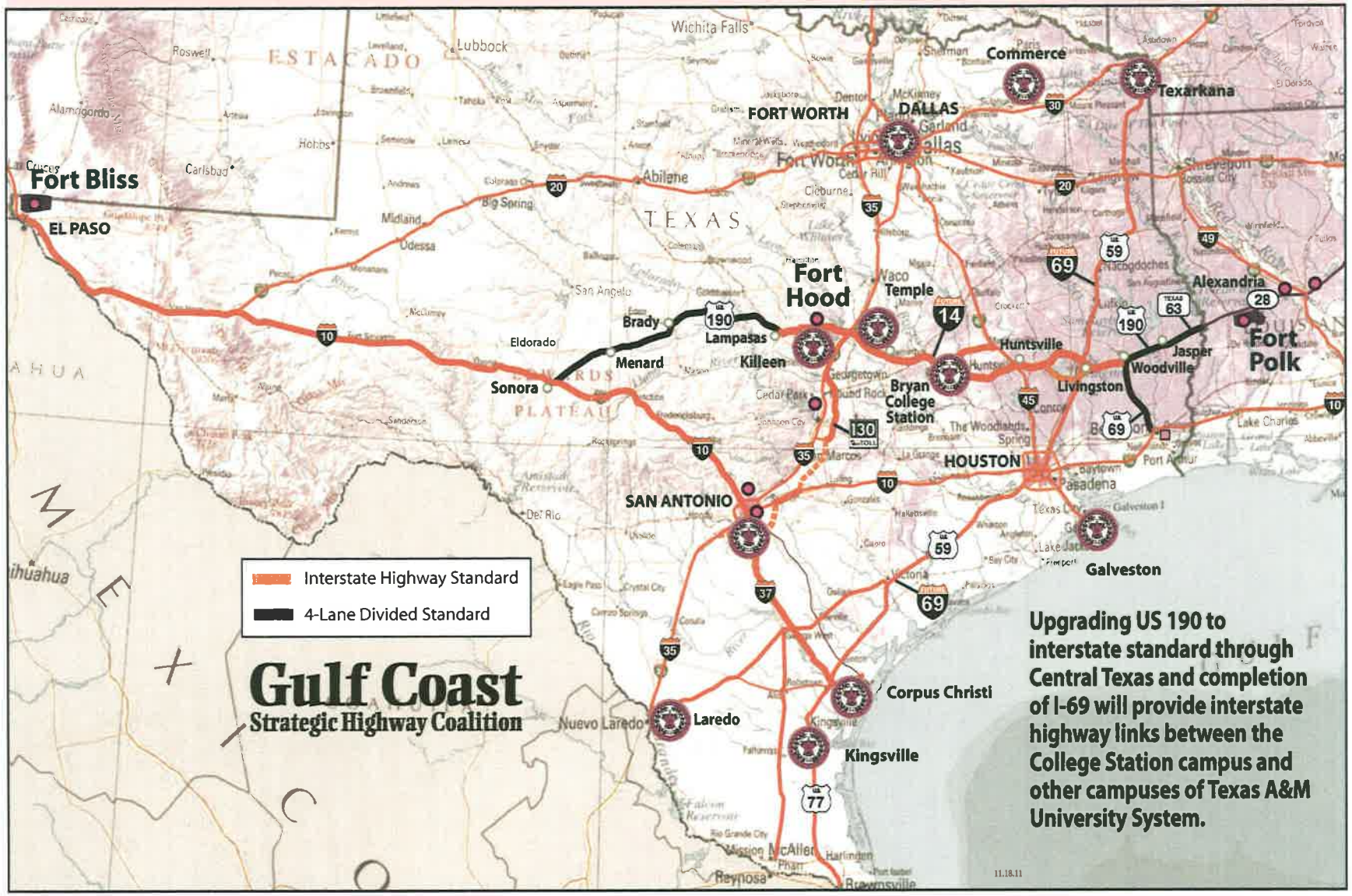


Exhibit E: Linking Texas A&M System Campuses



RESOLUTION NO. 11-016

A RESOLUTION OF BRAZOS COUNTY, TEXAS IN SUPPORT FOR THE US-190/INTERSTATE 10 FEASIBILITY STUDY

WHEREAS, the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

WHEREAS, the geographic triangle in the center of Texas between Houston/Galveston and Dallas/Fort Worth and Austin/San Antonio is expected to see a substantial percentage of this population growth; and

WHEREAS, the development of the US-190/I-10 interregional route would provide an East/West linkage between I-35, I-45 and I-69 allowing the movement of people and freight across Texas without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

WHEREAS, the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and the completion of I-69 would provide uninterrupted interstate linkage between campuses of the Texas A&M University System located in Texarkana, College Station, Temple, Killeen, San Antonio, Laredo, Kingsville and Corpus Christi; and

WHEREAS, the College Station-Bryan Metropolitan Statistical Area is the most populated MSA in the nation without a direct connection to the Interstate Highway System; and

WHEREAS, the development of the US-190/I-10 interegional route would have a significantly positive impact on the transportation of persons, goods and services to and from Brazos County and potentially provide numerous economic development and growth opportunities; now, therefore,

BE IT RESOLVED BY THE COUNTY COMMISSIONERS COURT OF BRAZOS COUNTY, TEXAS;

PART 1: That Brazos County supports the work being done on the US-190/I-10 Feasibility Study.

PART 2: That Brazos County urges adoption of the proposed Mobility/Safety Alternative, which would provide an interstate standard highway between Fort Hood and the City of Livingston, traversing through Brazos County; four lane divided highway eastward from the City of Livingston to the Louisiana-Texas Border.

PART 3: That a suitable copy of this Resolution shall be presented to the Texas Department of Transportation and the Gulf Coast Strategic Highway Coalition.

PART 4: That this Resolution shall take effect immediately from and after its passage.

ADOPTED this 23rd day of August, A.D. 2011.

ATTEST:

Karen McQueen
County Clerk

APPROVED:

Duane Peters
County Judge

BRAZOS VALLEY COUNCIL OF GOVERNMENTS
P.O. DRAWER 4128 · BRYAN, TEXAS 77805-4128

March 9, 2011

Ms. Peggy Thurin, P.E
US 190/I-10 Feasibility Study
412 North Street
Nacogdoches, TX 75961

RE: Resolution of Support for the US190/IH-10 Feasibility Study

Dear Ms. Thurin,

The Brazos Valley Regional Planning Organization (BVRPO) would like to register their support of the US 190/I-10 Feasibility Study. Transportation is a critical component to the health and economic development of the communities in our region. The BVRPO realizes that upgrading the US 190 corridor to interstate standards in our region will bring benefits to our communities and their residents. In light of this, a resolution (attached) was passed supporting the study. Please have it entered into public record for this study.

If you have any questions or comments please do not hesitate to contact me at (979) 595-2800 or mparks@bvcog.org.

Sincerely,

Michael Parks
Assistant Executive Director
Brazos Valley Council of Governments

OFFICES AT 3991 EAST 29TH STREET
Email: info@bvcog.org

ADMINISTRATION PHONE 979/595-2800
FAX 979/595-2810

A RESOLUTION OF SUPPORT FOR THE US190/IH-10 FEASIBILITY STUDY.

Whereas, Texas population is at 25,145,561 and is expected to increase to 37,285,486 by 2030 there will be a need for additional capacity for personal, goods and freight movements throughout Texas; and

Whereas; in the Brazos Valley region population is estimated to grow from 319,447 in 2010 to 353,758 by 2030; and

Whereas; given the scope, timing and finances necessary to accommodate such growth with additional capacity on existing roadways it is necessary to understand what solutions to mobility exist for this growing population; and

Whereas, jurisdictions within the Brazos Valley region have shown support of the concept of regional planning and understand regional planning in the context of national efforts; and

Whereas, the Brazos Valley Rural Planning Organization (RPO) recognizes the efforts in Georgia, Alabama, Mississippi, Louisiana as well as in Texas to create a new interstate highway (I-14) using the existing US190/IH-10 routes; and

Whereas; since the Brazos Valley Council of Governments, being the RPO, is the regional planning agency designated by the state of Texas to consider the impact of growth and the potential solutions to maintain all aspects of the quality of life in the region.

NOW, THEREFORE, BE IT RESOLVED BY THE RPO POLICY BOARD OF THE BRAZOS VALLEY COUNCIL OF GOVERNMENTS THAT:

1. The RPO Policy Board supports the concept and purpose of the US190/IH-10 feasibility study.

2. That staff is directed to take all necessary action to implement this resolution. .

3. That this Resolution is effective March 9, 2011.

PASSED AND APPROVED this __9th__ day of ___March_____, 2011.

ATTEST:

Board Secretary

Board Chair

Bryan-College Station Metropolitan Planning Organization
Policy Committee

RESOLUTION 2011-05

A RESOLUTION IN SUPPORT OF THE US-190/INTERSTATE 10 FEASIBILITY STUDY

WHEREAS, the Bryan-College Station Metropolitan Planning Organization's Policy Committee, (the Policy Committee) is the transportation planning decision-making body for the Bryan-College Station/Brazos County planning area, as designated by the Governor of Texas in accordance with federal law; and

WHEREAS, the population of the State of Texas is expected to increase to more than 27 million by 2030, the State will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

WHEREAS, the geographic triangle in the center of Texas between Houston/Galveston, Dallas/Ft. Worth and Austin/San Antonio is expected to see a substantial percentage of this increase; and,

WHEREAS, the US-190/1-10 inter-regional route has the potential to answer a significant need for transportation capacity to serve population and commercial growth in the geographic triangle; and,

WHEREAS, the development of these inter-regional routes would provide uninterrupted interstate linkage between campuses of the Texas A&M University System including the main campus in College Station; and,

WHEREAS, the development of these routes would have a significantly positive impact on the transportation of persons, goods and services to and from Brazos County and potentially provide numerous economic development and growth opportunities; and,

WHEREAS, The BCSMPO Technical Advisory Committee has favorably discussed the Initiative and is in concurrence.

C:\MPO Files\Admin\Resolutions\2011\RES2011-05GulfCoastHighwayInitiative.doc

NOW THEREFORE, be it resolved by the Bryan-College Station Metropolitan Planning Organization Policy Committee:

1.

THAT, the Bryan-College Station Metropolitan Planning Organization supports the work being done on the US-190/I-10 Feasibility Study.

2.

THAT, a suitable copy of this Resolution be presented to the Gulf Coast Strategic Highway Coalition.

3.

THAT, this resolution become effective immediately upon adoption.

DONE AND APPROVED, this 11th day of July, 2011

Nancy F Berry

Mayor Nancy Berry, Chairman
Bryan-College Station MPO, Policy Committee

POLICY COMMITTEE VOTE:

Mayor Nancy Berry: for Chair

Dr. Ronald McClendon: absent Member

Judge Duane Peters: for Member

Mayor Pro-Tem Ann Horton: for Member

Ms. Catherine Hejl: for Member

MOVED BY: Ms. Ann Horton

SECONDED BY: Judge Peters

ATTEST:
Susan Kubichek

RESOLUTION 2011-04-04-009

A RESOLUTION OF SUPPORT FOR THE US-190/I-10 FEASIBILITY STUDY

WHEREAS, the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

WHEREAS, the geographic triangle in the center of Texas between Houston/Galveston and Dallas/Fort Worth and Austin/San Antonio is expected to see a substantial percentage of this population growth; and

WHEREAS, the US-190/I-10 interregional route has the potential to answer a significant need for transportation capacity to serve population and commercial growth in this geographic triangle in the center of Texas; and

WHEREAS, as the Department of Defense is the largest employer in Texas and the US-190/I-10 interregional route will link Fort Bliss to Fort Hood to Fort Polk and to their strategic deployment ports at Corpus Christi and Beaumont; and

WHEREAS, the development of the US-190/I-10 interregional route would provide an East/West linkage between I-35, I-45 and I-69 allowing the movement of people and freight across Texas without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

WHEREAS, the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and the completion of I-69 would provide uninterrupted interstate linkage between campuses of the Texas A&M University System located in Texarkana, College Station, Temple, Killeen, San Antonio, Laredo, Kingsville and Corpus Christi.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF CAMERON THAT:

The City of Cameron supports the work being done on the US-190/I-10 Feasibility Study.

PASSED AND APPROVED this 4th day of April, 2011.

ATTEST:

Connie Anderle
Mayor

Amy Harris
City Secretary

RESOLUTION NO. 05-12-11-2f

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLLEGE STATION, TEXAS IN SUPPORT FOR THE US-190/INTERSTATE 10 FEASIBILITY STUDY

WHEREAS, the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

WHEREAS, the geographic triangle in the center of Texas between Houston/Galveston and Dallas/Fort Worth and Austin/San Antonio is expected to see a substantial percentage of this population growth; and

WHEREAS, the US-190/I-10 interregional route has the potential to answer a significant need for transportation capacity to serve population and commercial growth in this geographic triangle in the center of Texas; and

WHEREAS, the development of the US-190/I-10 interregional route would provide an East/West linkage between I-35, I-45 and I-69 allowing the movement of people and freight across Texas without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

WHEREAS, the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and the completion of I-69 would provide uninterrupted interstate linkage between campuses of the Texas A&M University System located in Texarkana, College Station, Temple, Killeen, San Antonio, Laredo, Kingsville and Corpus Christi; and

WHEREAS, the College Station-Bryan Metropolitan Statistical Area is the most populated MSA in the nation without a direct connection to the Interstate Highway System; and

WHEREAS, the development of the US-190/I-10 interregional route would have a significantly positive impact on the transportation of persons, goods and services to and from College Station and potentially provide numerous economic development and growth opportunities; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEGE STATION, TEXAS:

PART 1: That the City of College Station supports the work being done on the US-190/I-10 Feasibility Study.

PART 2: That the City of College Station urges adoption of the proposed Mobility/Safety Alternative, which would provide an interstate standard highway between Fort Hood and the City of Livingston, traversing through or adjacent to College Station; four lane divided highway westward from Fort Hood to an intersection with Interstate 10; and four lane divided highway eastward from the City of Livingston to the Louisiana-Texas Border.

PART 3: That a suitable copy of this Resolution shall be presented to the Gulf Coast Strategic Highway Coalition.

PART 4: That this Resolution shall take effect immediately from and after its passage.

ADOPTED this 12th day of May, A.D. 2011.

ATTEST:

City Secretary

APPROVED:

MAYOR

APPROVED:

City Attorney

Regular 4-26-11
Item # CA-2
CCM/R 11-048R

CITY COUNCIL MEMORANDUM

AGENDA ITEM **RESOLUTION OF SUPPORT FOR THE US 190 / I-10 FEASIBILITY STUDY**

ORIGINATING DEPARTMENT **CITY MANAGER**

BACKGROUND INFORMATION

The US 190 / I10 interregional route would provide an East/West link between I-35, I-45 and I-69 allowing the movement of people and freight across Texas without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; ultimately this project could bring a interstate standard highway to the Killeen-Fort Hood area.

DISCUSSION/CONCLUSION

With the population of Texas expected to reach 37 million by the year 2030 the demand for additional transportation capacity will be at a premium. A feasibility study for such a project has great merit and could prove beneficial to the region.

FISCAL IMPACT

No fiscal impact.

RECOMMENDATION

That the City Council support the resolution supporting a Feasibility Study for the US 190 / I-10 project.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF KILLEEN:

That the above-stated recommendation is hereby approved and authorized.

PASSED AND APPROVED at a regular meeting of the City Council of the City of Killeen, Texas this 26th day of April, 2011, at which meeting a quorum was present, held in accordance with the provisions of V.T.C.A., Government Code, § 551.001 *et seq.*

APPROVED

Timothy L. Hancock
MAYOR

APPROVED AS TO FORM:

Kathryn H. Davis
CITY ATTORNEY

ATTEST:

Paula A. Miller
CITY SECRETARY

A RESOLUTION OF SUPPORT FOR THE US-190/I-10 FEASIBILITY STUDY

Whereas, the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

Whereas, the geographic triangle in the center of Texas between Houston/Galveston and Dallas/Fort Worth and Austin/San Antonio is expected to see a substantial percentage of this population growth; and

Whereas, the US-190/I-10 interregional route has the potential to answer a significant need for transportation capacity to serve population and commercial growth in this geographic triangle in the center of Texas; and

Whereas, as the Department of Defense is the largest employer in Texas and the US-190/I-10 interregional route will link Fort Bliss to Fort Hood to Fort Polk and to their strategic deployment ports at Corpus Christi and Beaumont; and

Whereas, the development of the US-190/I-10 interregional route would provide an East/West linkage between I-35, I-45 and I-69 allowing the movement of people and freight across Texas without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

Whereas, the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and the completion of I-69 would provide uninterrupted interstate linkage between campuses of the Texas A&M University System located in Texarkana, College Station, Temple, Killeen, San Antonio, Laredo, Kingsville and Corpus Christi.

NOW, THEREFORE, BE IT RESOLVED BY the City of Killeen City Council **THAT:**

1. The City of Killeen supports the work being done on the US-190/I-10 Feasibility Study.
2. The City of Killeen urges adoption of the proposed Mobility/Safety Alternative which would provide an interstate standard highway between Fort Hood and the City of Livingston; four lane divided highway westward from Fort Hood to an intersection with Interstate 10: and four lane divided highway eastward from the City of Livingston to the Louisiana-Texas Border.

PASSED AND APPROVED this 26th day of April, 2011.

ATTEST:

Paula A. Miller
City Secretary

CITY OF KILLEEN KILLEEN TEXAS

Timothy L. Hancock
Mayor, Timothy L. Hancock

RESOLUTION 2011-12

A RESOLUTION OF SUPPORT FOR THE US-190/I-10 FEASIBILITY STUDY

Whereas the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

Whereas the geographic triangle in the center of Texas between Houston/Galveston, Dallas/Fort Worth, and Austin/San Antonio is expected to see a substantial percentage of this population growth; and

Whereas the US-190/I-10 interregional route has the potential to answer a significant need for transportation capacity to serve population and commercial growth in this geographic triangle in the center of Texas; and

Whereas the Department of Defense is the largest employer in Texas and the US-190/I-10 interregional route will link Fort Bliss to Fort Hood to Fort Polk and to their strategic deployment ports at Corpus Christi and Beaumont; and

Whereas the development of the US-190/I-10 interregional route would provide an East/West linkage between I-35, I-45, and I-69 allowing the movement of people and freight across Texas without entering the Federal Clean Air Act non-attainment airsheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

Whereas the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and the completion of I-69 would provide uninterrupted interstate linkage between campuses of the Texas A&M University System located in Texarkana, College Station, Temple, Killeen, San Antonio, Laredo, Kingsville, and Corpus Christi.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HUNTSVILLE, TEXAS THAT:

1. The City Council supports the work being done on the US-190/I-10 Feasibility Study.
2. The City Council urges adoption of the proposed Mobility/Safety Alternative which would provide an interstate standard highway between Fort Hood and the City of Livingston; four lane divided highway westward from Fort Hood to an intersection with Interstate 10: and four lane divided highway eastward from the City of Livingston to the Louisiana-Texas Border.

PASSED AND APPROVED this 5th day of April 2011.

J. Turner, Mayor

ATTEST:

Lee Woodward, City Secretary

APPROVED AS TO FORM:

Leonard Schneider, City Attorney

Part 3: It is hereby officially found and determined that the meeting at which this Resolution is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act.

PASSED AND APPROVED this the **21st** day of **April**, 2011.

THE CITY OF TEMPLE, TEXAS

WILLIAM A. JONES, III, Mayor

ATTEST:

Clydette Entzminger
City Secretary

APPROVED AS TO FORM:

Jonathan Graham
City Attorney

RESOLUTION

A RESOLUTION OF COASTAL BEND COUNCIL OF GOVERNMENTS IN SUPPORT FOR THE US-190/INTERSTATE 10- GULF COAST STRATEGIC HIGHWAY FEASIBILITY STUDY

WHEREAS, the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

WHEREAS, the development of (1) an interstate standard connection between I-37 and SH-130 south of San Antonio and (2) the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and (3) the completion of I-69 would provide uninterrupted interstate linkage from the Port of Corpus Christi and from the inland ports in the Lower Rio Grande Valley and Laredo across the state to planned intermodal facilities in Texarkana; and

WHEREAS, the development of these three (3) projects would allow the transport of people and goods from the Port of Corpus Christi and the inland ports in the Lower Rio Grande Valley and Laredo across Texas on an uninterrupted interstate system without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

WHEREAS, the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and the completion of I-69 would provide uninterrupted interstate linkage between campuses of the Texas A&M University System located in Texarkana, College Station, Temple, Killeen, San Antonio, Laredo, Kingsville and Corpus Christi; and therefore

BE IT RESOLVED BY THE COASTAL BEND COUNCIL OF GOVERNMENTS;

PART 1: That Coastal Bend Council of Governments supports the work being done on the US-190/I-10 Feasibility Study.

PART 2: That Coastal Bend Council of Governments urges adoption of the proposed Mobility/Safety Alternative, which would include an interstate standard highway between Fort Hood and the City of Livingston, traversing through Brazos County; and a four lane divided highway eastward from the City of Livingston to the Louisiana-Texas Border and an interstate connection between I-37 and SH-130 South of San Antonio.

PART 3: That a suitable copy of this Resolution shall be presented to the Texas Department of Transportation and the Gulf Coast Strategic Highway Coalition.

RESOLUTION

FOR THE US-190/I-10 FEASIBILITY STUDY

Whereas, the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

Whereas, the geographic triangle in the center of Texas between Houston/Galveston and Dallas/Fort Worth and Austin/San Antonio is expected to see a substantial percentage of this population growth; and

Whereas, the US-190/I-10 interregional route has the potential to answer a significant need for transportation capacity to serve population and commercial growth in this geographic triangle in the center of Texas; and

Whereas, as the Department of Defense is the largest employer in Texas and the US-190/I-10 interregional route will link Fort Bliss to Fort Hood to Fort Polk and to their strategic deployment ports at Corpus Christi and Beaumont; and

Whereas, the development of the US-190/I-10 interregional route would provide an East/West linkage between I-35, I-45 and I-69 allowing the movement of people and freight across Texas without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

NOW, THEREFORE, BE IT RESOLVED BY THE DEEP EAST TEXAS COUNCIL OF GOVERNMENTS' BOARD OF DIRECTORS THAT:

The Board supports the concept and purpose of the US-190/IH-10 Feasibility Study and that staff is directed to take all necessary action to implement this resolution.

PASSED AND APPROVED this 28th day of April 2011.

Donnie Henson, DETCOG President
Sabine River Authority

ATTEST:

Charles E. Watson

Charles Watson, Secretary
Sabine County Judge

Killeen-Temple

KTMPO

METROPOLITAN PLANNING ORGANIZATION

Resolution No. 2011-02

A RESOLUTION OF THE KILLEEN TEMPLE METROPOLITAN PLANNING ORGANIZATION BOARD IN SUPPORT OF THE US 190/INTERSTATE 10 FEASIBILITY STUDY

WHEREAS, the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

WHEREAS, the geographic triangle in the center of Texas between Houston/Galveston and Dallas/Fort Worth and Austin/San Antonio is expected to see a substantial percentage of this population growth; and

WHEREAS, the development of the US 190/I-10 interregional route would provide an East/West linkage between I-35, I-45 and I-69 allowing the movement of people and freight across Texas without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

WHEREAS, the development of the US 190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and the completion of I-69 would provide uninterrupted interstate linkage between campuses of the Texas A&M University System located in Texarkana, College Station, Temple, Killeen, San Antonio, Laredo, Kingsville and Corpus Christi; and

WHEREAS, the development of the US 190/I-10 interregional route would have a significantly positive impact on the transportation of persons, goods and services to and from Bell County and potentially provide numerous economic development and growth opportunities; now, therefore,

BE IT RESOLVED BY THE KILLEEN TEMPLE METROPOLITAN PLANNING ORGANIZATION BOARD;

PART 1: That the Killeen Temple MPO Board supports the work being done on the US-190/I-10 Feasibility Study.

P.O. BOX 729 • BELTON, TX 76513 • 254-770-2200 • FAX 254-770-2360 • WWW.KTMPO.ORG

Killeen Temple

KTMPO

METROPOLITAN PLANNING ORGANIZATION

PART 2: That the Killeen Temple MPO Board urges adoption of the proposed Mobility/Safety Alternative, which would provide an interstate standard highway between Fort Hood and the City of Livingston, four lane divided highway eastward from the City of Livingston to the Louisiana-Texas Border and westward from Fort Hood to intersect with I-10.

PART 3: That a suitable copy of this Resolution shall be presented to the Texas Department of Transportation by mail at US 190/I-10 Feasibility Study, 412 North Street, Nacogdoches, Texas 75961 or email at TPP_US_190_Study@txdot.gov and to the Gulf Coast Strategic Highway Coalition by mail c/o Gary Bushell, L.L.P. at 1210 San Antonio Street, Suite 204, Austin, Texas 78401 or by email at gebushell@aol.com.

PASSED, APPROVED, AND ADOPTED on this 19th day of October, 2011 at a regular meeting of the Policy Board, Killeen – Temple Metropolitan Planning Organization, which meeting was held in compliance with the Open Meetings Act, Texas Government Code, 551.001, *et seq* at which meetings a quorum was present and voting.

Councilmember Scott Cosper, Chairman

ATTEST:

Annette Shepherd, MPO Director

P.O. BOX 729 • BELTON, TX 76513 • 254-770-2200 • FAX 254-770-2360 • WWW.KTMPO.ORG

Milam County Judge

Dave Barkemeyer
102 South Fannin Ave.
Cameron, Texas 76520

Phone 254-697-7000
Fax 254-697-7002
info@milamcounty.net

March 30, 2011

To Whom it May Concern:

The attached Resolution was passed and signed on March 28, 2011 in Commissioner's Court, Milam County Courthouse.

Please contact me at 254-697-7000 if you have any questions.

Sincerely,

David L. Barkemeyer
Milam County Judge

Mailed 3-30-11

RESOLUTION

EXPANSION OF US HIGHWAY 190

WHEREAS, We believe such an expansion would greatly aid our efforts in economic development, not to mention the obvious enhancement of the safety of our travelers, this being far and away the most dangerous stretch of Highway in Milam County,

THEREFORE, Commissioner's Court of Milam County supports the expansion of US Highway 190 to 4 lanes, preferably a divided highway design through Milam County.

Milam County Judge
Dave Barkemeyer

George Tomek
Commissioner, PCT 1

Kenneth Hollas
Commissioner, PCT 2

Dale Jaecks
Commissioner, PCT 3

Jeff Muegge
Commissioner, PCT 4

A RESOLUTION OF SUPPORT FOR THE US-190/I-10 FEASIBILITY STUDY

Whereas, the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

Whereas, the geographic triangle in the center of Texas between Houston/Galveston and Dallas/Fort Worth and Austin/San Antonio is expected to see a substantial percentage of this population growth; and

Whereas, the US-190/I-10 interregional route has the potential to answer a significant need for transportation capacity to serve population and commercial growth in this geographic triangle in the center of Texas; and

Whereas, as the Department of Defense is the largest employer in Texas and the US-190/I-10 interregional route will link Fort Bliss to Fort Hood to Fort Polk and to their strategic deployment ports at Corpus Christi and Beaumont; and

Whereas, the development of the US-190/I-10 interregional route would provide an East/West linkage between I-35, I-45 and I-69 allowing the movement of people and freight across Texas without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

Whereas, the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and the completion of I-69 would provide uninterrupted interstate linkage between campuses of the Texas A&M University System located in Texarkana, College Station, Temple, Killeen, San Antonio, Laredo, Kingsville and Corpus Christi.

NOW, THEREFORE, BE IT RESOLVED that:

1. The Polk County Commissioners Court supports the work being done on the US-190/I-10 Feasibility Study.

2. The Polk County Commissioners Court urges adoption of the proposed Mobility/Safety Alternative which would provide an interstate standard highway between Fort Hood and the City of Livingston; four lane divided highway westward from Fort Hood to an intersection with Interstate 10: and four lane divided highway eastward from the City of Livingston to the Louisiana-Texas Border.

APPROVED and adopted this 12th day of April, 2011.

John P. Thompson
County Judge

ATTEST: Schelana Walker

Schelana Walker, County Clerk

A RESOLUTION OF SUPPORT FOR THE US-190/I-10 FEASIBILITY STUDY

Whereas, the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

Whereas, the geographic triangle in the center of Texas between Houston/Galveston and Dallas/Fort Worth and Austin/San Antonio is expected to see a substantial percentage of this population growth; and

Whereas, the US-190/I-10 interregional route has the potential to answer a significant need for transportation capacity to serve population and commercial growth in this geographic triangle in the center of Texas; and

Whereas, as the Department of Defense is the largest employer in Texas and the US-190/I-10 interregional route will link Fort Bliss to Fort Hood to Fort Polk and to their strategic deployment ports at Corpus Christi and Beaumont; and

Whereas, the development of the US-190/I-10 interregional route would provide an East/West linkage between I-35, I-45 and I-69 allowing the movement of people and freight across Texas without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

Whereas, the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and the completion of I-69 would provide uninterrupted interstate linkage between campuses of the Texas A&M University System located in Texarkana, College Station, Temple, Killeen, San Antonio, Laredo, Kingsville and Corpus Christi.

NOW, THEREFORE, BE IT RESOLVED BY Polk County Economic and Industrial Development Corp. (PCEIDC) **THAT:**

1. The PCEIDC supports the work being done on the US-190/I-10 Feasibility Study.
2. The PCEIDC urges adoption of the proposed Mobility/Safety Alternative which would provide an interstate standard highway between Fort Hood and the City of Livingston; four lane divided highway westward from Fort Hood to an intersection with Interstate 10: and four lane divided highway eastward from the City of Livingston to the Louisiana-Texas Border.

PASSED AND APPROVED this 5th day of April, 2011.

ATTEST:

Lonnie Thom
Board Secretary

Betty M Russo
Board Chair

RESOLUTION

A RESOLUTION OF THE PORT OF CORPUS CHRISTI AUTHORITY IN SUPPORT FOR THE US-190/INTERSTATE 10- GULF COAST STRATEGIC HIGHWAY FEASIBILITY STUDY

WHEREAS, the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

WHEREAS, the development of (1) an interstate standard connection between I-37 and SH-130 south of San Antonio and (2) the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and (3) the completion of I-69 would provide uninterrupted interstate linkage from the Port of Corpus Christi and from the inland ports in the Lower Rio Grande Valley and Laredo across the state to planned intermodal facilities in Texarkana; and

WHEREAS, the development of these three (3) projects would allow the transport of people and goods from the Port of Corpus Christi and the inland ports in the Lower Rio Grande Valley and Laredo across Texas on an uninterrupted interstate system without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

WHEREAS, the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and the completion of I-69 would provide uninterrupted interstate linkage between campuses of the Texas A&M University System located in Texarkana, College Station, Temple, Killeen, San Antonio, Laredo, Kingsville and Corpus Christi; and therefore

BE IT RESOLVED BY THE PORT OF CORPUS CHRISTI AUTHORITY;

PART 1: That the Port of Corpus Christi Authority supports the work being done on the US-190/I-10 Feasibility Study.

PART 2: That the Port of Corpus Christi Authority urges adoption of the proposed Mobility/Safety Alternative, which would include an interstate standard highway between Fort Hood and the City of Livingston, traversing through Brazos County; and a four lane divided highway eastward from the City of Livingston to the Louisiana-Texas Border and an interstate connection between I-37 and SH-130 South of San Antonio.

PART 3: That a suitable copy of this Resolution shall be presented to the Texas Department of Transportation and the Gulf Coast Strategic Highway Coalition.

RESOLUTION 2011-05
SUPPORT FOR THE US 190 / I-10 FESIBILITY STUDY

WHEREAS, the population of Texas is 25 million and is expected to increase to more than 37 million by 2030, the state will require additional transportation capacity for moving people and freight throughout Texas and to markets in surrounding states; and

WHEREAS, the geographic triangle in the center of Texas between Houston/Galveston and Dallas / Fort Worth and Austin / San Antonio is expected to see a substantial percentage of this population growth; and

WHEREAS, the US-190/I-10 interregional route has the potential to answer a significant need for transportation capacity to serve population and commercial growth in this geographic triangle in the center of Texas; and

WHEREAS, as the Department of Defense is the largest employer in Texas and the US-190/I-10 interregional route will link Fort Bliss to Fort Hood to Fort Polk and to their strategic deployment ports at Corpus Christi and Beaumont; and

WHEREAS, the development of the US-190/I-10 interregional route would provide an East/West linkage between I-35, I-45 and I-69 allowing the movement of people and freight across Texas without entering the Federal Clean Air Act non-attainment air sheds of either Houston/Galveston or Dallas/Fort Worth, thus providing a statewide benefit; and

WHEREAS, the development of the US-190/I-10 interregional route between Fort Hood and the City of Livingston to interstate standard and the completion of I-69 would provide uninterrupted interstate linkage between campuses of the Texas A&M University System located in Texarkana, College Station, Temple, Killeen, San Antonio, Laredo, Kingsville and Corpus Christi

NOW, THEREFORE, BE IT RESOLVED BY the Walker County Commissioners' Court THAT:

1. The Walker County Commissioners' Court supports the work being done on the US 190/I-10 Feasibility Study
2. The Walker County Commissioners' Court urges adoption of the proposed Mobility/Safety Alternative which would provide an interstate standard highway between Fort Hood and the City of Livingston; four lane divided highway westward from Fort Hood to an intersection with Interstate 10 and four lane divided highway eastward from the City of Livingston to the Louisiana - Texas border.

PASSED AND APPROVED this 11th day of April 2011.

Danny Pierce
County Judge

B.J. Gaines, Jr.
Commissioner Precinct 1

Ronnie White
Commissioner Precinct 2

Bobby Warren
Commissioner Precinct 3

Tim Paulsel
Commissioner Precinct 4

Texas Department of Transportation

June 13, 2012

The Honorable John P. Thompson
Polk County Judge
County Courthouse
101 West Church Street, Suite 300
Livingston, Texas 77351

File: TPP (S)
(512) 486-5036

Dear Judge Thompson:

Thank you for your letter dated June 1, 2012, regarding the Texas Rural Transportation Plan (TRTP) and the importance of the US 190 corridor. This letter has been included in the public involvement section of the TRTP.

The development of the TRTP is the first step in a process to better define and evaluate the need for rural transportation projects beyond the year 2021 and is a starting point for project development. Each district will use this project analysis as well as their local knowledge of their district in determining how projects move forward toward construction. Your continued input at the local level will remain important.

The Texas Department of Transportation is committed to improving the planning process by which needs are identified and projects are selected with the limited funding available. In addition, thank you for your continued efforts on improving transportation in Texas.

If you have any questions or need further assistance, please contact Peggy Thurin at (512) 486-5036.

Sincerely,

James L. Randall

James L. Randall, P.E.
Director, Transportation
Planning and Programming

cc: Marc D. Williams, P.E., Director of Planning, TxDOT
Dennis R. Cooley, P.E., Lufkin District Engineer, TxDOT
Peggy Thurin, P.E., Transportation Planning and Programming Division, TxDOT

Appendix B 359

An Equal Opportunity Employer

NELSON W. WOLFF
COUNTY JUDGE
PAUL ELIZONDO TOWER
101 W. NUEVA STREET, SUITE 1019
SAN ANTONIO, TEXAS 78205-3482
(210) 335-2626 • FAX (210) 335-2926
Email - nwolff@bexar.org

May 30, 2012

Peggy Thurin, P.E.
TxDOT Project Manager
Texas Rural Transportation Plan 2035
4544 Post Oak Place, Suite 224
Houston, Texas 77027

Re: State Highway 130 Connector

Dear Ms. Thurin:

On behalf of Bexar County, I am writing to express my support for the proposed State Highway 130 connector between Interstate 35 and State Highway 130 in the New Braunfels/Seguin area and to request that the project be include in the Texas Rural Transportation Plan 2035.

Bexar County supports the efforts of our neighbors in Comal and Guadalupe Counties to develop with TxDOT a non-tolled high speed connector between I-35 and SH 130. The project is of significant regional importance.

With State Highway 130 between 45 Southeast and I-10 opening later this year, providing access in the New Braunfels/Seguin area between Interstate 35 and State Highway 130 is a priority that will improve mobility for the citizens of Bexar County as well. The proposed connector will be a critical link in the regional San Antonio to Austin and Houston to Hill Country network and support our region's economic development programs. The region's ability to economically compete to attract quality jobs, residents and visitors is dependent on a first-class regional transportation system.

I urge the Texas Department of Transportation to include the proposed SH 130 connector in the Texas Rural Transportation Plan 2035 as quickly as possible. Please do not hesitate to call me if you have any questions regarding this request.

Sincerely,

Nelson W Wolff

NELSON W. WOLFF

cc: John Barton, P.E., Deputy Executive Director/Chief Engineer, Texas Department of Transportation

TxDOT Response

IH 35 to SH 130 Connector

Thank you for submitting the SH 130 high speed connector between New Braunfels and SH 130 in Guadalupe County for consideration. The project has been added to the project listing and has been evaluated using the same process as the other projects. The project ranking in the TRTP is just one tool available to the San Antonio District and local stakeholders to establish local priorities.

BikeTexas
Texas Bicycle Coalition
www.BikeTexas.org

May 31, 2012 Sent by Email

Mr. James L. Randall, P.E.
Director, Transportation Planning and Programming
Texas Department of Transportation (TxDOT)
118 East Riverside Drive
Austin, Texas, 78704

Re: BikeTexas comments on Draft TxDOT Rural Transportation Plan 2035 as follow-up to BikeTexas testimony at TxDOT public hearing on May 21, 2012

Dear Mr. Randall,

Thank you and your staff for your work on development of the Texas Rural Transportation Plan 2035 (TRTP 2035) as a component of the TxDOT Statewide Long-Range Transportation Plan (SLRTP) 2035 adopted November 18, 2010 by the Texas Transportation Commission.

As you know, BikeTexas is the statewide advocacy and safety education non-profit organization for both bicycling and walking for adults and children with support from over 30,000 individuals and a wide range of organizations across Texas.

BikeTexas appreciates the reporting in the Draft TRTP 2035 of issues raised by BikeTexas staff members, board members and general members as well as other Texas bicycle and pedestrian advocates who attended the numerous, well-publicized TRTP 2035 meetings over the past year. After review of the draft plan, BikeTexas submits the following comments and requests.

1. The current reference to Complete Streets Policy in the draft plan text is important as many concerns to cyclists and pedestrians, such as suitable shoulders, road surface, signage and other connectively and infrastructure issues, can be effectively addressed through a Complete Streets policy. BikeTexas views adoption by TxDOT of a Complete Streets policy as pursuant to current U.S. Department of Transportation[1] and TxDOT[2] policy.

   In order for TxDOT and other roadway construction project managers as well as other decision-makers and stakeholders to better understand the benefits of a Complete Streets policy, BikeTexas respectfully requests the insertion of the following or equivalent text in *Section 2.5.1 Bicycles and Pedestrians* on page 24 between the top "orphan" sentence and the first full paragraph beginning with "The Texas biking community".

P.O. Box 1121, Austin Texas 78767
512-476-RIDE (7433) Fax: 512-476-7458
mail@biketexas.org - www.biketexas.org

[Begin text]

A major benefit of an effective Complete Streets policy is the potential to create bicycle and pedestrian infrastructure during roadway construction projects at a small fraction of the cost required to build such infrastructure through standalone projects. This practice, over time, will produce a cost-effective, functionally complete and connected bicycle/pedestrian network that will provide economic and other value to residents of rural and urban communities across Texas. "Opt-out" provisions are typically provided in Complete Street Policies to give project managers the flexibility to consider factors including, but not limited to, federal and state regulations and requirements, probability of use over time, and exorbitant additional cost. These "opt-out" provisions typically outline reasonable and straightforward documentation requirements.

[End text]

2. The links at the bottom of pages 23 and 24 are "hot-linked" but do not connect to the respective websites. BikeTexas assumes this will be reconciled in the final version of the TRTP 2035.

Thank you for your consideration of these comments and requests. BikeTexas views the prioritization of projects in TRTP 2035 as the appropriate venue to address Complete Streets policy and other bicycle/pedestrian issues in rural Texas. BikeTexas remains available to assist you and your staff per these issues. Please contact me at any time at 512-694-9158 (cell) or robin@biketexas.org.

Sincerely,

Robin Stallings

Robin Stallings
Executive Director

cc: Ms. Peggy Thurin, P.E., Project Manager, TxDOT TRTP 2035
Mr. Charles Riou, P.E., TxDOT Statewide Bicycle and Pedestrian Coordinator

References

1. *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation, Regulations and Recommendations, March 11, 2010.* *U*.S. Department of Transportation, Washington, D.C., 2010. http://www.dot.gov/affairs/2010/bicycle-ped.html

2. *Guidelines Emphasizing Bicycle and Pedestrian Accommodations,* Memorandum to TxDOT District Engineers, John A. Barton, P.E., Assistant Executive Director, Engineering Operations, TxDOT, Austin, TX, March 23, 2011.

TxDOT Response:

We appreciate your proposed text on the benefits of the Complete Streets policy and the paragraph has been added to the report. The 'broken' hyperlinks that you brought to our attention have also been updated.

City of Wharton

120 E. Caney Street • Wharton, Texas 77488
Phone (979) 532-2491 • Fax (979) 532-0181

May 31, 2012

Mr. James L. Randall, P.E.,
Director, Transportation Planning and Programming
118 East Riverside Drive
Austin, Texas 78704

RE: City of Wharton Comments
Texas Rural Transportation Plan

Dear Mr. Randall:

During the regular May 29, 2012 Wharton City Council meeting, the City Council approved the City of Wharton Resolution No. 2012-21 authorizing the submission of the following resolutions as the City's of Wharton's public input for the Texas Department of Transportation – Texas Rural Transportation Plan 2035 (copies attached):

A. Resolution 2009-60 establishing the City of Wharton Transportation Plan; and
B. Resolution No. 2012-09 authorizing the submission of the City of Wharton's proposed Segment 3-IH69 Transportation Layout Plan.

Please accept this letter as the City of Wharton's formal request for the Texas Department of Transportation to consider including the afore-mentioned City of Wharton plans in the Texas Rural Transportation Plan.

Feel free to contact me at City Hall (979) 532-2491 if you have any questions or need additional information.

Sincerely,

CITY OF WHARTON

By:

Andres Garza, Jr.
City Manager

AGJ:jj

cc: Domingo Montalvo, Jr., Mayor
City Councilmembers
Paul Webb, City Attorney
Lonnie Gregorcyk, P.E., Yoakum District Engineer

RECEIVED TPP
04 92 JUN-7 12

CITY OF WHARTON
RESOLUTION NO. 2009-60

A RESOLUTION OF THE WHARTON CITY COUNCIL ESTABLISHING THE CITY OF WHARTON TRANSPORTATION PLAN.

WHEREAS, the City of Wharton established a transportation plan in 1987 for the City of Wharton; and

WHEREAS, the Wharton City Council approved certain transportation priorities that were established by the Wharton City Council February 26, 2001, March 10, 2003 and by City of Wharton Resolution's No.'s 2005-13 and 2007-27; and

WHEREAS, the City of Wharton wishes to incorporate the afore-mentioned City of Wharton transportation priorities and add additional projects to establish the following list of proposed projects as the City of Wharton's Transportation Plan (listed by priority):

1. Extension of FM 1301 to US Highway 59 extending to County Road 235 (Owens Road); Rerouting FM 102 from approximately Spanish Camp Road intersection to Richmond Road/FM 1301 intersection, including the construction of an overpass over the Kansas City Southern Railroad Line; Development of US Hwy. 59 north bound side service road from Super 8 Motel to FM 1301 intersection with on ramp.
2. Construction of an overpass by elevating main lanes to be located on US Hwy. 59 at its intersection with the proposed extension of FM 1301.
3. Development of all service roads along US Hwy. 59 from FM 102 to Highway 60.
4. Curb and gutter FM 3012 (Old Lane City Road) from Hwy. 60 to City limits.
5. Widen FM 1301 to a three lane with a continuous turn lane from a point East of its intersection with the Alabama Road/Jr. College Blvd. to the Wharton Independent School District new school property at the farthest point.
6. Widening Richmond Road to five lanes from Joan Street to Jane Street and to realign Halford Road for a perpendicular intersection at Hwy. 59.
7. Improve the interchange at FM 102 and Hwy. 59 to interstate standards within the existing right-of-way.
8. East Loop around City from Hwy. 60 to FM 1301.
9. East Loop around City from Hwy. 60 to Highway 59 North.

10. Widen with curb and gutter East Milam (Hwy. 60) from Moutrey Street to City Limits.
11. Routing of Hwy. 60 through the Santa Fe Railroad right-of-way to FM 102 and on to Hwy. 59.

WHEREAS, the Wharton City Council wishes to authorize the Mayor of the City of Wharton to submit the City of Wharton Transportation Plan to the Texas Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WHARTON, TEXAS that:

Section I. The Wharton City Council hereby establishes the afore-mentioned transportation priorities for the City of Wharton, Texas.

Section II. The Wharton City Council hereby authorizes the Mayor of the City of Wharton to submit the City of Wharton Transportation Plan to the Texas Department of Transportation.

Section III: That this resolution shall be come effective immediately upon its passage.

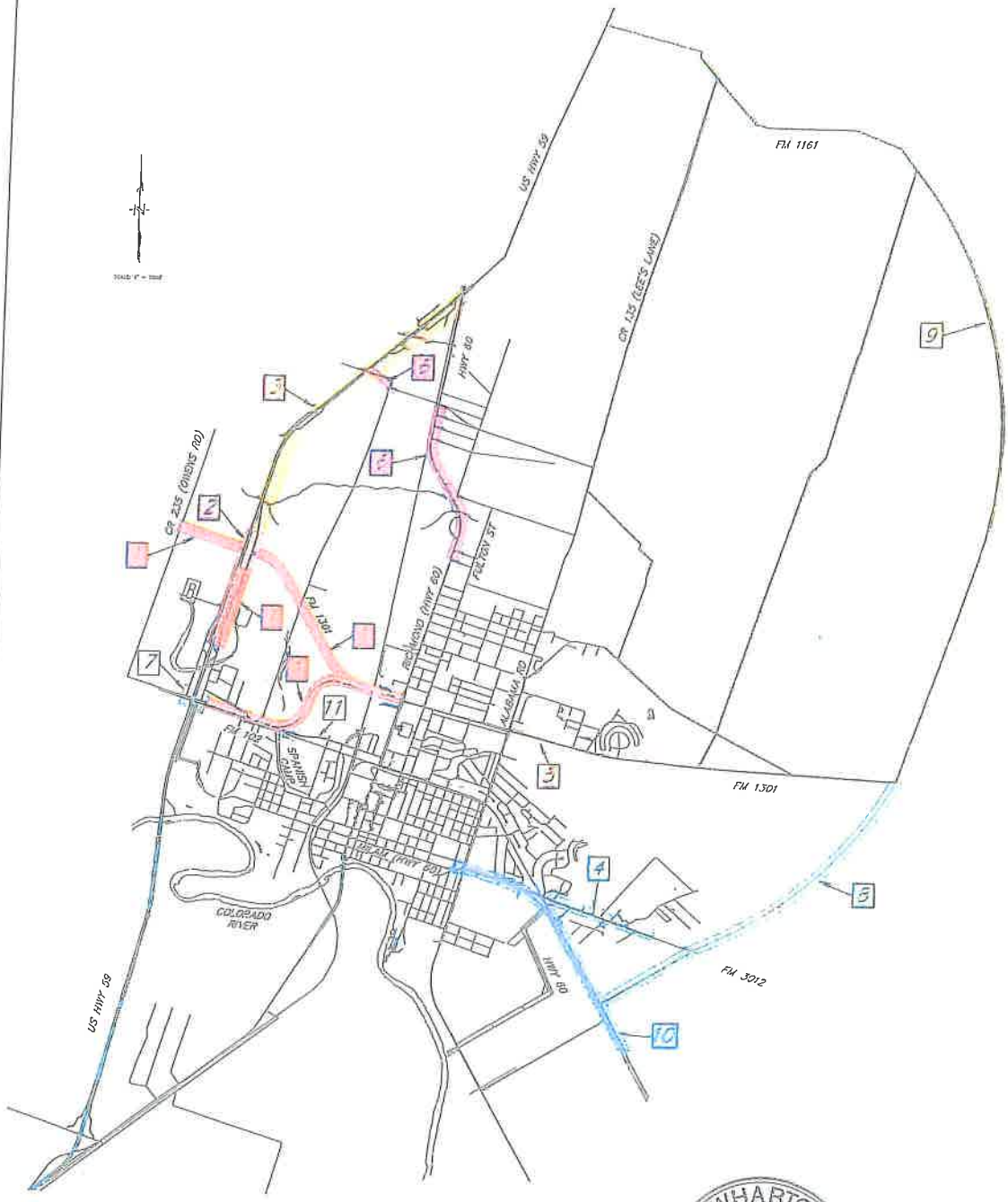
Passed, Approved, and Adopted this 24th day of August 2009.

CITY OF WHARTON, TEXAS

By: _____
DAVID W. SAMUELSON
Mayor

ATTEST:

_____
LISA OLMEDA
City Secretary



NOTES:

The City of Wharton wishes to establish the following list of proposed projects as the City of Wharton's Transportation Plan (listed by priority):

1. Extension of FM 1301 to US Highway 59 extending to County Road 235 (Owens Road); Rerouting FM 102 from approximately Spanish Camp Road intersection to Richmond Road/FM 1301 intersection, including the construction of an overpass over the Kansas City Southern Railroad line; Development of US Hwy. 59 north bound side service road from Super 8 Motel to FM 1301 intersection with an ramp.
2. Construction of an overpass by elevating main lanes to be located on US Hwy. 59 at its intersection with the proposed extension of FM 1301.
3. Development of all service roads along US Hwy. 59 from FM 102 to Highway 60.
4. Curb and gutter FM 3012 (Old Lane City Road) from Hwy. 60 to City limits.
5. Widen FM 1301 to a three lane with a continuous turn lane from a point East of its intersection with the Alabama Road/St. College Blvd. to the Wharton Independent School District new school property at the furthest point.
6. Widening Richmond Road to five lanes from Jean Street to Jane Street and to realign Holford Road for a perpendicular intersection at Hwy. 59.
7. Improve the interchange at FM 102 and Hwy. 59 to interstate standards within the existing right-of-way.
8. East Loop around City from Hwy. 60 to FM 1301.
9. East Loop around City from Hwy. 60 to Highway 59 North.
10. Widen with curb and gutter East Milam from Lindsey Street to City Limits.
11. Routing of Hwy. 60 through the Santa Fe Railroad right-of-way to FM 102 and on to Hwy. 59.

CITY OF WHARTON TEXAS 1846

CITY OF WHARTON
2009 MASTER TRANSPORTATION PLAN
UPDATED FROM
1987 MASTER TRANSPORTATION PLAN

WHARTON COUNTY, TEXAS
AUGUST 2009

JONES & CARTER, INC.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
6335 Gulfton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

CITY OF WHARTON
RESOLUTION NO. 2012-21

A RESOLUTION OF THE WHARTON CITY COUNCIL AUTHORIZING THE MAYOR OF THE CITY OF WHARTON TO SUBMIT THE CITY OF WHARTON RESOLUTION NO. 2009-60 ESTABLISHING THE CITY OF WHARTON TRANSPORTATION PLAN AND RESOLTUTION NO. 2012-09 AUTHORIZING THE SUBMISSION OF THE CITY OF WHARTON'S PROPOSED SEGMENT 3-IH69 TRANSPORTATION LAYOUT PLAN TO THE TEXAS TRANSPORTATION COMMISSION AS THE CITY'S PUBLIC INPUT FOR THE TEXAS DEPARTMENT OF TRANSPORTATION – TEXAS RURAL TRANSPORTATION PLAN 2035.

WHEREAS, The Texas Department of Transportation held a Public hearing on May 21, 2012 regarding the Texas Rural Transportation Plan 2035; and

WHEREAS, The Texas Department of Transportation is seeking public input regarding proposed projects; and

WHEREAS, The Wharton City Council wishes to submit its 2009-60 Resolution that establishes the City's Transportation Plan and Resolution No. 2012-09 authorizing the submission of the City of Wharton's proposed Segment 3-IH69 Transportation Layout Plan to the Texas Transportation Commission. as the City's public input for the Texas Department of Transportation – Texas Rural Transportation Plan 2035. to the State for consideration to include the City's projects in the Texas Rural Transportation Plan 2035; and

WHEREAS, the Wharton City Council wishes to authorize the Mayor of the City of Wharton to formally submit the City of Wharton's Transportation Plan.

NOW, THEREFORE BE IT RESOLVED, that:

Section 1. The Wharton City Council hereby authorizes the Mayor of the City of Wharton to formally submit the City of Wharton's Transportation Plan in the form of the City o Wharton Resolution No. 2009-60 establishing said plan and Resolution No. 2012-09 authorizing the submission of the City of Wharton's proposed Segment 3-IH69 Transportation Layout Plan to the Texas Transportation Commission. as the City's public input for the Texas Department of Transportation – Texas Rural Transportation Plan 2035.

Section 2. That this resolution shall become effective immediately upon its passage.

Passed, Approved and Adopted this 29th day of May 2012.

CITY OF WHARTON, TEXAS

By:
DOMINGO MONTALVO, JR.
MAYOR

ATTEST:

BY:
PAULA FAVORS
CITY SECRETARY

City of Wharton
120 E. Caney Street • Wharton, Texas 77488
Phone (979) 532-2491 • Fax (979) 532-0181

February 21, 2012

Mayor Domingo Montalvo, Jr.
Segment 3 Committee Chair
c/o Mr. Marc Williams, Director of Planning
Texas Department of Transportation
118 East Riverside Drive
Austin, Texas 78704

Re: City of Wharton Proposed Segment 3 I-69 Transportation Plan

Dear Mayor Montalvo:

The City of Wharton recognizes the importance of planning for the future in connection with the coming re-designation of US 59 to I-69 and interstate highway standards. Therefore, during the regular February 13, 2012 Wharton City Council meeting, the City Council authorized the submission of the attached Resolution No. 2012-08 supporting the Texas Department of Transportation's (TxDOT) proposed re-designation of US 59 to Interstate I-69.

Additionally, with the elimination of direct access to the highway due to interstate design standards, it is very important that the City establishes a transportation plan for the I-69 corridor to insure good access for the City and its future growth. And, in an effort to prepare for that inevitable future growth, the Wharton City Council also adopted the attached Resolution No. 2012-09 authorizing the submission of the City of Wharton's proposed I-69 Transportation Layout Plan. The City of Wharton is requesting the I-69 Segment 3 Committee incorporate the City's I-69 Transportation Layout Plan into the I-69 Segment Three Committee Report and Recommendations.

The City of Wharton partnered with Jones & Carter, Inc., who analyzed the section of the proposed I-69 Interstate from Pierce, Texas, through Wharton, to Hungerford, Texas, to determine where key intersections and improvements would be required in the future for the orderly and safe development of this segment of the interstate highway. The attached drawings depict key improvements that were adopted by the Wharton City Council.

The drawings were developed as planning tools and are very general. There are many options to how each of these improvements could be configured and additional detail engineering would need to be performed as these projects are developed and implemented.

The following is a list and brief description of the proposed eleven (11) planned projects for the Segment 3 of I-69 that would impact the City of Wharton. Each project is shown on the attached drawings as well as the accompanying large map.

1. **Pierce** – Access to the community of Pierce, Texas, would be provided by elevating the main lanes over County Road 456 and Pierce Street and adding entrance and exit ramps.

2. **Airport** – Access to the Wharton Regional Airport would be provided by an overpass and entrance and exit ramps. The main lanes would be elevated and shifted away from the adjacent

railroad line to allow room for the ramps. As Wharton County develops, the airport would also expand and become a key component of the transportation facilities of County; therefore, quick and safe access would be crucial.

3. **Business 59 South** – The existing intersection/exchange of Business 59 coming south out of Wharton and US 59 (I-69) is at the same location that FM 961 intersects the freeway. This exchange needs to be modified and improved to provide a more accessible and safer intersection. The modifications proposed are the elevating of the main lanes over FM 961 with new entrance and exit ramps. US Business 59 would be relocated to tie into the overpass.

4. **Pierce Ranch** – A new overpass with entrance and exit ramps is proposed for a site just south of Wharton and the Colorado River. As Wharton grows, this would be a prime area for both residential and commercial development. Good access for this area on the south side of the Colorado River is imperative.

5. **FM 102** – While some improvements have been made at this major intersection, additional entrance and exit ramps would be necessary as the traffic increases with further development of this area.

6. **FM 1301** – Plans are already in progress for the City of Wharton to extend FM 1301 from Richmond Road to US 59 (I-69). The scope of the project consists of elevating the main lanes and constructing entrance and exit ramps with a service road that extends back to FM 102. The project is part of the City of Wharton's Major Thoroughfare Plan.

7. **County Road 222 (Halford Road)** – The proposed improvements at Halford Road consists of elevating the main lanes with entrance and exit ramps plus service roads connecting to the Highway 60 intersection. This project would provide access to the Wharton Industrial Park and the surrounding area that is primed for development.

8. **Highway 60** – The existing exchange at Highway 60 and US 59 (I-69) is configured for low traffic volume. As Wharton develops, the traffic volume at this intersection would increase to a level that would require an upgrade to standard entrance and exit ramps and service roads.

9. **County Road 148 (Ponderosa Road)** – The area between the City of Wharton and FM 1161 would need good access using Ponderosa Road as the City expands. This project would consist of elevating the main lanes and constructing entrance and exit ramps.

10. **FM 1161** – This existing overpass is not designed to carry the traffic loads that would develop on FM 1161 when it becomes the beginning of an outer loop around the City of Wharton. The proposed upgrades would be the removal of the existing overpass, elevating the main lanes and constructing standard entrance and exit ramps.

11. **Hungerford** – The existing exit into Hungerford, Texas, would need to be upgraded to a major exchange in the future. This would ultimately provide direct access to Highway 60 going north to East Bernard and Sealy.

All of these proposed improvements could be considered as more detailed planning is performed for the I-69 corridor. Each one is needed to provide adequate and safe transportation for the City of Wharton and the surrounding area.

Please feel free to contact me at City Hall (979) 532-2491 if you require additional information or have any questions.

Sincerely,

CITY OF WHARTON

By:

Andres Garza, Jr.
City Manager

AGJ:jj

Attachments

cc: Wharton City Councilmembers
Paul Webb, City Attorney
Jim Gonzales, I-69 Advisory Committee
Lonnie Gregorcyk, P.E., TxDOT-Yoakum District
Carlos Cotton, P.E., Jones & Carter, Inc.

CITY OF WHARTON
RESOLUTION NO. 2012-08

A RESOLUTION OF THE WHARTON CITY COUNCIL AUTHORIZING THE MAYOR OF THE CITY OF WHARTON TO SUBMIT A LETTER OF SUPPORT TO THE TEXAS TRANSPORTATION COMMISSION SUPPORTING THE RE-DESIGNATION OF US HWY. 59 TO INTERSTATE (IH) 69.

WHEREAS, US 59 provides access and mobility for several in the Houston-Galveston Region that includes Wharton County; and

WHEREAS, at the urging of many communities along the US 59 corridor in Texas, the Texas Department of Transportation is exploring Federal Designation of those portions of US 59 meeting interstate highway design criteria as Interstate Highway 69; and

WHEREAS, The Texas Department of Transportation Segment 3 Committee will present its proposed interstate improvement projects to the Texas Transportation Commission; and

WHEREAS, existing segments of US 59, including Segment 3 in Wharton County will be built to Interstate Standards.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WHARTON, TEXAS THAT, the City Council of the City of Wharton supports the re-designation of US 59 be designated as Interstate Highway 69.

Section 1: The Wharton City Council hereby authorizes the Mayor of the City of Wharton to submit the City of Wharton proposed Segment 3 – IH 69 Transportation Layout Plan to the Texas Transportation Commission.

Passed, Approved and Adopted this 13th day of February 2012.

CITY OF WHARTON, TEXAS

By:
DOMINGO MONTALVO, JR.
Mayor

ATTEST:

PAULA FAVORS
City Secretary

CITY OF WHARTON
RESOLUTION NO. 2012-09

A RESOLUTION OF THE WHARTON CITY OCUNCIL AUTHORIZING THE MAYOR FO THE CITY OFWHARTON TO SUBMIT THE CITY OF WHARTON'S PROPOSED SEGMENT 3 – IH 69 TRANSPORTATION LAYOUT PLAN TO THE TEXAS TRANSPORTATION COMMISSION.

WHEREAS, The Texas Transportation Commission has approved funding for certain projects throughout Texas for the IH 69 (US 59) Corridor; and

WHEREAS, The City of Wharton is located in Segment 3 of the IH 69 layout plan; and

WHEREAS, The Texas Department of Transportation Segment 3 Committee will present its proposed interstate improvement projects to the Texas Transportation Commission; and

WHEREAS, The Wharton City Council wishes to submit proposed projects consideration by the Segment 3 Committee; and

WHEREAS, The proposed improvement locations are along US 59 between FM 1161 on the North side of the City to Pierce; and

WHEREAS, The Wharton City Council wishes to authorize the Mayor of the City of Wharton to submit the proposed improvement layout plan to the Texas Department of Transportation Segment 3 Committee.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WHARTON, TEXAS THAT:

Section 1: The Wharton City Council hereby authorizes the Mayor of the City of Wharton to submit the City of Wharton proposed Segment 3 – IH 69 Transportation Layout Plan to the Texas Transportation Commission.

Section II: This resolution will become effective immediately upon its passage.

Passed, Approved and Adopted this 13th day of February 2012.

CITY OF WHARTON, TEXAS

By: _____
DOMINGO MONTALVO, JR.
Mayor

ATTEST:

_____
PAULA FAVORS
City Secretary

1. PIERCE

I-69 TRANSPORTATION PLAN

CITY OF WHARTON

FEBRUARY, 2012

JONES & CARTER, Inc.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
6335 Gulfton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

0 250 500 1000 2000

GRAPHIC SCALE

2. AIRPORT

I-69 TRANSPORTATION PLAN

CITY OF WHARTON

FEBRUARY, 2012

JONES & CARTER, INC.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
6335 Gulton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

0 250 500 1000 2000

GRAPHIC SCALE

3. BUSINESS 59 SOUTH

I-69 TRANSPORTATION PLAN

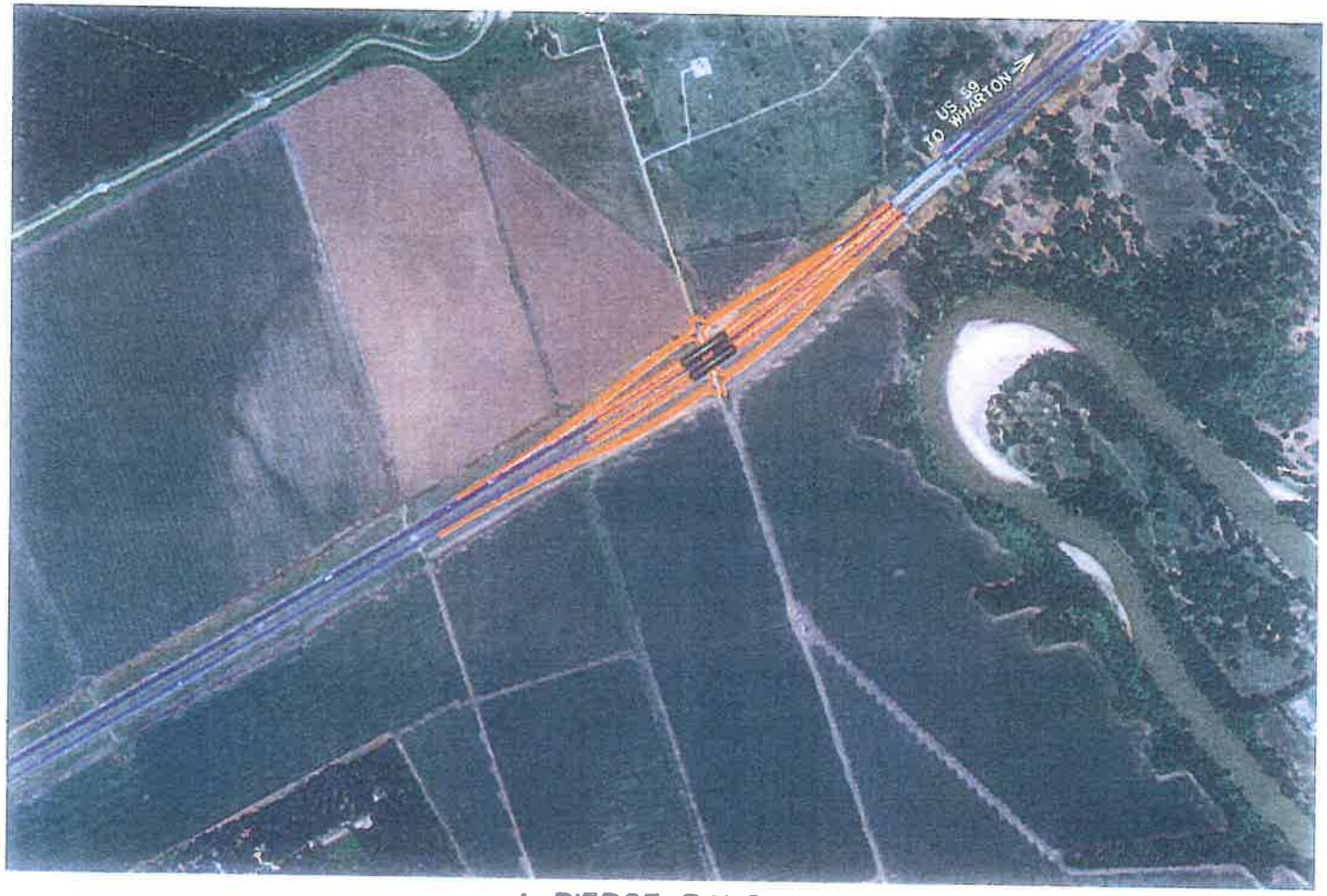
CITY OF WHARTON

FEBRUARY, 2012

JONES & CARTER, INC.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
6335 Gulfton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

0 250 500 1000 2000

GRAPHIC SCALE



4. PIERCE RANCH

I-69 TRANSPORTATION PLAN

CITY OF WHARTON

FEBRUARY, 2012

JONES & CARTER, INC.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
9338 Gulton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

0 250 500 1000 2000

GRAPHIC SCALE

5. FM 102

I-69 TRANSPORTATION PLAN

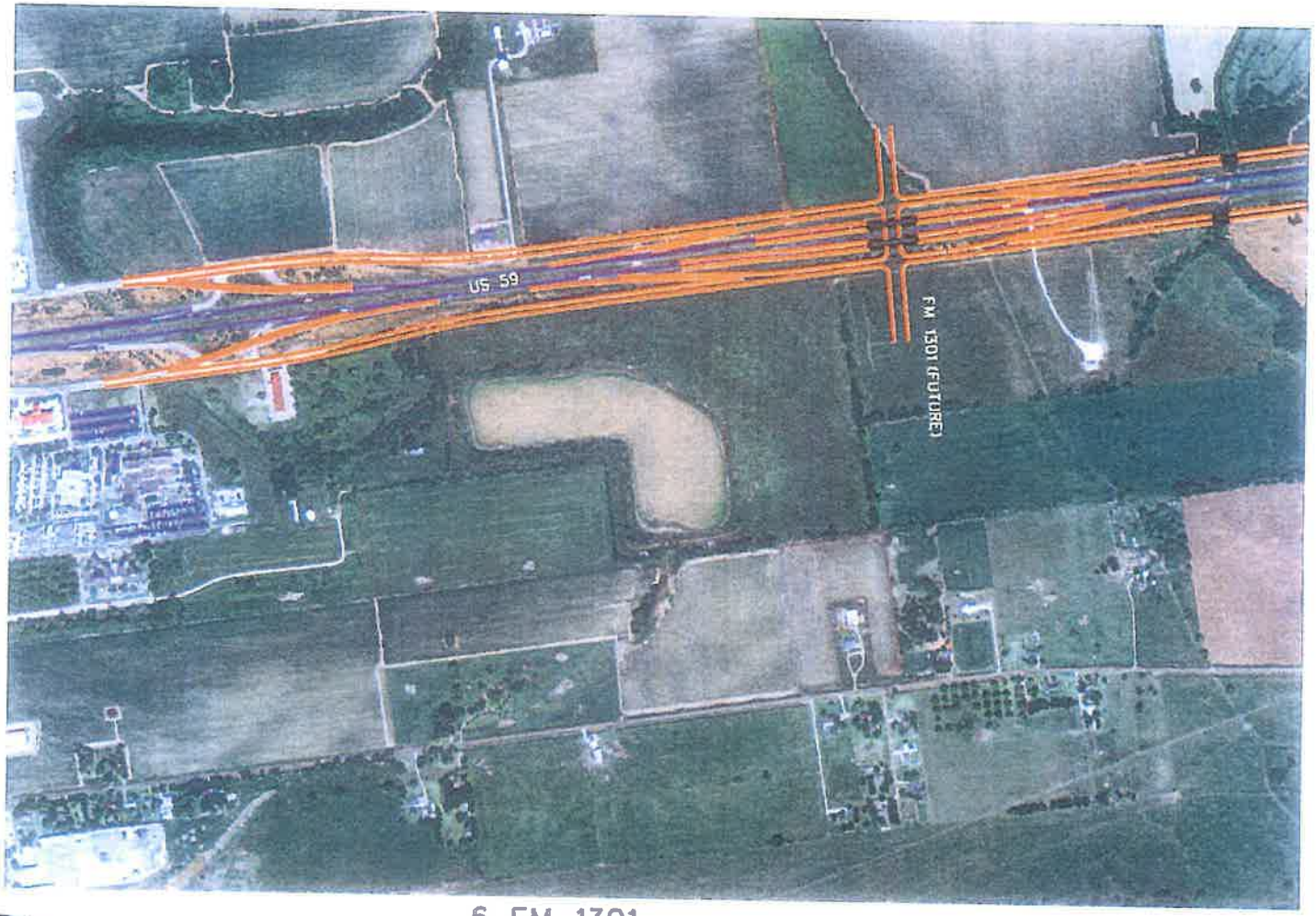
CITY OF WHARTON

FEBRUARY, 2012

JONES & CARTER, Inc.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
6335 Gulfton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

0 250 500 1000 2000

GRAPHIC SCALE



6. FM 1301

I-69 TRANSPORTATION PLAN

CITY OF WHARTON

FEBRUARY, 2012

JONES & CARTER, Inc.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
6335 Gulfton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

0 250 500 1000 2000

GRAPHIC SCALE

7 HALFORD ROAD

I-69 TRANSPORTATION PLAN

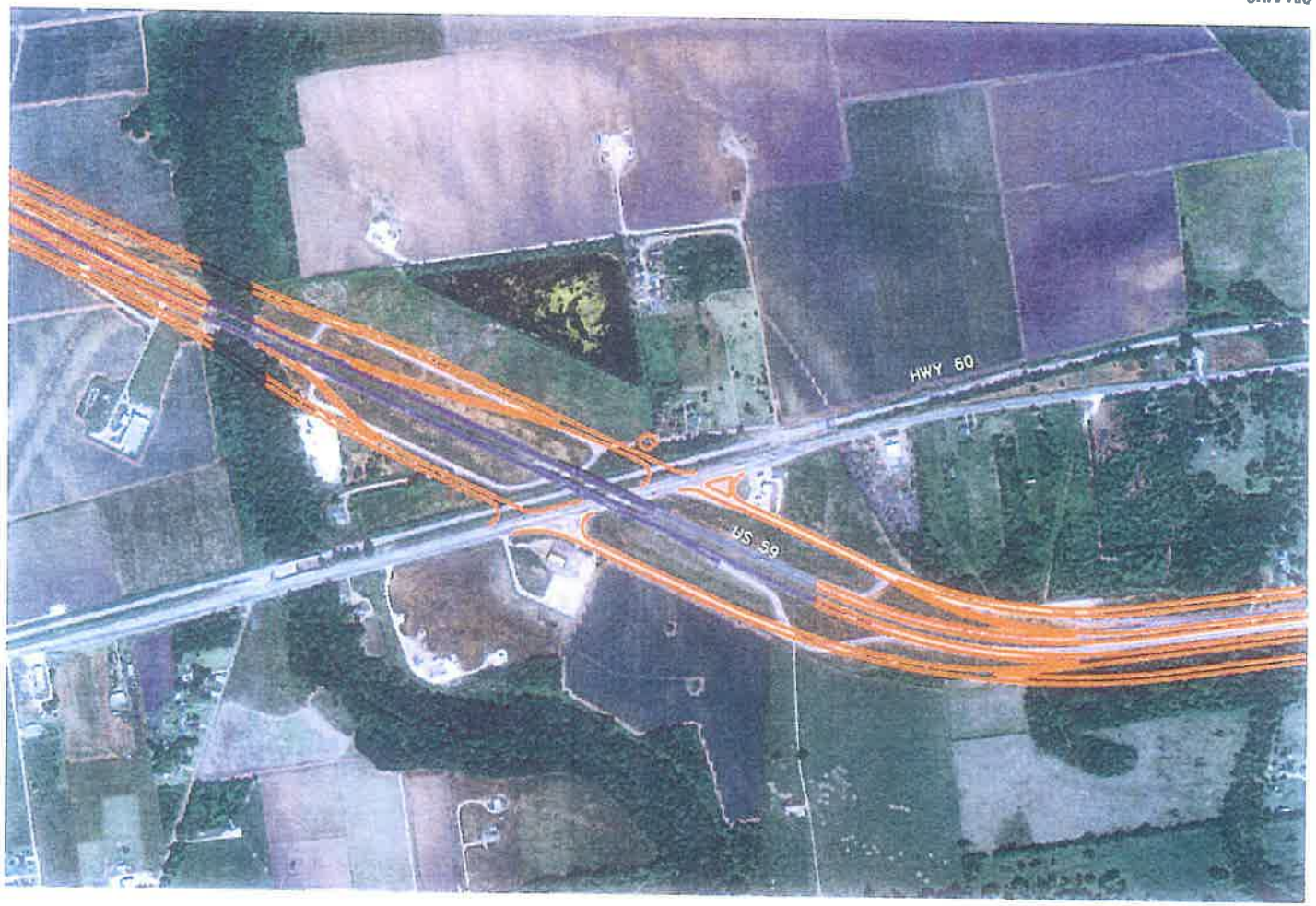
CITY OF WHARTON

FEBRUARY, 2012

JONES & CARTER, INC.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
6335 Gulfton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

0 250 500 1000 2000

GRAPHIC SCALE



8. HIGHWAY 60

I-69 TRANSPORTATION PLAN

CITY OF WHARTON

FEBRUARY, 2012

JONES & CARTER, INC.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
6335 Gulfton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

0 250 500 1000 2000

GRAPHIC SCALE

9. PONDEROSA ROAD

I-69 TRANSPORTATION PLAN

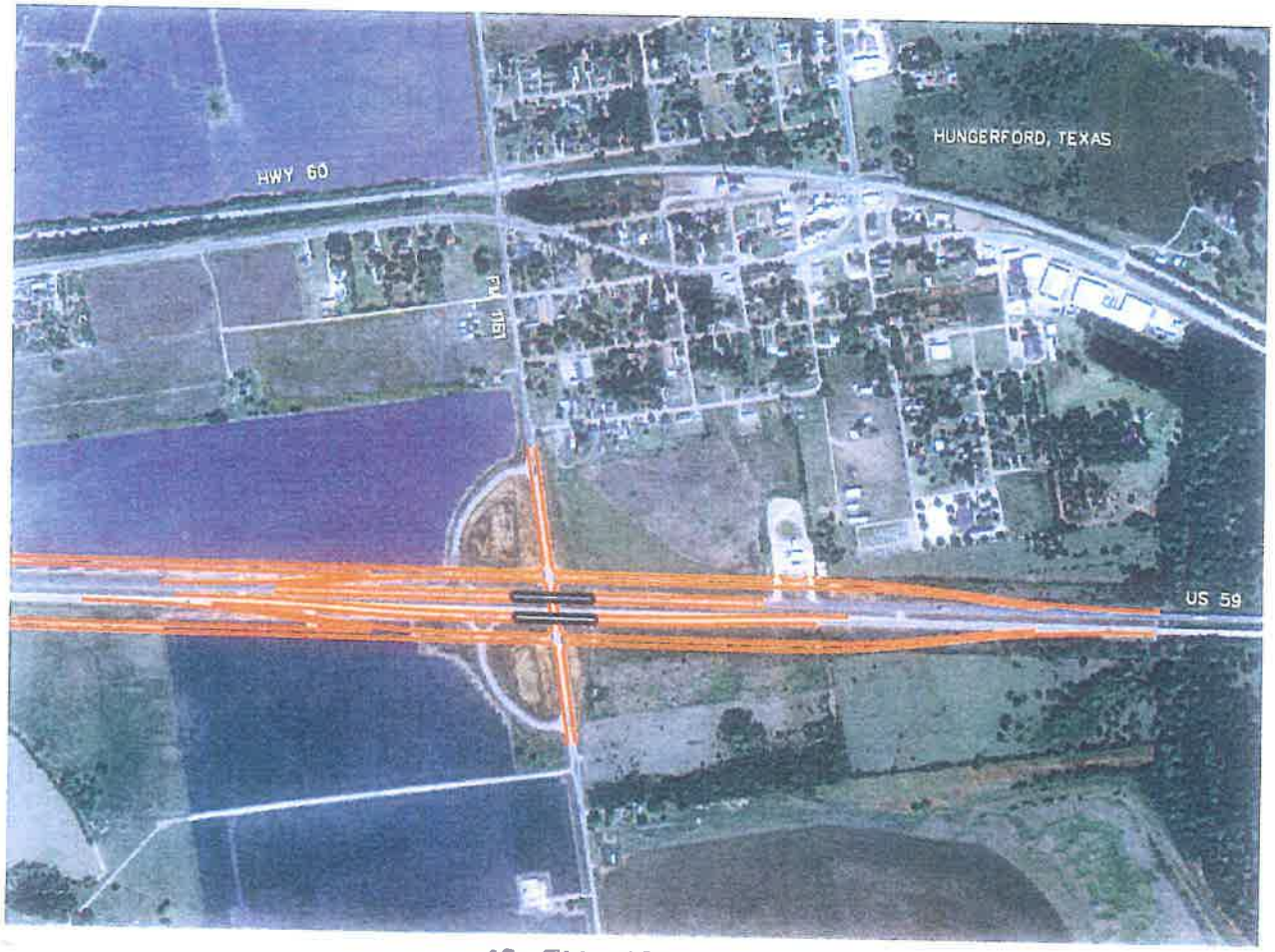
CITY OF WHARTON

FEBRUARY, 2012

JONES & CARTER, INC.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
6335 Gulfton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

0 250 500 1000 2000

GRAPHIC SCALE



10. FM 1161

I-69 TRANSPORTATION PLAN

CITY OF WHARTON

FEBRUARY, 2012

JONES & CARTER, INC.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
6335 Gulfton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

0 250 500 1000 2000

GRAPHIC SCALE

11. BUSINESS 59 NORTH

I-69 TRANSPORTATION PLAN

CITY OF WHARTON

FEBRUARY, 2012

JONES & CARTER, INC.
ENGINEERS • PLANNERS • SURVEYORS
Texas Board of Professional Engineers Registration No. F-439
6335 Gulfton Dr., Suite 100 Houston, Texas 77081 (713) 777-5337

Texas Department of Transportation

P O BOX 149217 • AUSTIN, TEXAS 78714-9217 • (512) 486-5000

June 14, 2012

Mr. Andres Garza, Jr.
City Manager
City of Wharton
120 East Caney Street
Wharton, Texas 77488

File: TPP (S)
(512) 486-5036

Dear Mr. Garza:

Thank you for your letter dated May 31, 2012, submitting the City of Wharton's transportation plan and proposed Segment 3 of the I-69 layout. This letter has been included in the public involvement section of the Texas Rural Transportation Plan (TRTP).

The TRTP is a component of the Statewide Long-Range Transportation Plan (SLRTP) which includes the I-69 corridor in the "Priority Corridor" Chapter. The development of the SLRTP and the TRTP is the first step in a process to better define and evaluate the need for transportation projects beyond the year 2021 and is a starting point for project development. Each district will use these documents as well as their local knowledge of their district in determining how projects move forward toward construction. Your continued input at the local level will remain important.

The Texas Department of Transportation is committed to improving the planning process by which needs are identified and projects are selected with the limited funding available.

If you have any questions or need further assistance, please contact Peggy Thurin at (512) 486-5036.

Sincerely,

James L. Randall, P.E.
Director, Transportation
Planning and Programming

cc: Domingo Montalvo, Jr., Mayor
City Council Members
Paul Webb, City Attorney
Marc D. Williams, P.E., Director of Planning, TxDOT
Lonnie J. Gregorcyk, P.E., Yoakum District Engineer, TxDOT
Peggy Thurin, P.E., Transportation Planning and Programming Division, TxDOT

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mittee will review all proposals and rate and rank each. The Town of Addison's evaluation criteria for this airport planning project is located at http://www.txdot.gov/business/projects/aviation.htm. All firms will be notified and the top rated firm will be contacted to begin fee negotiations. The selection committee does, however, reserve the right to conduct interviews for the top rated firms if the committee deems it necessary. If interviews are conducted, selection will be made following interviews.

If there are any procedural questions, please contact Edie Stimach, Grant Manager, or Daniel Benson, Project Manager for technical questions at 1-800-68-PILOT (74568).

Proposed Evaluation Criteria

Addison Airport Access Control Study - 1218ADISN

1. Qualifications, Capabilities, and Recent Experience [total: **40 points**]

a. Qualifications and experience of key personnel **(12 points)**

b. Relevant aviation/access control system experience

i. Relevant GA airport experience demonstrating understanding of GA airport operations (pedestrian/ground vehicle/aircraft) and access control requirements and how those requirements differ from access control requirements at air carrier airports **(12 points)**

ii. Access controls experience at air carrier airports **(6 points)**

c. Technical capabilities **(5 points)** - demonstrated capabilities and experience with various access control technologies; may include access controls in non-aviation applications

d. Favorable references **(5 points)**

2. Schedule [total: **15 points**]

a. Does the proposed planning team have sufficient time to devote to this project in order to meet the schedule submitted in the proposal? **(5 points)**

b. Is the proposed schedule realistic and appropriate to accomplish the project? **(10 points)**

3. Proposed Technical Approach [total: **45 points**]

a. Assessment of existing conditions and needs analysis **(15 points)**

b. Technical evaluation

i. Consideration/selection of available technologies: assess existing/available access control technology and suitability for the present application **(10 points)**

ii. Address system installation issues, ability to expand/grow system, and compatibility with existing infrastructure (airport gates, gate operators, power sources, and Addison Police/Dispatch and IT capabilities) **(5 points)**

iii. Address system integration and communications **(10 points)**

iv. Address system maintenance and operations **(5 points)**

TRD-201202099
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: April 24, 2012

♦ ♦ ♦

Public Hearing Notice - Texas Rural Transportation Plan

The Texas Department of Transportation (department) will hold a public hearing on Monday, May 21, 2012 at 10:00 a.m. at the Texas Department of Transportation, 200 East Riverside Drive, Room 1A-2, Austin, Texas to receive public comments on the Texas Rural Transportation Plan (TRTP). The TRTP is the rural component of the Statewide Long-Rang Transportation Plan (SLRTP) a 24-year long-range multimodal plan for the state of Texas.

Transportation Code, §201.601, requires the department to develop a statewide transportation plan that contains all modes of transportation.

Title 23, United States Code, §135 requires the state to develop a long-range plan as a condition to securing federal funds for transportation projects under Title 23 or the Federal Transit Act (49 USC §5301, et seq.). Section 135(a) and (e) requires the state to develop its long-range plan to provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the state and an integral part of an intermodal transportation system for the United States, taking into consideration the concerns of affected local officials, Indian tribal governments, and Federal land management agencies. Section 135(f) requires the state to develop a SLRTP for all areas of the state in cooperation with the designated metropolitan planning organizations and, with respect to non-metropolitan areas, in consultation with affected local officials, and further requires an opportunity for participation by interested parties.

A copy of the proposed TRTP will be available for review, at the time the notice of hearing is published, at each of the department's district offices, at the department's Transportation Planning and Programming Division offices located in 118 East Riverside Drive, Building 118, Second Floor, Austin, Texas and on the department's website at:

www.txdot.gov

Persons wishing to review the TRTP may do so online or contact the Transportation Planning and Programming Division at (512) 486-5036.

Persons wishing to speak at the hearing may register in advance by notifying Peggy Thurin, Transportation Planning and Programming Division, at (512) 486-5036 not later than Friday, May 18, 2012, or they may register at the hearing location beginning at 9:00 a.m. on the day of the hearing. Speakers will be taken in the order registered. Any interested person may appear and offer comments or testimony, either orally or in writing; however, questioning of witnesses will be reserved exclusively to the presiding authority as may be necessary to ensure a complete record. While any persons with pertinent comments or testimony will be granted an opportunity to present them during the course of the hearing, the presiding authority reserves the right to restrict testimony in terms of time or repetitive content. Groups, organizations, or associations should be represented by only one speaker. Speakers are requested to refrain from repeating previously presented testimony. Persons with disabilities who have special communication or accommodation needs or who plan to attend the hearing may contact the Transportation Planning and Programming Division, at 118 East Riverside Drive, Austin, Texas 78704, (512) 486-5038. Requests should be made no later than three days prior to the hearing. Every reasonable effort will be made to accommodate the needs.

Further information on the TRTP may be obtained from Peggy Thurin, Transportation Planning and Programming Division, 118 East Riverside Drive, Austin, Texas 78704, (512) 486-5036. Interested parties who are unable to attend the hearing may submit comments to James L. Randall, P.E., Director, Transportation Planning and Programming Division, 118 East Riverside Drive, Austin, Texas 78704. In order to be considered, all written comments must be received at the Transporta-

tion Planning and Programming office by Monday, June 4, 2012 at 4:00 p.m.

TRD-201202122
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: April 25, 2012

♦ ♦ ♦

Public Notice - Aviation

Pursuant to Transportation Code, §21.111, and Texas Administrative Code, Title 43, §30.209, the Texas Department of Transportation conducts public hearings to receive comments from interested parties concerning proposed approval of various aviation projects.

For information regarding actions and times for aviation public hearings, please go to the following website:

http://www.txdot.gov/public_involvement/hearings_meetings/schedule.htm.

Or visit www.txdot.gov, click on Public Involvement, click on Hearings and Meetings, and then click on Hearings and Schedule.

Or contact Texas Department of Transportation, Aviation Division, 150 East Riverside, Austin, Texas 78704, (512) 416-4501 or 1-800-68-PILOT.

TRD-201202121
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: April 25, 2012

♦ ♦ ♦

Texas Water Development Board

Request for Applications for Flood Protection Planning

The Texas Water Development Board (Board) requests, pursuant to 31 Texas Administrative Code (TAC) §355.3, the submission of applications leading to the possible award of contracts to develop flood protection plans for areas in Texas from political subdivisions with the legal authority to plan for and abate flooding and which participate in the National Flood Insurance Program. Flood protection planning applications may be submitted by eligible political subdivisions from any area of the State and will be considered and evaluated. In addition, applicants must supply a map of the geographical planning area to be studied.

Description of Planning Purpose and Objectives. The purpose of the flood protection planning grant program is for the State to assist local governments to develop flood protection plans for entire major or minor watersheds (as opposed to local drainage areas) that provide protection from flooding through structural and non-structural measures as described in 31 TAC §355.2. Planning for flood protection will include studies and analyses to determine and describe problems resulting from or relating to flooding and the views and needs of the affected public relating to flooding problems. Potential solutions to flooding problems will be identified, and the benefits and costs of these solutions will be estimated. From the planning analysis, feasible solutions to flooding problems will be recommended. The flood protection planning study should also include an assessment of the environmental and cultural resources of the planning area as necessary to evaluate the flood control alternatives being considered. Solutions for localized drainage problems are not eligible for grant funding.

Description of Funding Consideration. Up to $1,000,000 was initially authorized for Fiscal Year 2012 assistance for flood protection planning from the Board's Research and Planning Fund. Funding in the amount of $933,000 of the $1,000,000 available has been approved for award by the Board, with the remaining $67,000 now available. Up to fifty percent funding may be provided to individual applicants, with up to seventy-five percent funding available to areas identified in 31 TAC §355.10(a) as economically disadvantaged. In the event that acceptable applications are not submitted, the Board retains the right to not approve the award for these remaining funds.

Deadline, Review Criteria, and Contact Person for Additional Information. Six double-sided copies on recycled paper and one digital copy (CD) of a complete flood protection planning grant application including the required attachments must be filed with the Board prior to 5:00 p.m., June 5, 2012. Applications can be directed either in person to Mr. David Carter, Texas Water Development Board, Stephen F. Austin Building, 1700 North Congress Avenue, Austin, Texas or by mail to Mr. David Carter, Texas Water Development Board, P.O. Box 13231 - Capitol Station, Austin, Texas 78711-3231.

Applications will be evaluated according to 31 TAC §355.5. All potential applicants can contact the Board to obtain these rules and an application instruction sheet. Requests for information or the Board's rules and instruction sheet covering the research and planning fund may be directed to Mr. Gilbert Ward at the preceding mailing address, or by email at gilbert.ward@twdb.texas.gov or by calling (512) 463-6418. This information can also be found on the Internet at the following address: http://www.twdb.texas.gov.

TRD-201201982
Kenneth Petersen
General Counsel
Texas Water Development Board
Filed: April 19, 2012

♦ ♦ ♦

Requests for Statements of Qualifications for Water Research

Pursuant to 31 Texas Administrative Code §355.3, the Texas Water Development Board (TWDB) requests the submission of Statements of Qualifications leading to the possible award of contracts for groundwater related studies for two separate projects. We expect to get separate Statements of Qualifications specific for each project. The projects should take no more than three years to complete.

Details on the research projects and project requirements are available from the TWDB website http://www.twdb.texas.gov/about/contract_admin/RFQ/. The TWDB website includes (1) guidelines for the Statements of Qualifications, (2) copies of the attachments, (3) a list of Statement of Qualifications Review Criteria, and (4) some supporting material.

Background. Groundwater availability models were an outgrowth of the regional water planning process created by Senate Bill 1, 75th Legislative Session. They were developed or obtained by the TWDB in response to groundwater conservation district and regional water planning group needs for better scientific tools to assist them in their management and planning efforts of the groundwater resources in their area. Because of the demonstrated value of these models, in 2001 the Texas Legislature mandated that the TWDB obtain or develop groundwater availability models for all major and minor aquifers in Texas in coordination with groundwater conservation districts and regional water planning groups (Texas Water Code, §16.012). When House Bill 1763, 79th Legislative Session, became effective on September 1, 2005, groundwater availability models became an even more important tool in managing the state's groundwater resources. This law man-

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JUN 01 2012
GENERAL COUNSEL

TEXAS DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING
on
TEXAS RURAL TRANSPORTATION PLAN

Room 1A.2
200 East Riverside Drive
Austin, Texas

May 21, 2012
10:07 a.m.

BEFORE:

BECKY BLEWETT, ESQ., TxDOT Office of General Counsel

ALSO PRESENT:

JIM RANDALL, P.E., Transportation Planning and Programming Division

ORIGINAL

ON THE RECORD REPORTING
(512) 450-0342

I N D E X

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Mark Stein	7
Domingo Montalvo	9

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

2 MS. BLEWETT: We will now open this hearing.
3 It is 10:07 in the morning, Monday, May 21, 2012.
4 My name is Becky Blewett, and I'm an attorney
5 with the Texas Department of Transportation. I have been
6 appointed as the presiding officer in this matter. With
7 me is James Randall, Director of the Department's
8 Transportation Planning and Programming Division.
9 We are here to consider public comment, both
10 written and oral, on the Texas Rural Transportation Plan.
11 This hearing is being held pursuant to 23 U.S. Code,
12 Section 135, which calls for an opportunity for public
13 comment concerning the TRTP program.
14 I will now enter into the record of this
15 hearing, Exhibit 1, a copy of Volume 37, *Texas Register*,
16 pages 3475 through 3476 from the *Texas Register* of May 4,
17 2012 which was the published announcement of this
18 proceeding. This exhibit is now in the record.
19 At this time I will go over a few procedures.
20 I will be receiving comments only. Questions from the
21 floor will not be entertained, nor will any debate be
22 entered into. All interested persons may appear and offer
23 comments either orally or in writing. Written comments
24 will be accepted for the record today or may be submitted
25 to James Randall, P.E., Director, Transportation Planning

1 and Programming Division, 118 East Riverside Drive,
2 Austin, Texas 78704. The deadline for receipt of written
3 comments is 4:00 p.m. on Monday, June 4, 2012.
4 All interested persons wishing to make oral
5 comments or a presentation for the record to be
6 established here today should have registered or may
7 register at any time during the hearing at the table set
8 up by the door. Interested persons wishing only to submit
9 written comments and do not wish to make oral comments may
10 be submit written comments at the registration table.
11 Every interested person who is registered will be granted
12 an opportunity to present their comments, but I will
13 reserve the right to restrict testimony in terms of time
14 and repetitive content. Questioning of persons making
15 oral comments will be reserved to me as the presiding
16 officer.
17 We have a court reporter transcribing these
18 proceedings. If you wish to receive a transcript of this
19 hearing, you can make arrangements with either the
20 department or the court reporter.
21 Mr. Randall will now provide a few statements
22 on the Texas Rural Transportation Plan, and then we will
23 open the floor for public comment.
24 MR. RANDALL: Good morning. First of all, I'd
25 like to thank everybody for coming to the public hearing.

I know we all have a pretty busy schedule and it means a lot to us for you to take time out of your busy day to come listen to us at the public hearing and maybe voice any comments you may have.

First of all, I'd like to introduce Jack Foster and Peggy Thurin of my staff. Those were the two that did a large share of the work on the plan, as well as I'd like to extend a thank you to our consultant, Adkins, that helped us tremendously on this.

As you probably know, this year the plan is being developed as a component of the Statewide Long-Range Plan that we finished, I guess, in November 2010. By rule, we're supposed to update the Statewide Long-Range Plan every four years. This year we had to do a stand-alone, but in the future, the next Statewide Long-Range Plan is to be completed by 2014, the rural component will be a part of that plan. I just want to let you know that any comments we receive today that we might not be able to incorporate in this plan we'll consider in the development of the Statewide Long-Range Plan which will be completed in 2014. I guess we'll start scoping the Long-Range Plan probably this fall, so we're just about to start another cycle of developing a Long-Range Plan for the department.

So again, thank you for attending, and I'll turn it back over to Becky.

MS. BLEWETT: We'll start public comments. The first speaker is John Archer. If you'll please state your name and who you represent.

MR. ARCHER: My name is John Archer. I am a resident of Comal County, speaking on behalf, today, of the residents of Comal County with the New Braunfels Chamber of Commerce, I'm the vice chair of the Transportation Committee.

Today we're specifically interested in talking about the connector link of I-35 to SH 130 between Guadalupe and Comal counties. My personal pitch on this is that I work here in Austin and live in Comal County, so I drive I-35 every day, and how neat it would be to have a connector link that I could get on SH 130 and head up to Austin which would reduce my drive time and be a safer means of access for a number of drivers on the road.

As I said, I am a vice chair of the Transportation Committee for the Greater New Braunfels Chamber of Commerce, and I'd like to deliver five points.

New Braunfels is supportive of the state of the art 21st Century transportation and connector modes needed to routes like SH 130. Heavy traffic on I-35 through our community will be lessened for our northern neighbors with this connector. Southbound traffic from Austin will have another option to reach San Antonio and further south with

1 this connector. Fast growth in the north part of our
2 community includes a major tri-county serve hospital,
3 which is Baptist Health, now under construction, and then
4 we all know that seconds saved in route can save lives.
5 And then lastly, the Texas School Fund has invested in
6 over 2,000 acres north of New Braunfels and this connector
7 will make for economical right of way acquisition and
8 development of that property.
9 But we're here today, in summary, as our goal
10 is to have TxDOT consider connectivity between I-35 and SH
11 130 between Comal and Guadalupe counties.
12 I can answer any questions.
13 MS. BLEWETT: Very good. Thank you.
14 MR. ARCHER: Yes, ma'am.
15 MS. BLEWETT: Mark Stein. Good morning. Your
16 name and who you represent.
17 MR. STEIN: Good morning, Ms. Blewett and Mr.
18 Randall. I'm Mark Stein, I'm with Bike Texas. We are the
19 statewide group that supports both bicycle and pedestrian
20 access, safety and education.
21 And I want to start off, as always, thanking
22 and commending Ms. Thurin and the Rural Transportation
23 planning team for the tremendous outreach effort, three
24 cycles of very comprehensive meetings and still time till
25 June 4 for submittal of comments, so we appreciate all

1 that effort. We also appreciate the team accepting the
2 input from not only Bike Texas staff, board members and
3 organization members, but also the bicycle/pedestrian
4 community in general, and we feel like the issues that
5 were raised at the hearings were well documented in the
6 draft and we appreciate that the Complete Streets was
7 mentioned as a kind of umbrella to which to address some
8 of these issues.
9 We believe at Bike Texas that the
10 prioritization of projects in the Rural Transportation
11 Plan is an excellent opportunity to implement a Complete
12 Streets policy and I'd like to touch on two important
13 aspects of the Complete Streets that are relevant in
14 implementing projects prioritized in the plan.
15 First is obvious, economy of scale. We all
16 know that if you put bicycle and pedestrian infrastructure
17 in when you're either constructing or reconstructing or
18 doing major work on a segment that that is a fraction of
19 the cost as compared to if you did these projects stand-
20 alone. And secondly, Complete Street policies provide for
21 opt-out provisions so that if there's reasons where
22 bike/ped infrastructure is not appropriate, the program
23 manager has the option to document why these facilities
24 were not put in and move on with the project.
25 We believe this functionality of Complete

1 Streets can support an overall vision and plan for
2 connectivity in any given region pursuant to the plan, and
3 TxDOT, of course, has stressed connectivity in long-range
4 planning and we, of course, support that very much. Each
5 part of the bicycle/pedestrian infrastructure that's
6 constructed pursuant to a Complete Streets policy will
7 provide great value as part of the overall system in terms
8 of reducing crashes, injury and fatalities, and also
9 providing significant economic value through
10 transportation choice.
11 So again, thank you all for all of your effort,
12 and Bike Texas looks forward to continued collaboration
13 with you. Thank you.
14 MS. BLEWETT: Thank you, Mr. Stein.
15 Mayor -- I'm sorry, I can't read your last
16 name.
17 MAYOR MONTALVO: Montalvo.
18 MS. BLEWETT: Montalvo. Sorry about that.
19 MAYOR MONTALVO: That's all right.
20 Good morning. Thank you for the opportunity.
21 My name is Domingo Montalvo. I serve as the mayor of the
22 City of Wharton. I'm also the chairman for Segment 3 in
23 the development of Interstate 69 from Harris County all
24 the way down to the Valley, so I'm here on two fronts.
25 I'll be very brief because we will be sending

1 some reports that the communities have been working on,
2 but what we feel is that most of the development that's
3 going on is in the rural area and it's about connectivity,
4 and what we did is we started at the grassroots level,
5 engaging the local elected officials to give us their plan
6 and what they thought was most important for their
7 communities for economic development, of course, hurricane
8 evacuation is very important to us and the problems that
9 that brings, and also, to make a huge and great
10 improvement to the system for all the highways that TxDOT
11 has.
12 So we have all these reports and as I have
13 found out that sometimes communication from one branch to
14 the other is not as fast as elected officials would like
15 it, so we kind of want to help that along and be of
16 service to you to do that, and so just for an example, for
17 our smaller communities, I'll take my community, we've
18 undergone doing different environmental studies and
19 working with TxDOT in order to speed up the process.
20 We're very pleased with being able to work and facilitate
21 things with people.
22 Commissioner Ned Holmes has been a great
23 champion for us, spent a lot of time. I know he's got a
24 lot on his plate but he seems to make everybody feel like
25 whatever they're asking him for that it's very important

1 to him, and he certainty makes me feel like he's
2 concentrating on one thing, although I know the reality of
3 it is I'm sure he has a lot of things on his plate.
4 So we wanted to make you aware of our effort.
5 It's been about 2-1/2 years that we've worked on this.
6 And I just got a message from Jennifer Shepherd, she is
7 the person that is our executive director for our alliance
8 group, and the highway group that approves the interstate
9 just gave approval in Houston from 610 to Liberty as far
10 as designation.
11 We had a designation of the interstate down in
12 the Valley, but she said that they just did the other
13 portion from 610 all the way down to Rosenberg or the Fort
14 Bend County line is set for approval on June 6. And I
15 know a lot of people have a lot of questions and say,
16 Well, when are we going to have this interstate? Well,
17 it's coming to us faster than what we thought, because
18 it's been about a 22-year effort so far in trying to bring
19 that interstate.
20 So we found in studying with local folks,
21 business folks is a lot of those rural areas are not
22 incorporated communities but they certainly have thriving
23 businesses along the highway, that there are certain needs
24 that they have to have in order to stay in business. And
25 certainly, we don't want to get into condemnation or

1 disruption of business, so we have found solutions in
2 order to avoid a lot of that and have people to get
3 onboard to make this, I think, monumental interstate
4 become a reality, and instead of it coming from the top
5 down, it's coming from the bottom up. It's actually the
6 citizens and elected officials that are coming to TxDOT
7 and saying: This is what we want, this is what we
8 support, and oh, by the way, we want to be partners, we
9 don't want to be a liability, so here's our money as well
10 to invest with your money in order to make this count.
11 So we appreciate this time and we'll be sending
12 that information to you. Thank you.
13 MR. RANDALL: Thank you.
14 MS. BLEWETT: Thank you very much.
15 That's all the people I have that signed up to
16 speak.
17 Is there anyone else here that would like to
18 make any comments, any oral comments?
19 (No response.)
20 MS. BLEWETT: I just want to note for the
21 record that we've had the registration table open since
22 approximately 9:30 this morning, and if there's no one
23 else here to testify, this hearing is adjourned.
24 (Whereupon, at 10:21 a.m., the hearing was
25 concluded.)

1 C E R T I F I C A T E

2

3 IN RE: Texas Rural Transportation Plan

4 LOCATION: Austin, Texas

5 DATE: May 21, 2012

6 I do hereby certify that the foregoing pages,

7 numbers 1 through 13, inclusive, are the true, accurate,

8 and complete transcript prepared from the verbal recording

9 made by electronic recording by Nancy H. King before the

Texas Department of Transportation.

Nancy H. King 05/30/2012
(Transcriber) (Date)

On the Record Reporting
3307 Northland, Suite 315
Austin, Texas 78731

TxDOT Response to comments made at Public Hearing:

IH 69 Projects

While there are no projects shown under the name of 'IH 69), the TRTP includes several projects on US 59, US 281 and SH 77 to upgrade these facilities to freeway standards. As the concepts developed by the Interstate 69 Segment Committees move through the project development process, any additional projects will be incorporated in the next update of the Statewide Long-Range Transportation Plan.

Complete Streets

TxDOT appreciates the continuing interest by Bike Texas in the development of the TRTP. The final report incorporates the requested addition to the discussion of complete streets provided in the letter dated May 31, 2012.

IH 35 to SH 130 Connector

Thank you for submitting the SH 130 high speed connector between New Braunfels and SH 130 in Guadalupe County for consideration. The project has been added to the project listing and has been evaluated using the same process as the other projects. The project ranking in the TRTP is just one tool available to the San Antonio District and local stakeholders to establish local priorities.